

# 2014

# MANUAL OF MOTORCYCLE SPORT



MOTORCYCLING  
AUSTRALIA

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



[www.fim.ch](http://www.fim.ch)



**Matt Moss**

2013 Australian Motocross and Australian Supercross Champion

Published annually since 1928  
by Motorcycling Australia  
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# Motorcycling Australia

# *2014 Manual of Motorcycle Sport*

**Published annually since 1928**

by Motorcycling Australia ABN 83 057 830 083

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## Introduction to the 2014 edition of the Manual of Motorcycle Sport

Welcome to the 2014 Motorcycling Australia Manual of Motorcycle Sport (MoMS), a publication designed to assist you in your riding throughout the upcoming calendar year.

This years' edition heralds some major changes to the way the manual has previously been developed and distributed. Our fully responsive moms.org.au website is optimised for use on all your devices for easy access to the MoMS anywhere, anytime. This evolution of the MoMS will not only provide greater accessibility to the information within, but will also make navigation and finding the right information much simpler.

You will find the easy access content list on the left-hand sidebar to help direct you to the information you need. If you prefer a printed copy of the MoMS, the content can easily be saved as a pdf and printed off as required (either in sections or as the entire manual).

Where previous editions of the manual had sections dedicated to All Disciplines (chapter 12) and Australian Championships (chapter 13), this information will now be contained in each discipline-specific chapter for your easy reference.

You may also notice that the manual has undergone some structural changes within the chapters to give better usability and provide consistency throughout the manual. This may mean that a particular rule is not where it used to be but rest assured it will still be there; the chapter contents lists will help to direct you to where specific rules are located.

As with previous editions of the MoMS, new rules will appear in **bold** and rules that have been removed from the previous year will appear as ~~striketrough~~.

On behalf of Motorcycling Australia, we wish you a safe and successful 2014 racing season.



Stephen Foody  
President  
Motorcycling Australia



David White  
CEO  
Motorcycling Australia



## 2014 RULE AMENDMENTS AND UPDATES BULLETIN

**To:** All Motorcycling Australia members and Manual of Motorcycle Sport users

**Bulletin Number:** 5

**Date Issued:** 4<sup>th</sup> June 2014

**Changes since Bulletin 4:** 1 (changes from previous bulletin added to bottom of table on following page)

**Effective Date:** Immediately

**This document outlines the amendments and updates that have occurred in the 2014 Manual of Motorcycle Sport (MoMS) since the 1<sup>st</sup> January 2014 for the reference of Manual of Motorcycle Sport users.**

Date	MoMS reference	Content before amendment/update	Revised 2014 content										
10/02/2014	Hall of Fame 2013 Australian Champions	Under 16 125cc Speedway: (2012 podium)	U16 125cc Speedway: 1st Brody Eves, 2nd Bryce Brigden, 3rd Ben Cook										
13/02/2014	15.1 MX Championships	MX1, MX2, MXD	MX1, MX2, MXD, Women, Sidecars										
05/02/2014	16.15.4.6	(content not present)	16.15.4.6 <b>Other than CMX/CDT 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.</b>										
14/02/2014	13.12.1.1	(content not present on moms website – relevant to table in moms.org.au only, does not affect pdfs on MA website)	Purple Flag Protest flag for all junior competitors										
14/01/2014	14.18.1.4	14.18.1.4 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 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.	(Rule deleted)										
24/01/2014	17.12.1.1/EX6861 (MXD class)	<b>15.1 CATEGORIES FOR SENIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</b> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>CLASS</th> <th>CAPACITY (2 or 4-stroke)</th> </tr> </thead> <tbody> <tr> <td>MX1</td> <td>255cc to 450cc and over</td> </tr> <tr> <td>MX2</td> <td>Up to 250cc</td> </tr> <tr> <td>MXD (15 years to under 19)</td> <td>Up to 250cc</td> </tr> </tbody> </table>	CLASS	CAPACITY (2 or 4-stroke)	MX1	255cc to 450cc and over	MX2	Up to 250cc	MXD (15 years to under 19)	Up to 250cc	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">MXD (15- 16 years to under 19)</td> <td style="width: 50%;">Up to 250cc</td> </tr> </table> <p><b>15.4 AUSTRALIAN MOTOCROSS CHAMPIONSHIP ELIGIBILITY</b></p> <p>15.8.0.1 The MXD Australian Motocross Championship will be for riders from 15 16 years to under 19 years. A rider's age on 1st January will determine their age for the Championship. 15 year olds may participate. 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.</p> <p>a) Satisfy their State Controlling Body of their competence, a) State legislation will override these rules where applicable.</p> <p>15.8.0.2 Riders who turn 15 before the first round of the MXD Australian Motocross Championship may place an entry for the series provided they meet the criteria above. If they do they will be deemed to have moved up an age group.</p> <p>15.8.0.3 15 year olds will compete with an endorsed MA National Junior licence. Riders who turn sixteen during the series can continue in other relevant competitions as a junior they are competing in the Championship as Juniors.</p>	MXD (15- 16 years to under 19)	Up to 250cc
CLASS	CAPACITY (2 or 4-stroke)												
MX1	255cc to 450cc and over												
MX2	Up to 250cc												
MXD (15 years to under 19)	Up to 250cc												
MXD (15- 16 years to under 19)	Up to 250cc												

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19/02/2014	Appendix C item 16	GST	PAYG Withholding
24/02/2014	2.5.3.4	(refers to) 2.5.7.1 e)	2.5.8.1 e)
24/02/2014	14.11.3.1 & 14.21.1.1 wrong rule references in pdf on moms.org		(reference changed to) 14.6.6.3 & 14.21.3.5
25/02/2014	Section 15c Eligibility	Eligibility	Competition Rules
25/02/2014	13.15.5.1	typo with old GCR referring to 15.15.5.1	13.15.5.1
04/03/14	18.5	<b>8 to under 12 years</b>	<b>8 9 to under 12 13 years</b> <b>Riders 12 years on 1 January 2014 may continue to compete in this class until 31 December 2014</b>
13/03/2014	MA Information Commissions section pg 8	Incorrect information in Dirt Track and Track Commission, Supermoto Commission.	Updated with correct information.
13/03/2014	25.1 Member Protection Policy	Update required by Australian Sports Commission	Policy updated
13/03/2014	25.4 Privacy Regulation	Updated Privacy Policy required by Australian Sports Commission	Policy updated
02/04/2014	13.12.13 Stopping Events Note: The addition of this section subsequently altered the numbering of rules 13.12.13-13.12.19	(content not present in earlier versions)	<b>13.12.13 Stopping Events</b> 13.12.13.1 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. 13.12.13.2 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.
5/5/2014	Track 21.16.11 Previously 21.16.11.3-8	Content under incorrect heading (Sidecar: General) moved to correct heading (Senior Solo). Note: this change has affected the numbering from 21.16.11 – 21.16.13)	<b>21.16.11 Senior Solo</b> (21.16.11.1-21.16.11.6)
5/5/2014	20.4.0.3	(content erroneously omitted)	20.4.0.3 Riders are eligible to enter one class above capacity of the machine entered for senior riders only.
5/5/2014	Motocross and Supercross 15.15.1.5 No Jump Signals Previously 15.17.2	Content under wrong heading in 15.17.2. Moved to correct location in 15.15.1.5	15.15.1.5 No Jump Signals a) Yellow flags will be waved in Motocross and Supercross events to indicate immediate danger. When yellow flags are waved competitors must not: i. Jump, ii. Overtake other competitors, at the set of jumps where the yellow flags are waved. b) The penalties for breaching this GCR are: i. First offence, relegation of three (3) places and up to a \$500 fine, ii. Subsequent offences in the same year, exclusion and \$500 fine.
5/5/2014	Historic Road Race 14.20.1.1	14.20.1.1 b) ii) A maximum width of 3.5" (89mm) front and 5" (127mm) rear <b>with maximum 180 section as moulded on the tyre.</b>	14.20.1.1 b) ii) A maximum width of 3.5" (89mm) front and 5" (127mm) rear <b>with maximum 180 section as moulded on the tyre.</b> [Deletion effective 24 <sup>th</sup> March 2014]
5/5/2014	Commissions page 8	Supermoto Commission	Supermoto Commission member update.
5/5/2014	Typographical errors - various	3.2.0.1; 16.7.2.1; 16.16.4; 16.16.5; 23.8.1	Errors amended
5/5/2014	Dirt Track 20.13.3.3	20.13.3.3-6 Relate to 2 metre max method of sound testing	Content removed – 2 metre max method not relevant to discipline.
4/6/2014	15.17.3 Warm Up Lap	Content under incorrect heading. Moved to correct location 15.15.1.6	15.5.1.6 Warm Up Lap During the first lap of any practice yellow flags are to be displayed stationary to indicate there will be no jumping.

## TABLE OF CONTENTS

MA Information: Personnel, Commissions, SCBs.....	7
MA Structure .....	10
Hall of Fame: World Champions .....	12
Hall of Fame: Australian Teams .....	14
Hall of Fame: 2013 Australian Champions .....	15
The General Competition Rules.....	24
Rules and Making Rule Changes .....	27
1. Jurisdiction .....	32
2. Administration .....	35
3. Licensing .....	41
4. Competitions .....	46
5. Alternative Forms of Competition.....	54
6. Recreational Motorcycle Activity .....	55
7. Offences, Protests & Appeals .....	57
8. Judicial Committee Guidelines .....	63
9. Sporting Commissions & Committees .....	64
10. National Coaching Accreditation Scheme .....	66
11. National Officials Accreditation Scheme .....	68
12. National Personal Accident Insurance .....	70
13. Road Racing .....	72
14. Historic Road Racing .....	105
15. Motocross & Supercross .....	120
16. Classic Motocross & Dirt Track .....	140
17. Enduro .....	153
18. ATV .....	174
19. Speedway .....	184
20. Dirt Track .....	208
21. Track .....	224
22. Supermoto.....	241
23. Trial.....	252
24. Minikhana .....	263
25. Policies	
25.1 Member Protection Policy.....	281
25.2 Anti-doping Policy .....	313
25.3 Anti Match-fixing Policy .....	335
25.4 Privacy Regulation .....	347
25.5 Occupational Health and Safety Policy .....	350
25.6 Environmental Sustainability Policy.....	351
25.7 National Team Selection Policy.....	352
Appendix A Media Guide .....	354
Appendix B Helmet Fitting Guide .....	359
Appendix C Model Supplementary Regulations .....	360
Appendix D Compulsory Riders Briefing and Site Induction .....	367
Appendix E Track Side Officials Induction.....	370

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Vice President	Raymond Jonkers
Patron	The Hon. Tony Street
Auditor	Davidsons Assurance Services
National Director of Coaching	Stephen Gall
Chief Medical Officer	Dr Brent May

## COUNCILLORS

New South Wales	Christine Tickner
Northern Territory	Ian Jordan
Queensland	Derek Rumble
South Australia	Brenton Matters
Tasmania	Shane Fraser
Victoria	Robert Mestrom
Western Australia	Paul Foster

## BOARD OF DIRECTORS

Stephen Foody	President
Raymond Jonkers	Vice President
Lyal Allen	
Lynn Long	
Robert Kershaw	



Stephen Foody



Raymond Jonkers



Lynn Long



Lyal Allen



Robert Kershaw



## MOTORCYCLING AUSTRALIA COMMISSIONS AND COMMITTEES

COMMISSIONS (Chairperson in bold)					
Road Race	Derek Rumble Gary Thomas Tim Hewitt	(2014) (2015) (2015)	Historic Road Race	Marcus De Caux Alan Warner <b>John Simms</b>	(2014) (2015) (2016)
Motocross/ Supercross	Graeme Baynes <b>Mark Luksich</b> Shannon Reimann Adrian Robinson	(2016) (2015) (2015) (2014)	Classic Motocross & Classic Dirt Track	<b>David Tanner</b> Shane Fraser Kerry Marsh	(2014) (2016) (2015)
Speedway	<b>Ivan Golding</b> Peter Campton Jason Crump	(2016) (2014) (2015)	Dirt Track & Track	<b>Les Thomas</b> Keith Davies Peter Baker	(2014) (2016) (2015)
Womens	<b>Christine Knee</b> Kerry Marsh	(2016) (2015)	Supermoto	<b>Mark Pausler</b> Tom Gardiner Matthew Thomson	(2015) (2014) (2015)
Junior Sport & Development	<b>Braxton Laine</b> Colin Foulds	(2015) (2014)	Trial	Bob McGlinchy <b>Colin Scott</b> Steve Scragg Kevin Zarczynski	(2016) (2014) (2015) (2015)
Quad	<b>Darrell Knight</b> Len Pipiciello Martin Stone	(2016) (2015) (2014)	Enduro	<b>Denise Hore</b> Don Atkins Chris Gray	(2014) (2015) (2014)
COMMITTEES					
Coaching	Rod Jenner Stephen Gall Paul Caslick		Officials	Jeff Sutton Peter Smith Judith Doulman	
Judicial- Legal Members	Richard Lawson		Judicial. Motorcycle Members	Ross Earl Dale Wyatt Ralph Freeman	
Heritage and Museum	Ron Kivovitch Peter Drakeford Lindsay Urqhart Mick Pettifer Jim Scaysbrook		Environmental	Derek Rumble	
Recreational Ride Park Committee	Christine Tickner Lindsay Granger				

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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.

Organised motorcycle sport was established many years before the ACCA. Speedway racing was the first form of motorcycle competition to be organized 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.

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 so 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' variously, forms the basis of a contract between the regulating bodies of the sport and those who participate in it, namely licence holders, promoters and the 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's has a full-time National Office in Melbourne as do most of the SCBs around Australia. 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	Barry Smith	Road Racing (Formula TT)
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	Michael Doohan	Road Racing (500cc)
1995	Jason Crump	Speedway (under 21)
1996	Troy Corser	Road racing (Superbikes)
1997	Shane Watts	Enduro (125cc)
1997	Peter Goddard	Road Racing (Endurance)
2000	Stefan Merriman	Enduro (250cc)
2000	Warwick Nowland	Road Racing (Endurance)
2001	Troy Bayliss	Road Racing (Superbikes)
2001	Andrew Pitt	Road Racing (Supersport)
2001	Heinz Platadis	Road Racing (Endurance)
2001	Stefan Merriman	Enduro (400cc)
2002	Warwick Nowland	Road Racing (Endurance)
2003	Stefan Merriman	Enduro (250cc)
2003	Chad Reed	Supercross (250cc)
2003	Chris Vermeulen	Road Racing (Supersport)
2004	Karl Muggeridge	Road Racing (Supersport)
2004	Stefan Merriman	Enduro E1 (125cc 2T v 250 4T)
2004	Jason Crump	Speedway
2005	Troy Corser	Road racing (Superbikes)
2006	Jason Crump	Speedway
2006	Troy Bayliss	Road Racing (Superbikes)
2007	Casey Stoner	Road Racing (Moto GP)
2008	Chad Reed	Supercross
2008	Troy Bayliss	Road Racing (Superbikes)
2008	Andrew Pitt	Road Racing (Supersport)
2009	Jay Wilson	Junior Motocross (85cc - 150F)
2009	Darcy Ward	Speedway (under 21)
2009	Steve Martin	Road Racing (Endurance)
2009	Jason Crump	Speedway
2009	Mick Headland, Paul Waters	Track Racing Sidecar 1000cc
2010	Mick Headland, Jesse Headland	Track Racing Sidecar 1000cc
2010	Darcy Ward	Speedway (under 21)
2011	Darrin Treloar and Jesse Headland	Track Racing Sidecar 1000cc
2011	Casey Stoner	Road Racing (Moto GP)
2012	Caleb Grothes	Junior MX (65cc)
2012	Chris Holder	World FIM Speedway Grand Prix
2013	Matthew Phillips	Enduro (Junior)

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	Michael 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	Chris Holder	Speedway (under 21)
2008	Jason Crump	Speedway
2008	Chris Holder	Speedway (under 21)
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	Damian Cudlin	Road Racing (World Endurance)
2011	Glenn O'Brien and Aaron Maynard	Track Racing Sidecar 1000cc
2012	Riley Dukes	Junior MX (65cc)
2013	Meghan Rutledge	Motocross (Womens)

## 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	Michael 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	Craig Boyce	Speedway

1994	Jason Crump	Speedway (under 21)
1995	Ryan Sullivan	Speedway (under 21)
1996	Shane Watts	Enduro (250cc)
1998	Troy Corser	Road Racing (Superbikes)
2002	Ryan Sullivan	Speedway
2005	Leigh Adams	Speedway
2006	Stefan Merriman	Enduro E2
2006	Stefan Merriman	ISDE (Enduro E2)
2006	Damian Cudlin	Road Racing (Endurance)
2007	Jason Crump	Speedway
2007	Damian Cudlin	Road Racing (Endurance)
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	Jess Gardiner	Enduro (Womens)

AUSTRALIAN TEAMS		
1974	Pairs Speedway	2nd
1976	Team Speedway (Phil Crump, Billy Sanders, Phil Hearne, John Boulger)	1st
1990	Pairs Speedway	2nd
1994	ISDE Junior Trophy	2nd
1995	ISDE Junior Trophy (Ian Cunningham, Shane Watts, Shawn Reed Jamie Cunningham)	1st
1998	ISDE World Trophy	3rd
	ISDE Junior Trophy	3rd
1999	Team Speedway (Jason Crump, Leigh Adams, Ryan Sullivan Jason Lyons, Todd Wiltshire)	1st
1999	ISDE World Trophy	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
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 Read, 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

## 2013 AUSTRALIAN CHAMPIONS

2013 AUSTRALIAN ROAD RACING CHAMPIONSHIP			
	Superbike		Prostock
1st	Wayne Maxwell	1st	Matt Walters
2nd	Glenn Allerton	2nd	Ben Nicholson
3rd	Robbie Bugden	3rd	Dustin Goldsmith
	Supersport		Moto3
1st	Daniel Falzon	1st	Lawson Walters
2nd	Aaron Morris	2nd	Lachlan Kavney
3rd	Michael Blair	3rd	Tayla Relph
	250 Production		Women's 250 Production
1st	Brandon Demmery	1st	Sophie Lovett
2nd	Luke Burgess	2nd	Jessica Derrin
3rd	Tom Bramich	3rd	Miriam White
	F1 Sidecars		
1st	Duncan Rogers/Rodney Bell		
2nd	Justin Foot/Warren Grubb		
3rd	Jeremy Joyce/Corey Blackman		

2013 AUSTRALIAN JUNIOR ROAD RACING CHAMPIONSHIP			
	Junior 2 Stroke 85cc		Junior 4 Stroke 160cc
1st	Jacob Whitehouse	1st	Nic Limington
2nd	Lawson Walters	2nd	Lachlan Epis
3rd	Jock Manser	3rd	Danielle Foot

2013 AUSTRALIAN HISTORIC ROAD RACING CHAMPIONSHIP			
	Period 5 Forgotten Era (263cc to 350cc)		Period 4 Post Classic Unlimited
1st	Adam Senior	1st	Simon Cook
2nd	Peter MacFarlane	2nd	Rex Wolfenden
3rd	Terry Morris	3rd	Nick Miller
	Period 4 Post Classic Formula 750		Period 5 Forgotten Era (368cc to 500cc)
1st	David Woolsey	1st	Tery Morris
2nd	Robin Williams	2nd	Stephen Kairl
3rd	Bob Hull	3rd	Adam Senior
	Period 2 Vintage Unlimited		Period 4 Post Classic (263cc to 500cc)
1st	Tony Hynes	1st	Adam Senior
2nd	David Wollsey	2nd	Nick Miller
3rd	Gary Tenardi	3rd	Glen Ottley
	Period 3 Classic Unlimited		Period 3 Classic (263cc to 350cc)



1st	Joe Ahern		1st	Levi Day
2nd	Garth Drancis		2nd	Ian Glover
3rd	Russell Craddock		3rd	Bruce Marston
	Period 5 Forgotton Era Unlimited			Period 3 Post Classic (368cc to 500cc)
1st	Michael Dibb		1st	Jack Wright
2nd	Stuart Loly		2nd	Graham Roberts
3rd	Tony Hynes		3rd	Greg Watkins
	Period 6 New Era Formula 1300			Period 5 Forgotten Era (132cc to 250cc)
1st	Anthony McFadden		1st	Stephen Ward
2nd	Ryan Taylor		2nd	Tim Boujos
3rd	Chris Price		3rd	Lech Budniak
	Period 4 Post Classic Sidecars			Period 5 Forgotten Era Sidecars
1st	Lindsay Donai/Christine Menzies		1st	Warren Thompson/Justin Winchester
2nd	John Wormald/Daryl Skews		2nd	John Thompson/Kate Thompson
3rd	Ralph Briotti/Nichola Caddy		3rd	Mike Smith/Nathan Smith

2013 AUSTRALIAN SUPERMOTO CHAMPIONSHIPS				
	S1			S2
1st	Ross Taylor		1st	Angus Reekie
2nd	Peter Smith		2nd	Beau Laing
3rd	Tom Gardiner		3rd	Rowan Tegart
	S3			Quad
1st	Luke Burgess		1st	
2nd	Warren Gill		2nd	
3rd	Andrew McLeish		3rd	

2013 AUSTRALIAN MOTOCROSS CHAMPIONSHIP				
	Pro Open			Pro Lite
1st	Matt Moss		1st	Luke Styke
2nd	Todd Waters		2nd	Kale Makeham
3rd	Billy Mackenzie		3rd	Brock Winston
	Under 19			
1st	Hamish Harwood			
2nd	Jay Wilson			
3rd	Jack Simpson			

2013 AUSTRALIAN JUNIOR MOTOCROSS CHAMPIONSHIP				
	50cc Auto Div 2 7 - U9			65cc 7 - U9
1st	Deegan Mancinelli		1st	Brad West
2nd	Zachary Watson		2nd	Senna Agius
3rd	Jackson Camilleri		3rd	Jack Kitchen
	65cc 9 - U11			65cc 11 - U13
1st	Jett Lawrence		1st	Rhys Budd
2nd	Liam Andrews		2nd	Brodie Ellis
3rd	Tye Jones		3rd	Mason Rowe
	85cc 2 stk/150cc 4 stk Standard Wheels 9 - U12 yrs			85cc 2 stk/150cc 4 stk Std & Big Wheels 12 - U14 yrs

1st	Mason Rowe		1st	Wade Kirkland
2nd	Rhys Budd		2nd	Cody Dyce
3rd	Mason Semmens		3rd	Wyatt Chase
	85cc 2 stk/150cc 4 stk Std & Big Wheels 14 - U16 yrs			100cc - 125cc 2 stk 13 - U15 yrs
1st	Kaleb Barham		1st	Jed Beaton
2nd	Tyler McCoy		2nd	Wilson Todd
3rd	Travis Silk		3rd	Connor Tierney
	100cc - 125cc 2 stk 15 yrs			128cc - 150cc 2 stk & 200cc - 250cc 4 skt 13 - U15 Years
1st	Dylan Heaton		1st	Egan Mastin
2nd	Nathan Crawford		2nd	Jed Beaton
3rd	Wayde Carter		3rd	Wilson Todd
	128cc - 150cc 2 stk & 200cc - 250cc 4 stk 15 Years			85cc 2 stk & 150cc 4 stk Girls 12-U16 yrs
1st	Wayde Carter		1st	Chelsea Carter
2nd	Nathan Crawford		2nd	Ashleigh McCormick
3rd	Dylan Heaton		3rd	Amy Bartsch
	100cc - 150cc 2 stk & 200cc - 250cc 4 stk Girls 13-U16 yrs			
1st	Emma Milesevic			
2nd	Ashleigh McCormick			
3rd	Amy Bartsch			

2013 AUSTRALIAN QUAD MOTOCROSS CHAMPIONSHIP				
	Pro Open			Women's
1st	Christopher Bosnakis		1st	Simone Gaisford
2nd	Luke Gaisford		2nd	Jemma Merryless
3rd	Daniel Middleton		3rd	Daniela Fawcett
	Veterans			Masters
1st	Craig Blackburn		1st	Pete Middleton
2nd	Michael Harcourt		2nd	Scott Hensehen
3rd	David Lloyd		3rd	Geoff Udy
	200cc 2 stk- 300cc 4 stk 12 to U16			90cc 2 stk - 110cc 4stk (7 - U10)
1st	Aston Oliver		1st	Zayne Corpus
2nd	Ryan Thomas		2nd	Joshua McQuade
3rd	Zac Middleton		3rd	Taylah-Jayde Wright
	90cc 2 stk- 110cc 4 stk Std (7 - U10)			
1st	Jack Wilcox			
2nd	Aiden Robinson			
3rd	Mitchell Reilly			

2013 AUSTRALIAN CLASSIC MOTOCROSS CHAMPIONSHIPS				
	Pre 1965 Solo 263cc & over			Pre 1965 Solo 250cc
1st	Greg Cavell		1st	Brad Van Varrelo
2nd	Carl Blecher		2nd	John Boag
3rd	Andy Dykes		3rd	Greg Kaddatz
	Pre 1975 263cc & Over 50-59			Pre 1970 Solo 263cc & over
1st	Greg Mitchell		1st	Brad Van Barrelo

2nd	Craig Eckert		2nd	John Kemp
3rd	Carl Lindgren		3rd	Greg Cavell
	Pre 1975 Solo 125cc			Pre 1975 4-stroke All Powers
1st	Matt Dank		1st	Greg Cavell
2nd	Mitchell Worthington		2nd	Wayne Skyring
3rd	Dean Rowe		3rd	Frank Napoli
	Pre 1975 Solo 263cc & over			Pre 1975 Solo 250cc
1st	Steven Bowen		1st	Brad Van Barrelo
2nd	Brad Van Barrelo		2nd	Kris Lindgren
3rd	Luke Corbett		3rd	Phil Crough
	Pre 1978 Solo 125cc			Pre 1978 Solo 263cc & over
1st	Liam Beverly		1st	Justin McMahon
2nd	Justin McMahon		2nd	Luke Corbett
3rd	Paul Smith		3rd	Steven Newman
	Pre 1975 Solo 250cc 40-49			Pre 1978 Solo 250cc
1st	Phil Crough		1st	Christian Horwood
2nd	Troy Kellway		2nd	Liam Beverly
3rd	Nick Kendall		3rd	Justin McMahon
	Pre 1975 250cc 50-59			Pre 1975 Solo 250cc 60 plus
1st	Ray Smith		1st	John Boag
2nd	Brian Watson		2nd	Nick Fitzgerald
3rd	Stewart Lemon		3rd	Robin Hall
	Super Senior Class			Pre 1960 Solo All Powers
1st	Vern Grayson		1st	Brad Van Barrelo
2nd	Greg Leaney		2nd	Greg Leaney
3rd	Colin Metcher		3rd	Des Heaney
	Pre 1975 263cc & Over 60+			
1st	Carl Blecher			
2nd	Wayne Skyring			
3rd	Nick Fitzgerald			

2013 AUSTRALIAN CLASSIC DIRT TRACK CHAMPIONSHIP				
	Pre 65 Open			Pre 70 Solo 263cc & Over
1st	Kurt Close		1st	Peter Lee
2nd	Geoffrey Martin		2nd	Zac Zanesco
3rd	Graham Roberts		3rd	Brian Kelleher Jnr
	Pre 75 Solo 263cc & Over			Evolution 250cc
1st	Geoffrey Martin		1st	Shaun Gallaway
2nd	Rodney Stutz		2nd	Corey Taggart
3rd	Phillip Gibson		3rd	Alexander Giffin
	Pre 75 125cc Under 49yrs			Pre 75 250cc Under 49yrs
1st	Ashley Wilesmith		1st	Ashley Wilesmith
2nd	Grant Dodd		2nd	Edmund Kraziaic
3rd	Steve Batchelor		3rd	Damien Kraziaic
	Evolution Solo 250cc Under 49yrs			Pre 75 263cc & Over Under 49yrs
1st	Corey Taggart		1st	Kurt Close
2nd	Shaun Gallaway		2nd	Luke Wilesmith
3rd	Brent Douman		3rd	Damien Kraziaic

	Evolution Solo 263cc & Over Under 49yrs			Evolution Solo 263cc & Over – Over 50yrs
1st	Bradley Burns		1st	Mark Herfoss
2nd	Ray Stevens		2nd	Garry Lorenzi
3rd	Connor Lorenzi		3rd	Roy Gay
	Pre 75 – 70yrs + Super Senior Class All Powers			
1st	John Imrie			
2nd	Bill Mitchell			
3rd	Ray Atkins			

2013 AUSTRALIAN SPEEDWAY CHAMPIONSHIPS				
	Senior			Under 21
1st	Troy Batchelor		1st	Max Fricke
2nd	Dakota North		2nd	Taylor Poole
3rd	Cameron Woodward		3rd	Justin Sedgemen
	Sidecar			Under 16 Solo
1st	Darrin Treloar/Simon Cohrs		1st	Brody Eves
2nd	Mick Headland/Paul Waters		2nd	Bryce Brigden
3rd	Mark Plaisted/Sam Gilbert		3rd	Ben Cook
	Under 16 Sidecar			250cc/350cc Juniors
1st	Tom Pearce/Denny Cox		1st	Max Croker
2nd	Ashley Duncan/Kaleb Kennedy		2nd	Denny Cox
3rd	Jake Mitchell/Dakota Ballantyne		3rd	Tyler King

2013 AUSTRALIAN SENIOR DIRT TRACK CHAMPIONSHIP				
	Pro 250cc			Pro 450cc
1st	Luke Richards		1st	Ian Bisley
2nd	Ian Bisley		2nd	Ian Hamilton
3rd	Brayden Elliot		3rd	Michael Booth
	Pro Open			Pro Open Women
1st	Luke Richards		1st	Jessica Shepherd
2nd	Michael Kirkness		2nd	Nikki Keys
3rd	Jarryd Oram		3rd	Dale Austin
	Quads Pro 450			1100cc Sidecars
1st	Mel Brandle		1st	Corey Banks/Tom Banks
2nd	Toby Hyde		2nd	Adam Liebke/Graham Liebke
3rd	Robert Booth		3rd	Michael Kirkness/Barry Raffin Jnr
	Quads Open			Under 19
1st	Toby Hyde		1st	Kane Burns
2nd	Robert Booth		2nd	Ben Hammond
3rd	Mel Brandle		3rd	Brayden Elliot

2013 AUSTRALIAN JUNIOR DIRT TRACK CHAMPIONSHIP				
	200cc-250cc 4-Stroke 13-U16 years			100cc to 150cc 2-Strk 13 to U16
1st	Thomas Duggan		1st	Ben Cook
2nd	Dale Borlase		2nd	Jack Dawes
3rd	Zach Cook		3rd	Jarred Brook

	65cc 7-U9 years			65cc 9-U13 years
1st	Senna Agius		1st	Kruze Brady
2nd	John Lytras		2nd	Tom Edwards
3rd	Max Stauffer		3rd	Reid Battye
	85cc 2-stk & 150cc 4-stk 9-U11 yrs (Std Wheel)			85cc 2-stk & 150cc 4-stk 11-U13 yrs (Std Wheel)
1st	Josh Dominello		1st	Broc Pearson
2nd	Caleb Porter		2nd	Reid Battye
3rd	Kruze Brady		3rd	Tom Edwards
	85cc 2-stk & 150cc 4-stk 11-U13 yrs (Big Wheel)			85cc 2-stk & 150cc 4-stk 13 – U16 yrs (Std Wheel)
1st	Broc Pearson		1st	Tom Herrick
2nd	Reece Yunker		2nd	Keegan Pickering
3rd	Tom Edwards		3rd	Harry Scott
	85cc 2-stk & 150cc 4-stk 13 – U16 yrs (Big Wheel)			85cc 2-stk & 150cc 4-stk 11 – U16 Girls (Big and Std Wheel)
1st	Zach Cook		1st	Keegan Pickering
2nd	Aaron Dent		2nd	Tia Davis
3rd	Nathan Pryor		3rd	Chloe Bennett
	85cc 4-stk Modified 7-U10 years			85cc 4-stroke Modified 10-U14 years
1st	Oliver Bayliss		1st	Tom Herrick
2nd	Max Stauffer		2nd	Angus Hutchinson
3rd	Maurice Brown		3rd	Josh Dominello
	100cc - 150cc 2-stk & 200cc – 250cc 4-stk 13-U16 years			85cc 4-stroke Modified 10-U14 years
1st	Jack Dawes		1st	Tom Herrick
2nd	Ben Cook		2nd	Angus Hutchinson
3rd	Zac Zanesco		3rd	Josh Dominello

## 2013 AUSTRALIAN SENIOR LONG TRACK CHAMPIONSHIP

	Pro Open			Pro Open Women
1st	Hunter Anderson		1st	Briony Hendrickson
2nd	Michael Kirkness		2nd	Nicky Keys
3rd	Sean McLellan		3rd	Mieka Bouwman
	Pro 450			Pro 250
1st	Sean McLellan		1st	Hunter Anderson
2nd	Michael Kirkness		2nd	Luke Burgess
3rd	Matthew Davies		3rd	Allan Morato
	Under 19			Quad Open
1st	Sean McLellan		1st	Dave Muir
2nd	Cameron Scott		2nd	Mel Brandle
3rd	Matthew Davies		3rd	Ross Rizzo
	Quad 450			
1st	Casey Stagg			
2nd	Mel Brandle			
3rd	Ross Rizzo			

## 2013 AUSTRALIAN JUNIOR LONG TRACK CHAMPIONSHIP

	65cc 7-U9 years			65cc 9-U13 years
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1st	Senna Agius		1st	Joel Kelso
2nd	Max Stauffer		2nd	Matthew Gilmore
3rd	Hunter Penhallurick		3rd	Caleb Porter
	85cc 4-stk Modified 7-U10 years			85cc 4-stk Mod 10-U14 years
1st	Max Stauffer		1st	Declan Kennedy
2nd	Bailey Viner		2nd	Angus Hutchinson
3rd	Rowan Miller		3rd	Mitchell Cluff
	85cc 2-stk & 150cc 4-stk 9-U11 (Std Wheel)			85cc 2-stk & 150cc 4-stk 11-U13 (Std Wheel)
1st	Joel Kelso		1st	Broc Pearson
2nd	Callan Davies		2nd	Mackenzie Childs
3rd	Kye Andrews		3rd	Billy Van Eerde
	85cc 2-stk & 150cc 4-stk 13-U16 (Big Wheel)			100cc 2-stk & 150cc 2-stk 13-U16 years
1st	Boyd Hollis		1st	Max Croker
2nd	Lawson Walters		2nd	Kye Thomson
3rd	Tom Herrick		3rd	Jack Passfield
	100/150cc 2-stk & 200/250cc 4-stk 13-U16			200cc to 250cc 4-stk 13-U16 years
1st	Ben Cook		1st	Max Croker
2nd	Zack Cook		2nd	Thomas Duggan
3rd	Thomas Duggan		3rd	Kye Thomson
	85cc 2-stk & 150cc 4-stk Girls 11-U16 years			100/150cc 2-stk & 200/250cc 4-stk Girls 13-U16 years
1st	Ililish Ross		1st	Ililish Ross
2nd	Tia Davis		2nd	Keegan Pickering
3rd	Keegan Pickering		3rd	Georgia Gray
	85cc 2-stk & 150cc 4-stk 11-U13 (Big Wheel)			
1st	Billy Van Eerde			
2nd	Broc Pearson			
3rd	Matthew Gillmore			

2013 AUSTRALIAN TRIAL CHAMPIONSHIP				
	Open Solo			Masters
1st	Kyle Middleton		1st	Rob Jones
2nd	Tim Coleman		2nd	Richard Kent
3rd	Neil Price		3rd	Dean Nuttall
	Open Junior			Veteran 40-49
1st	Bradley Bryant		1st	Martin O'Connor
2nd	Connor Hogan		2nd	Kerrin Phillips
3rd	Ruben Chadwick		3rd	Jarrold Barwick
	Sidecar			Veteran's 50-59
1st	Justin Gough		1st	Steve Johnson
2nd	Chris Schultz		2nd	Peter Wines
3rd	Stephen Rees		3rd	Robert White
	Post Classic			Veteran's 60 plus
1st	Brendan Smith		1st	Steve Holzhauser
2nd	Brendan Johnson		2nd	John Rees
3rd	Kale Reed		3rd	Peter Curtis
	Women			Youth
1st	Kristie McKinnon		1st	Jacob Gundry
2nd	Michelle Coleman		2nd	Zachary Mularczyk

3rd	Brooke Lonie		3rd	Isaac Luft
	Junior Women			Classic
1st	Amanda Cummins		1st	Tim Lewis
2nd	Hilary Stephens		2nd	Tony Bax
3rd	Whitney Luft		3rd	Allan Phillipson
	Junior 7-12			Junior Open
1st	Ben Franco		1st	Tim Lewis
2nd	David Macdonald		2nd	Tony Bax
3rd	Aurora Hartshorn		3rd	Allan Phillipson

2013 AUSTRALIAN FOUR-DAY ENDURO				
	E1 100 to 150cc 2 stk & 150cc to 250cc 4 stk			E2 175 to 250cc 2 stk & 275cc to 450cc 4 stk
1st	Daniel Milner		1st	Chris Hollis
2nd	Tom McCormick		2nd	Matthew Phillips
3rd	Peter Boyle		3rd	Josh Green
	E3 290 to 500cc 2-stk and 475 to 650cc 4-stk			Masters
1st	Ben Grabham		1st	Trent Lean
2nd	Geoff Braico		2nd	Geoff Ballard
3rd	Stefan Granqvist		3rd	Ian Jenner
	Veterans			Women's
1st	Damian Smith		1st	Emelie Karlsson
2nd	Kirk Hutton		2nd	Jessica Gardiner
3rd	Adam Riemann		3rd	Jemma Wilson

2013 AUSTRALIAN OFF ROAD CHAMPIONSHIP				
	E1 - 100 to 150cc 2 stk & 150cc to 250cc 4 stk			E2 - 175 to 250cc 2 stk & 275cc to 450cc 4 stk
1st	Daniel Milner		1st	Chris Hollis
2nd	Glenn Kearney		2nd	Stefan Merriman
3rd	Ben Burrell		3rd	Josh Green
	E3 - 290 to 500cc 2-stk and 475 to 650cc 4-stk			Outright
1st	Geoff Braico		1st	Daniel Milner
2nd	Stefan Granqvist		2nd	Chris Hollis
3rd	AJ Roberts		3rd	Glenn Kearney
	Women's			Veterans
1st	Emilie Karlsson		1st	Damian Smith
2nd	Jessica Gardiner		2nd	Kirk Hutton
3rd	Sophie Coldiutt		3rd	Craig Treasure
	Masters			Junior J1 - 85cc 2-stk & up to 150 4-Stk
1st	Trent Lean		1st	Mitchell Brierley
2nd	Ian Jenner		2nd	Joshua Brierley
3rd	Geoff Ballard		3rd	Corey Hammond
	Junior J2 - 85cc 2-stk & up to 150 4-Stk			Junior J3 - 125cc - 200cc 2-stk & 150 - 250 4-stk
1st	Kaden Groves		1st	Will Ruprecht
2nd	Locky Kennedy		2nd	Travis Silk
3rd	Lachlan Allan		3rd	Lyndon Snodgrass
	Junior J4 - 125cc - 200cc 2-stk & 150 - 250 4-stk			
1st	Nic Tomlinson			

2nd	Tom Mason	
3rd	Dylan Brown	

2013 AUSTRALIAN SUPERCROSS CHAMPIONSHIP			
	SX Open		SX Lites
1st	Matt Moss	1st	Luke Styke
2nd	Jake Moss	2nd	Gavin Faith
3rd	Josh Hill	3rd	Ryan Marmont
	Under 19		
1st	Jay Wilson		
2nd	Corey James		
3rd	Jake Emanuelli		



# 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 to ensure that every participant has 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 reasonable 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.

## STRUCTURE OF MANUAL OF MOTORCYCLE SPORT

This book is divided into 25 chapters.

The first 12 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 is 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.

### **Chapter 9: Sporting Commissions**

One of the functions of the Sporting Commissions is to reconcile the competing interests in any discipline.

Technology and other changes mean that Commissions need to find a balance between ensuring that motorcycle sport is affordable to as many participants as possible while not setting up a rule book circumscribed by anachronisms.

### **Chapters 10 & 11: Accreditation Schemes**

All sporting bodies need to ensure that those involved in the development and control of the sport have the tools they need to do their jobs.

The National Accreditation schemes established by these chapters are an effort to ensure the future of the sport through the development and training of its officials and coaches.

### **Chapter 12: Personal Accident Insurance**

The chapter on insurance is a simple summary of the coverage of MA's insurance scheme, setting out the benefits available to participants in the sport. The full details of the Personal Accident Insurance Scheme are available in the insurance policy documents.

**Chapters 13 to 24: 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

### **Chapter 25: Policies**

These include MA's Member Protection Policy, Occupational Health and Safety Policy and Environmental Sustainability Policy, all of which can be found in the policy section towards the rear of this Manual.

MA's Anti-doping policy can also be found in the policies section. While the use of performance enhancing drugs is not as big an issue in motorcycle sport as in some other fields, MA recognises the need for a comprehensive and prescriptive program to ensure that our sport is free from the use of illicit drugs.

Guided by the principals of fair and natural justice and ensuring that our sport is safe and fair, this policy section sets out the mechanisms for screening participants, the testing of samples and the consequences of being outside of the internationally recognised WADA code.

### **Appendices**

Additional information on helmet fitting can be found in the appendices. In addition, there is a media guide for competitors. For clubs and promoters, model supplementary regulations are available along with the compulsory riders briefing. For ease of use, a glossary of terms can be found in the final pages of the manual.

## 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](http://www.ma.org.au)

If accepted, the rule will be 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.

# RULE CHANGE

## *Information Bulletin*

2<sup>nd</sup> July 2012



Supported by:



**Australian Government**  
**Australian Sports Commission**

### **Affected Discipline:**

Motocross

### **Rule pertains to:**

Junior Motocross categories for Australian Championships

### **Current rule in the 2012 Manual of Motorcycle Sport:**

GCR 13.2.9

Categories for Junior Australian Championships (Motocross)

200cc to 250cc 4 stroke 13 to under 15yrs, 15yrs

100cc to 150cc 2 Stroke 13 to under 15yrs, 15yrs

### **New rule after change:**

GCR 13.2.9

Categories for Junior Australian Championships (Motocross)

128cc to 150cc 2 Stroke, 200cc to 250cc 4 stroke 13 to under 15yrs, 15yrs

100cc to 125cc 2 Stroke 13 to under 15yrs, 15yrs

(For parity the 128cc to 150cc 2 strokes will be moved into the 200cc to 250cc 4 stroke class and the 100cc to 125cc 2 strokes will continue to be run separately).

### **Rule suggested by:**

Motocross/Supercross Commission

### **Rule adopted by:**

Motorcycling Australia Board

### **Date rule change takes affect from:**

2<sup>nd</sup> July 2012

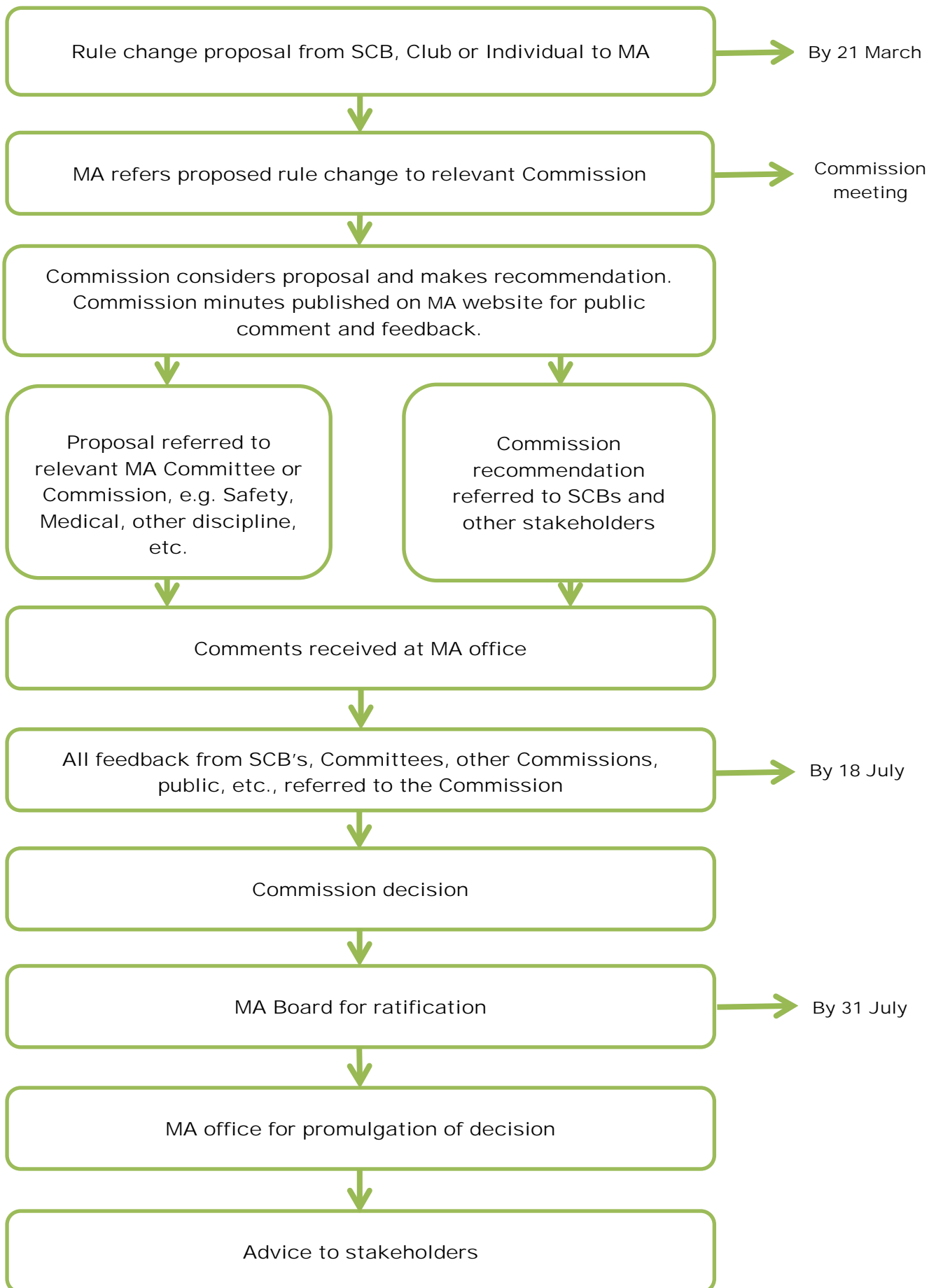
### **Feedback contact:**

[rules@ma.org.au](mailto:rules@ma.org.au)

(03) 9684 0500



## PROCEDURE FOR CONSIDERATION OF ITEMS BY COMMISSION



# RULE AMENDMENT OR INCLUSION FORM

(Can be downloaded from the MA website - [www.ma.org.au](http://www.ma.org.au))

These are your rules, and Motorcycling Australia recognises that the people who are most involved with the Sport are extremely well placed to provide feedback on where these rules work to make Motorcycle Sport safe, free and fair.

If you have a suggestion on how a rule could be changed, or a new rule to be included in next years' Manual of Motorcycle Sport, use this form.

When completed, you can:

- Give it to your Club Secretary, or
- Send it to your State Controlling Body or
- Send it to Motorcycling Australia, P.O. Box 134 South Melbourne 3205 or fax to 03 9684 0555

If you would like to know the process required for a rule change, see Procedure for Consideration of items by Commission.

New Rule  Amendment  Existing rule number (if applicable): \_\_\_\_\_

Suggested wording of new rule (attach sheets if required):

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Explain why this rule change should occur (attach sheets if required):

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Your contact details:

Name \_\_\_\_\_  
Phone \_\_\_\_\_  
Email \_\_\_\_\_



## 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 competition, 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 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 (1) 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 Fédération 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 (1) State or Territory.
- 1.1.0.20 "Meeting" means a meeting at which one (1) or more motorcycling events are conducted.
- 1.1.0.21 "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 Quad** - 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.
- Note: UTV/SxS can only be used in permitted recreational activities.
- 1.1.0.22 "OEM" means Original Equipment Manufacturer.
- 1.1.0.23 "Prohibited substance" means any substance prohibited under these Rules.
- 1.1.0.24 "Promoter" means the holder of a competition permit.
- 1.1.0.25 "Race" means any event where speed is the determining factor in the result.
- 1.1.0.26 "RCB" means the Relevant Controlling Body having control of any competition or "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 (3) 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.
- 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,
  - The Rules are Competition Rules made under clause 71 of the Constitution,
  - 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:
- FIM is the World Controlling Body of motorcycle competition,
  - 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:
- Proclaim model Supplementary Regulations,
  - Prescribe forms and fees as required under these Rules,
  - Prescribe fines for any breach of these Rules,
  - Prescribe the requirements for, and conditions of, insurance under these Rules,
  - Establish National and State Championships, titled events, Series, competitions and meetings and for such purposes:
    - Define criteria for the eligibility of licensees,
    - Define criteria for the eligibility of machines,
    - Publish calendars,
    - Create prizes, trophies and medallions,
    - Prescribe competition formats,
    - Prescribe traveling and other expenses,
    - Attach any relevant FIM rule or regulation.
  - Prescribe manuals and procedures for the performance by any person or body of any power, duty or function under these Rules,
  - Provide for the establishment and operation of training and educational courses under these Rules,
  - 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,
  - Prescribe levels of noise, atmospheric and other emissions from motorcycles,
  - Prescribe fuel contents and standards,
  - Prescribe laboratories for fuel testing,
  - Prescribe track and venue conditions, designs and standards,
  - Prescribe the weights, measurements and other dimensions of motorcycles, and
  - 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:
- Proclaim model Supplementary Regulations,
  - 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 (1) 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 (1) 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 (1) 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, 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 COMMISSIONS

#### 2.2.1 Establishment of Commissions

- 2.2.1.1 The following are the Commissions of the sport:
- a) Road Racing,
  - b) Motocross and Supercross,
  - c) Speedway,
  - d) Enduro,
  - e) Moto-Trials,
  - f) Historic Road Racing,
  - g) Classic Motocross and Classic Dirt Track,
  - h) Junior Sport and Development,
  - i) Dirt Track, Track, Supermoto,
  - j) Women.
  - k) ~~Quad~~ ATV.

#### 2.2.2 Functions & Membership of Commissions

- 2.2.2.1 The functions of the Commissions are to:
- a) Assist, advise, and be responsible to the Board and to act in the best interests of MA and the sport,
  - b) Prepare and propose any amendments to these Rules, or any by-laws, so as to ensure the orderly conduct of competitions, and
  - c) Assist and advise each other and any Committee of the Board.
- 2.2.2.2 The members of the Commissions will be appointed by the Board. The terms and conditions of appointment of members of Commissions will be determined by the Board.
- 2.2.2.3 In appointing members of Commissions, the Board must have regard to:
- a) The advancement and welfare of the Sport and of the relevant discipline,
  - b) The need to appoint skilled and experienced persons to the Commissions.

### SPORTS DEVELOPMENT LEVY

#### 2.3.1 Collection and Distribution

- 2.3.1.1 In all disciplines, there may be a Sports Development Levy at the discretion of the RCB.
- 2.3.1.2 In each year, an RCB may prescribe the amount of the Sports Development Levy for that year.
- 2.3.1.3 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.

## 2.4 SPORTS DEVELOPMENT ACCOUNT

- 2.4.1.1 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.
- 2.4.1.2 In each year, the Board may determine the purpose for and the amount of any distribution from the Sports Development Account.
- 2.4.1.3 The Board may impose any conditions on the recipients of grants from the Sports Development Account.

## 2.5 OFFICIALS

### 2.5.1 Powers and Authorities of Officials

- 2.5.1.1 In the administration of these Rules, the powers and authorities of the Controlling Bodies are exercisable by and through officials.
- 2.5.1.2 For these purposes, the Controlling Bodies may license any one (1) 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) Noise Control Officer (NCO)
  - c) Other licensed officials:
    - i) Coaches,
    - ii) Announcers
    - iii) Venue Inspectors.

### 2.5.2 The Licensing of Officials

- 2.5.2.1 MA, or an SCB on behalf of MA, may issue, renew, reclassify or revoke an official's licence. The form of an official's licence will be as prescribed in by-laws.
- 2.5.2.2 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.
- 2.5.2.3 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.
- 2.5.2.4 An official's licence remains in force for no more than four (4) years from the day of its issue.
- 2.5.2.5 An application for an official's licence and for the renewal or reclassification 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.
- 2.5.2.6 An SCB which issues an official's licence must, within one (1) month of issue, notify MA which must enter the information on a register of licensed officials to be maintained for that purpose and kept at the registered office of MA.
- 2.5.2.7 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.

### 2.5.3 Categories of Officials' Licences

- 2.5.3.1 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) Trials,
    - vi) Road Racing,
    - vii) Speedway,
    - viii) Supercross,
    - ix) Track,
    - x) Supermoto.
  - c) May be endorsed with more than one (1) category.
- 2.5.3.2 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.
- 2.5.3.3 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.
- 2.5.3.4 No person may compete at any meeting to which they have been appointed a key official with the exception of 2.5.8.1 (e).
- 2.5.4 Stewards**
- 2.5.4.1 A RCB must appoint one (1) or more Stewards for any competition and, if more than one (1) Steward is appointed, those Stewards may collectively or individually exercise the powers set out in these Rules.
- 2.5.4.2 Where more than one (1) 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.
- 2.5.4.3 In the absence of a jury, and subject to Rule 2.5.5, 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 restarted or rerun,
  - 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.
- 2.5.4.4 As soon as possible, and no more than five (5) 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.

#### 2.5.5 Race Director

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

2.5.5.2 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.

2.5.5.3 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.

2.5.5.4 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, 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.

#### 2.5.6 Clerk of Course

2.5.6.1 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 restarted or rerun,
- 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.

#### 2.5.7 Club Steward

2.5.7.1 Combined role of Steward/Clerk of Course

2.5.7.2 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.

2.5.7.3 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 2.5.4 will prevail.

2.5.7.4 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.

2.5.7.5 A Club Steward may not be used at interclub meetings.

2.5.7.6 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.

2.5.7.7 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 \$70 Protest Fee rate. Any appeal will be heard by the State Controlling Body.

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

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

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

## 2.5.8 Race Secretary

2.5.8.1 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 interclub 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.

## 2.5.9 Operational Officials

2.5.9.1 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.

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

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

## 2.5.10 Eligibility Scrutineer

2.5.10.1 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.

## 2.5.11 Sound Control Officer

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

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

2.5.11.3 SCO decisions are a judgement of fact.

## 2.5.12 Specialist Sub-committees

2.5.12.1 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.

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

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

2.5.12.4 A specialist Sub-committee may have expertise in more than one (1) discipline of the sport.

2.5.12.5 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.

## 2.5.13 Juries

2.5.13.1 Subject to the following two (2) Rules, an RCB may appoint, in addition to, or in lieu of, a Steward, a jury which must comprise a President and at least two (2) members.

2.5.13.2 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.

2.5.13.3 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.

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



- 2.5.13.5 The RCB must appoint the President of the jury.
- 2.5.13.6 The Steward of a meeting may not be a member of the jury for that meeting.
- 2.5.13.7 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.
- 2.5.13.8 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.
- 2.5.13.9 Where a jury is appointed in addition to a Steward, the authority of the jury will prevail over that of the Steward.
- 2.5.13.10 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.

### 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:
- The interests of the sport,
  - The need for safety in all aspects of the sport,
  - The desirability of fair and even competition between competitors having the highest possible skills at each level of competition,
  - 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 ~~deliver~~ **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 An SCB which issues a competition licence must, within one (1) month of issue, notify MA which must enter the information on a register of licensed competitors maintained for that purpose by MA and kept at the registered office of MA.
- 3.1.1.8 A competition licence, other than a 1 meeting licence, continues in force for 12 months from the date of issue except where:
- A renewal application is lodged less than three (3) 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
  - A renewal application is lodged more than three (3) months after the expiry date in which case it will be treated as a first time application.
- 3.1.1.9 A competition licensee must:
- Produce the licence on demand to any key official during any meeting, or
  - 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.
- 3.1.1.10 No person who is serving a suspension from the FIM or any FMN may be issued with a licence during that period of suspension.
- 3.1.1.11 Any period of licence suspension ordered by the FIM or any FMN will concurrently apply to the competitor's MA licence.
- 3.1.1.12 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 (3) months.
- 3.1.1.13 An SCB may issue a competition licence to any person who is not a resident of that SCB's State or Territory:
- If that person has not been the holder of a licence in any other State or Territory; or
  - 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
  - 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	Practice Coaching Recreation	Activity Type		
				Club	Inter- Club	National
a) <del>Junior Club</del> †	7-Under 16	Competition	✓	✓	✓	✗
b) Junior National †	7-Under 16	Competition	✓	✓	✓	✓
c) Junior Restricted National †* (*Fast 50's*, Mini Moto, Trials)	7-Under 16	Competition	✓	✓	✓	✓
d) <del>Senior Club</del>	16 & Over	Competition	✓	✓	✓	✗
e) Senior National	16 & Over	Competition	✓	✓	✓	✓
f) Senior Restricted National* (*Fast 50's*, Mini Moto, Trials)	16 & Over	Competition	✓	✓	✓	✓
g) One Meeting	7 & Over	Competition	✓	✓	✓	✗
h) Senior One Meeting National* (Classic/Historic, Masters/Veteran & Women)	16 & Over	Competition	✗	✗	✗	✓
i) Mini ♠	4-Under 16	Non-Competition ♠	✓	✓	✓	✓

j)	Single Recreational Activity	4 & Over	Non-Competition	✓	X	X	X
k)	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 practise on all MA licensed tracks.

- 3.1.2.1 † Junior Competition (~~Club~~, National Competition and Restricted National) licences can only be held by riders aged 7 to under 16.
- 3.1.2.2 \*Restricted National Licence will be subject to the following conditions.
- The licence will be available for both junior and senior competitors.
  - The licence will apply to the following categories:
    - Fast 50's,
    - Minimoto,
    - Trials
  - Licensing 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-Under 9). This licence can also be used for Minikhana activities (4-Under 16), and non-competitive events.
- 3.1.2.4 ^ Senior One Meeting National Licence is subject to the following conditions:
- Licence will be available to all applicants 16 years and older,
  - Current club membership is required,
  - No competency test is required if the applicant can prove that they have held an annual competition licence within the previous 10 years,
  - Applicants who have never held a competition licence, or who have not held a licence within the previous 10 years must undertake a competency test, and apply for the licence via the event Race Secretary at least 21 days prior to the race meeting in which they wish to compete. The competency assessment may be undertaken at the meeting in which the participant intends to compete.
  - This licence category will only be available to:
    - Participants in national classic/ historic events,
    - Competitors using modern machines at a national event specifically for Veteran and/or Masters riders. The minimum age to classify a Veteran or Masters competitor for this category is 35 years,
    - Women competing in National and State Championships.
- 3.1.2.5 No competition licensee may compete in any competition above the level endorsed on that person's licence.
- 3.1.2.6 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.
- 3.1.2.7 A competition licensee from any country in which there is an FMN recognised by the FIM:
- May compete in Australia as if that person were a competition licensee under these Rules, but
  - Must compete at the level, or its nearest equivalent, endorsed on that person's licence, and
  - 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 FMN.
- 3.1.2.8 No person other than a licensee 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.
- 3.1.2.9 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.
- 3.1.2.10 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 licence suspended until such time as they supply a medical clearance to MA, their SCB or a Key Official at a MA permitted race meeting 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:
- Be to the SCB of the State or Territory in which the applicant ordinarily resides;
  - Be in the prescribed form.
  - Be accompanied by:
    - Proof of the age of the applicant,
    - Proof that the applicant has passed an appropriate licence test,
    - Proof the applicant has current ambulance subscription;
    - The prescribed fee; and
    - Proof of current MA affiliated club membership.
  - If the applicant is a minor, be accompanied by the written authorisation of at least one (1) 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 (1) 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(1) 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 (1) 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 in the JCP logbook of the required coaching hours having been completed,
    - ii) Proof the applicant has a current ambulance subscription, and
    - iii) The prescribed fee,
    - iv) 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 (3) 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) must:
  - a) Undertake a minimum of five (5) 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 /150 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 & 125 4 Stroke Slider 85cc 2 Stroke & 150 4 Stroke Sidecar Rider 250 4 Stroke Sidecar Passenger 250 4 Stroke
Trial	Up to 125cc Up to 200cc Trial Open Capacity
Road Race	Road Racing Up to 85cc 2 Stroke & 160cc 4 Stroke Road Racing 125cc 2 Stroke & 250cc 4 Stroke Road Race 14 to under 16 race with seniors
ATVs	50cc 90cc 2 Stroke/125cc 4 Stroke 200cc 2 Stroke 250cc 4 stroke

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.

- 3.8.0.5 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
- 3.8.0.6 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).
- 3.8.0.7 A rider wishing to take out a one event competition licence must provide a logbook to demonstrate their level of competency endorsement.
- 3.8.0.8 Junior riders in all disciplines can, at three (3) 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.
- 3.8.0.9 Annual competency assessment is not required.
- 3.8.0.10 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.

## 4 COMPETITIONS

### COMPETITION 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:
- Permanent venues, and
  - Temporary venues for special events which may be altered by the addition, removal or modification of, any one or more venues.

##### 4.1.2 Venue Inspectors

- 4.1.2.1 A Relevant Controlling Body may appoint venue inspectors whose responsibilities are:
- To inspect venues,
  - To ensure that venues comply with any standards established under these Rules, and
  - To make recommendations for the issue of licenses for venues.

##### 4.1.3 The Licensing of Venues

- 4.1.3.1 No venue may be operated without a venue licence.
- 4.1.3.2 An application for the issue of a venue 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 venue:
- Issue a licence subject to such terms and conditions as it thinks fit or may refuse to issue a licence, and
  - Revoke or suspend a venue 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 venue 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.
- 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].

#### 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 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 (1) 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 (3) 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 (8) 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 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. 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 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) Permitted to transport injured persons on public roads, and
    - ii) Staffed by paramedics.
  - 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 seven (7) 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 (5) 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 (5) 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 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 0900 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 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 3;
  - 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

#### **4.2.14 Supplementary Regulations for Australian Championships & MA Series**

4.2.14.1 A draft of proposed SR for an Australian Championship and MA Series must be sent to MA in electronic form (disc or email) at least three (3) months prior to the date of the event

### **COMPETITION PROTOCOLS: AUSTRALIAN CHAMPIONSHIPS**

#### **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 1<sup>st</sup> 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 (8) weeks prior to and four (4) 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](http://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.

#### **4.4.7 Promotion of Australian Championships**

4.4.7.1 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.

4.4.7.2 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.

- 4.4.7.3 The MA logo must be displayed following the logo use style-guide issued by MA:
- On all publications relating to the event,
  - On the front cover of the event program.
- 4.4.8 Listing of Australian Championships in State Calendars**
- 4.4.8.1 The event calendar of a State Controlling Body hosting one or more Australian Championships in any year:
- Must list each Australian Championship being hosted by that State Controlling Body in that year,
  - Must be sent to MA and all other State Controlling Bodies by no later than 31<sup>st</sup> October of the preceding year.
- 4.4.7 Promotion of Australian Championships**
- 4.4.7.1 Programs for Australian Championships must:
- Indicate on the front cover the nature of the event,
  - Give visual prominence to title events over support events.
- 4.4.7.2 At all Australian Championships:
- An MA flag and banner must be on display at the start or finish line at the event,
  - Competitors must place an MA supplied logo on the front number plate of their machines.
- 4.4.7.3 The MA logo must be displayed following the logo use style-guide issued by MA:
- On all publications relating to the event,
  - On the front cover of the event program.
- 4.4.8 Listing of Australian Championships in State Calendars**
- 4.4.8.1 The event calendar of a State Controlling Body hosting one or more Australian Championships in any year:
- Must list each Australian Championship being hosted by that State Controlling Body in that year,
  - Must be sent to MA and all other State Controlling Bodies by no later than 31<sup>st</sup> October of the preceding year.

**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 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

## 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

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

5.5.2.2 The powers, authorities and responsibilities of officials controlling these activities are those in GCR 2.5.

### 5.5.3 The Appointment of Officials

5.5.3.1 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 two (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. State Controlling Bodies must submit the Supplementary Regulations to MA for approval.

### 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 cannot be used in any form of competition.

## 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.

- 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 Chapter 12,
- 6.2.0.4 Be scored or timed,
- 6.2.0.5 Have any results which may or may not be published.

**Note:** UTV/SxS can only be used in permitted recreational activities.

### 6.3 CONTROLLING BODIES: RECREATIONAL ACTIVITIES

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

6.3.0.2

### 6.4 OFFICIALS: RECREATIONAL ACTIVITIES

6.4.0.1 Officials controlling recreational activity are required to be licensed, in accordance with GCR 2.5.

6.4.0.2 The powers, authorities and responsibilities of officials controlling recreational activity are those in GCR 2.5.

#### 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. ~~must be inspected and licensed in accordance with GCR 4.1~~

### 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.

### 6.9 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 (1) 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 A State Controlling Body which issues an Annual Recreational Licence must, within one (1) month of issue, notify MA which must enter the information on a register of licensed recreational riders maintained for that purpose and kept at the registered office of MA.
- 6.9.0.10 An Annual Recreational Licence continues in force for 12 months from date of issue.
- 6.9.0.11 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,
  - 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 Steward, be
    - i) Heard and determined by the Steward, or
    - ii) Referred to the Relevant Controlling Body, or
  - c) If instituted by a duly appointed Inspector, be heard and determined by the Relevant Controlling Body.
- 7.1.1.4 A prosecution for any alleged offence under GCR 7.1.1.1 committed during the course of a meeting being part of an MA Series must:
- a) If instituted by the Clerk of the 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.
- #### 7.1.3 Hearing 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 a 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 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 \$1,000,
  - 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 \$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 \$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 within which the fine is to be paid.
- 7.1.8.2 An 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 [Chapter 25] 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 which will be refunded if the protest is upheld, or if not must be remitted to the Relevant Controlling Body,
  - c) 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 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 action or conduct.

### 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 - Juniors**
- 7.2.3.1 In addition to 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 (1) 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 (3) 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.
- 7.4.3 Time Limits for Appeals**
- 7.4.3.1 The time for lodging a notice of appeal is 21 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 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 qualified lawyer.

8.1.1.4 The Committee sits either as a:

- a) Panel of up to three (3) members chaired by a lawyer; or
- b) Committee of one (1) who must be a 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 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 SPORTING COMMISSIONS AND COMMITTEES

### 9.1 CREATION OF COMMISSIONS AND COMMITTEES

9.1.0.1 MA has a Commission structure comprising the following Commissions:

- a) Road Racing,
- b) Motocross and Supercross,
- c) Speedway,
- d) Enduro,
- e) Trials,
- g) Historic Road Racing,
- h) Classic Motocross and Dirt Track,
- i) Dirt Track, Track and Supermoto,
- j) Women's,
- f) Junior Development.

9.1.0.2 MA has the following Standing Committees:

- a) Judicial,
- b) Safety.

9.1.0.3 MA has the following Special Sub-committees:

- a) National Coaching Committee,
- b) National Officials Committee,
- c) Museum and Heritage Committee.

### 9.2 STRUCTURE OF THE COMMISSIONS

9.2.0.1 Membership of Commissions will be a maximum of three (3) persons, unless otherwise approved by the MA Board.

9.2.0.2 Vacancies must be advertised in the motorcycle press and through State Controlling Bodies. Applications to close on the last working day in September of each year.

9.2.0.3 Appointments will be made by the Board.

9.2.0.4 Appointments will be for up to three (3) years with one (1) person due for election each year.

9.2.0.5 Casual vacancies to be appointed by the Board for the unexpired term of the retiree's appointment.

9.2.0.6 Appointments to be based on the ability to contribute.

9.2.0.7 The Board will appoint the chairman of each commission.

9.2.0.8 The Board has the right to dismiss all or any members of a commission if performance is unsatisfactory.

9.2.0.9 Positions on commissions are honorary. Approved travel, accommodation and out of pocket expenses will be met by MA.

### 9.3 STRUCTURE OF THE STANDING COMMITTEES AND SPECIAL SUB-COMMITTEES

9.3.0.1 Members of the standing committees and special sub-committees shall be appointed by the Board and the membership shall be reviewed annually at the MA Annual General Meeting.

9.3.0.2 The structure should generally consist of three persons.

9.3.0.3 Applications for committee positions will be directed to the Board.

9.3.0.4 Members will generally be selected because of their expertise and may be members of the Board.

9.3.0.5 Positions on the standing committees and special sub-committees are honorary. Approved travel, accommodation and out of pocket expenses will be met by MA.

9.3.0.6 Casual vacancies to be appointed by the Board for the unexpired term of the retiree's appointment.

9.3.0.7 The Board will appoint committee chairman.

9.3.0.8 The Board has the right to dismiss all or any members of a committee if performance is unsatisfactory.

### 9.4 OBJECTIVES OF THE COMMISSIONS

9.4.0.1 To assist in the achievement of the objectives of MA.

9.4.0.2 To encourage growth, development, participation and safety in motorcycle sport throughout Australia.

9.4.0.3 To provide an environment for the orderly and structured consideration and decision making on the specialised aspects of motorcycle sport.

9.4.0.4 To enhance the promotion of motorcycling as a sport.

9.4.0.5 To enhance the status of National Championship competitions.

- 9.4.0.6 To assist riders selected in teams competing in International competition to achieve International rankings.
- 9.4.0.7 To assist individual competitors, clubs, Promoters, State Controlling Bodies, and other interested parties wherever possible in their speciality of the sport.

## **9.5 COMMISSION TERMS OF REFERENCE**

9.5.0.1 Commissions may consider:

- a) Sport specific items only, that is, those that do not affect other disciplines,
- b) Budget,
- c) Technical,
- d) National team selection,
- e) International programs,
- f) Other development.

### **9.5.1 Responsibilities of the Commissions**

- 9.5.1.1 To be responsible to the Board and to act in the best interests of MA and the Sport.
- 9.5.1.2 To keep minutes of all commission meetings.
- 9.5.1.3 To prepare and propose Rules and/or rule amendments.
- 9.5.1.4 To assist and advise other commissions and committees.
- 9.5.1.5 To initiate appropriate strategies to ensure the development of the particular discipline of the sport.
- 9.5.1.6 Where these strategies involve policy change, the matter must be referred to the Board
- 9.5.1.7 To foster the conduct of National Championships and International competition.
- 9.5.1.8 To provide a report in writing to the Board annually.
- 9.5.1.9 To report as required to the Board.
- 9.5.1.10 To prepare and maintain a discipline specific strategic plan.
- 9.5.1.11 To advise the Board on matters of policy relevant to commission discipline.

### **9.5.2 Meetings of the Commissions**

- 9.5.2.1 All meetings and communication between commission members shall be held on an 'as required' basis and as decided by the Board, but generally one meeting per year in person and at other times by phone/video link-up, or email.
- 9.5.2.2 Communication with the commissions will be through an appointed staff member at the MA Office.

### **9.5.3 Casual Vacancies**

- 9.5.3.1 Upon being advised of the impending absence of a Commissioner from a meeting (including teleconferences) the Board may appoint a casual replacement.
- 9.5.3.2 The term of the replacement is not to exceed the absence of the incumbent Commissioner.

### **9.5.4 Powers of the Sporting Commissions**

- 9.5.4.1 To recommend GCR rule changes only after full consultation with the State Controlling Bodies and relevant state sporting sub-committees. Communication must be through MA to the State Controlling Bodies and then to the relevant state sporting sub-committees.
- 9.5.4.2 To deal with matters within their discipline, (subject to the overriding control of the Board), in accordance with the Constitution. The Board may refer matters back to the commissions for reconsideration.
- 9.5.4.3 To select teams for International competitions.
- 9.5.4.4 The process required to effect a change of these Rules is shown in the Rules and Making Rule Changes section of the manual.

## 10 NATIONAL COACHING ACCREDITATION SCHEME

### 10.1 COACHING BACKGROUND

10.1.0.1 Motorcycling Australia (MA) is recognised by the Australian Sports Commission (ASC) as a National Sporting Organisation (NSO). As such, MA is able to register its coaching courses for accreditation under the ASC's National Coaching Accreditation Scheme (NCAS). MA is in the process of developing a third level of accreditation and is currently working towards having all levels of coaching accreditation formally registered under the NCAS.

10.1.0.2 The NCAS aims to:

- a) Increase confidence and competence in coaching ability,
- b) Increase understanding of coaching principles and sport science, enabling a more in-depth approach to coaching,
- c) Encourage the development of innovative coaching techniques,
- d) Improve communication skills of coaches,
- e) Provide a credible education and training process to attract members,
- f) Increase the number of trained coaches,
- g) Provide recognition to coaches.

#### 10.1.1 Recognition as a Motorcycle Sport Coach

10.1.1.1 There are three aspects to being recognised as a Motorcycle Sport coach under the NCAS:

- a) Gaining a Motorcycle Sport Coaching Accreditation,
- b) Maintaining a Motorcycle Sport Coaching Licence,
- c) Updating Motorcycle Sport Coaching Accreditation - Re-accreditation.

#### 10.1.2 Gaining a Motorcycle Sport Coaching Accreditation

10.1.2.1 In order to gain a Motorcycle Sport Coaching Licence you will be required to:

- a) Demonstrate practical experience in relation to motorcycle riding, together with a sound knowledge of motorcycle riding technique,
- b) Satisfy any pre-requisites for attending the coaching course (for example, obtain a General Principles certificate from the ASC, achieve the first level of accreditation prior to progressing to next level etc.),
- c) Attend, complete and successfully pass all requirements of the coaching course,
- d) Complete any post course assessment,
- e) Show evidence you have satisfied the necessary Child Protection legislation in the States and Territories in which you wish to coach,
- f) Complete and return the appropriate licence application form to the Relevant Controlling Body.

#### 10.1.3 Maintaining a Motorcycle Sport Coaching Licence

10.1.3.1 In order to maintain your coaching licence you will be required to:

- a) Complete and return the appropriate licence application forms to the Relevant Controlling Body in order to keep your coaching licence up to date,
- b) Maintain the necessary Child Protection legislation in the States and Territories in which you wish to coach,
- c) Inform your State Controlling Body if your contact details change.

#### 10.1.4 Updating Motorcycle Sport Coaching Accreditation - Re-accreditation

10.1.4.1 Motorcycle Sport coaching accreditation lasts for four years. In order to extend the accreditation period by another four years (re-accredit) it is necessary to perform updating activities that develop your skills as a coach. This includes both sport specific tasks and general sports tasks. On the following page is an example of activities that will count towards your re-accreditation. You have four years in which to accrue the necessary hours, check with the Relevant Controlling Body for the hours required for re-accreditation:

#### SPORT SPECIFIC TASKS

- Obtain a higher level of coaching accreditation
- Attend motorcycling courses
- Conduct practical club coaching
- Present/lecture at courses
- Attend coaching workshops
- Attend training camps
- Work with a Level 2 coach

#### GENERAL SPORT TASKS

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Attend State Department of Sport & Recreation courses

Attend other NCAS courses

Obtain Sport Trainer accreditation

Obtain First Aid Certificate

Obtain CPR accreditation

Obtain an officials accreditation

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## 11 NATIONAL OFFICIALS ACCREDITATION SCHEME

### 11.1 OFFICIALS BACKGROUND

One of the recognised keys to the future of motorcycle sport is the development and training of officials.

#### 11.1.1 Establishment

11.1.1.1 The National Officials Accreditation Scheme aims to:

- a) Increase confidence and competence in officiating ability,
- b) Improve communication skills,
- c) Promote progressive improvement in officiating knowledge and expertise,
- d) Provide a credible education and training process to attract new officials and retain existing ones,
- e) Ensure a uniform approach to officiating throughout the country.

### 11.2 LEVELS OF ACCREDITATION

#### 11.2.1 Level 0: Basic Orientation Level

11.2.1.1 In the case where a person does not have any accreditation, they are therefore only qualified to act as an assistant whilst in training or assisting at a meeting, they must be given the basic orientation briefing by appropriately licensed officials prior to commencing duties. The briefing must be given each time an unlicensed person undertakes duties at a meeting.

#### 11.2.2 Level 1: Club Level

11.2.2.1 In order to act as an official at club level, prospective officials may attend a seminar and must successfully complete the assessment requirements.

11.2.2.2 The completed assessment and licence application are to be returned to the relevant State Controlling Body for processing

11.2.2.3 Applicants may complete this assessment in their own time and may refer to their GCRs. The questionnaire is comprised of multiple choice questions. This assessment needs to be successfully completed by persons wishing to become, an accredited official.

#### 11.2.3 Level 2: Inter Club/Zone Level

11.2.3.1 To attain this level officials are required to attend a seminar and successfully complete the assessment requirements.

11.2.3.2 The seminars are designed to be practical by nature.

11.2.3.3 Level 2 is the lowest level for accreditation of a Steward.

11.2.3.4 Applications for accreditation are generally, reviewed by the State Controlling Body Manager. If there is any doubt as to the experience of the applicant, the application may be referred to the State Officials' Review Panel for final approval.

#### 11.2.4 Level 3: National Event/State Championship Level

11.2.4.1 As with Level 2, officials must show proof of participation in that role in an open event.

11.2.4.2 All Level 3 applications are reviewed by the State Officials' Review Panel before being granted accreditation at this level.

#### 11.2.5 Level 4: National Championship Level

11.2.5.1 To achieve Level 4 accreditation as a Steward, Referee and Clerk of Course, applicants must attend a Key Officials Seminar conducted by MA and successfully complete the assessment requirements.

11.2.5.2 Level 4 accreditation for all positions other than those listed in the previous GCR is awarded by the National Officials Committee.

11.2.5.3 Level 4 officials are required to attend seminars to retain their accreditation.

#### 11.2.6 International (FIM) Accreditation

11.2.6.1 This includes senior officials at international level.

11.2.6.2 To be accredited at the International level, an applicant must hold Level 4 Accreditation and have successfully completed an FIM Seminar. FIM seminars are conducted in Australia as required to provide officials for World Championships.

### 11.3 OFFICIALS LICENSING

11.3.0.1 Licenses will be issued by State Controlling Bodies on behalf of MA with the exception of Level 4 Stewards, Referees and Clerks of Course licenses which will be issued by MA.

11.3.0.2 The back of the Official's Licence has a matrix indicating the disciplines of the sport and types of accreditation. Numbers indicating the level/s of accreditation will be placed in the matrix.

11.3.0.3 It is recommended that all officials be registered [i.e. hold an official's licence].

11.3.0.4 The motorcycle participation journal shall be used in all officiating activities and seminars. The journal or a copy of it must be provided with all renewals and upgrade applications.

### 11.4 NATIONAL OFFICIALS COMMITTEE GUIDELINES

11.4.0.1 To oversee the setting up in each state of an Official's Review Panel.

- 11.4.0.2 To oversee the accreditation procedures at state level for Levels 1, 2, and 3 and to confer accreditation at Level 4.
- 11.4.0.3 To set the structure for the conduct of the seminars at the various levels.
- 11.4.0.4 To provide input into the setting of the assessment papers and questionnaires.
- 11.4.0.5 To provide input for the production of seminar resource materials.
- 11.4.0.6 To re-appraise accreditation levels of under-performing Level 4 officials.
- 11.4.0.7 To liaise with MA, State Controlling Bodies and Promoters in the appointment of senior officials at Australian Championships.
- 11.4.0.8 To review progress of the scheme and make any recommendations for updating to MA.
- 11.4.0.9 To arbitrate on any disputes arising over the scheme:
  - a) To provide a process for officials to seek arbitration on any disputes arising over the scheme and its implementation.
  - b) To arbitrate over any disputes arising over the scheme and its implementation

#### **11.5 STATE OFFICIALS REVIEW PANEL GUIDELINES**

- 11.5.0.1 To liaise with MA and the National Officials Committee.
- 11.5.0.2 In the appointment of officials to assess the suitability of Level 2 officials when asked to do so by the State Controlling Body.
- 11.5.0.3 To review and accredit Level 3 officials.
- 11.5.0.4 To review and nominate officials for Level 4 to the National Officials Committee.
- 11.5.0.5 Using the course content and resource material provided by MA's National Officials Committee organise venues and presenters and conduct seminars for Levels 1, 2 and 3 officials within the state and/or zones.
- 11.5.0.6 To notify applicants of the success or otherwise of their application. In the case of an unsuccessful application provide constructive feedback.
- 11.5.0.7 To establish a timetable of when and how often the Panel should meet.
- 11.5.0.8 To review the performance and accreditation level of officials who do not maintain the required standard.
- 11.5.0.9 To re-appraise accreditation levels of under-performing officials.
- 11.5.0.1 Accreditation of Level 1 and 2 officials is at the discretion of the State Controlling Body, provided all necessary criteria have been met by the applicant.

## 12 NATIONAL PERSONAL ACCIDENT INSURANCE

### 12.1 SUMMARY OF POLICY COVERAGE

12.1.0.1 The following is a summary of the policy coverage. Reference should be made to policy documents for specific details of coverage, terms and conditions. The terms and conditions of the policies will prevail.

12.1.0.2 Covering all: Competitors, Organisers, Officials, Marshals, Licence holders, Members, Volunteers, Employees, Directors and Committee members of or associated with Motorcycling Australia and its State bodies whilst competing, engaged in, and/or attending racing events, practice sessions, functions and other activities officially organised by/or on the business of Motorcycling Australia and its State bodies. Cover includes travel directly to and from such events from their place of work or domicile.

12.1.0.3 A claim for the benefits provided must be made within 12 months from the date the injury was suffered.

12.1.0.4 Situation - Anywhere in Australia

### 12.2 CAPITAL BENEFITS

12.2.0.1 Injury as defined resulting solely and directly and independently of any other cause in:

CLAIM	AWARD
1 Quadriplegia or paraplegia	\$150,000
2 Death	
- Under 18 years of age	\$10,000
- If under 18 years of age with full time employment	\$75,000
- All other Insured Persons	\$75,000
3 Third degree burns and/or resultant disfigurement which covers more than 40% of the entire external body	\$50,000
4 Permanent Total Disablement	\$50,000
5 Permanent and Incurable Insanity	\$50,000
6 Permanent Total Loss of Sight of Both Eyes	\$50,000
7 Permanent and Incurable Paralysis of all Limbs	\$50,000
8 Permanent Total Loss of Sight of One Eye	\$50,000
9 Loss of or the Permanent Total Loss of use of one limb	\$50,000
10 Loss of or the Permanent Total Loss of use of two limbs	\$50,000
11 Permanent Total Loss of Hearing in:	
a) Both Ears	\$37,500
b) One Ear	\$7,500
12 Permanent Total Loss of the Lens of One Eye	\$25,000
13 Loss of or the Permanent Total Loss of use of 4 fingers and thumb of either hand	\$35,000
14 Loss of or the Permanent Total Loss of use of 4 fingers of either hand	\$20,000
15 Loss of or the Permanent Total Loss of use of 4 fingers of either hand:	
a) Both Joints	\$15,000
b) One Joint	\$7,500
16 Loss of or the Permanent Total Loss of use of fingers of either hand:	
a) Three Joints	\$5,000
b) Two Joints	\$3,750
c) One Joint	\$2,500
17 Loss of or the Permanent Total Loss of use of toes and disablement of foot:	
a) All-one Foot	\$7,500
b) Great-both Joints	\$2,500
c) Great-one Joint	\$1,500
d) Other than great toe, each toe	\$500
18 Fractured leg or patella with established non-union	\$5,000

111	Shortening of leg by at least 5cm	\$3,700
20	Permanent Disability not otherwise provided for under Insured Events 3 to 111 inclusive. Such percentage of the Sum Insured as the insurer shall in its absolute discretion determine and being in its opinion not inconsistent with the benefits provided under Insured Events 3 to 111 inclusive.	
21	Funeral expenses	\$2,000
22	Non-Medicare medical expenses	\$5,000
23	Emergency transport costs for Officials, Marshalls and Volunteers	\$10,000
24	Out of pocket expenses for Officials and volunteers (as defined by the policy)	\$1,000

**WEEKLY BENEFITS**

25	Weekly accident benefits for Marshals and Officials who are income earners	\$500
26	Home Help Weekly Benefit	\$250
27	Student Tutorial Weekly Benefit	\$250

**PARENTS' INCONVENIENCE ALLOWANCE**

28	Parents' Inconvenience Allowance – per day	\$50
	Up to a maximum of	\$1,500

**12.3 WEEKLY BENEFITS**

12.3.1 Weekly Benefits Excess: 30 days.

12.3.2 Weekly Benefit Period: One-hundred and four (104) weeks maximum.

**12.4 DEFINITIONS****12.4.1 Home Help Weekly Benefit**

12.4.1.1 The insurer will pay for the cost of hiring help and/or child minding services reasonably and necessarily incurred by an Insured Person as a result of injury from an insured event causing temporary total disablement. Provided that:

- Such child minding services and nursing help are carried out by persons other than members of the Insured Person's family or other relatives or persons permanently living with the Insured Person.
- Such child minding services and help are certified by a legally qualified medical practitioner as being necessary for the recovery of the Insured Person.
- Payments will commence from the 14th day of treatment by a legally qualified medical practitioner.

**12.4.2 Student Tutorial Weekly Benefit**

12.4.2.1 In respect of unmarried dependent children, the insurer will pay the cost of hiring home tutoring services reasonably and necessarily incurred by an Insured Person as a result of injury from an insured event causing temporary total disablement.

Provided that:

- The Insured Person is registered as a full-time student.
- Such home tutoring services are carried out by persons other than members of the Insured Person's family or other relatives or persons who are full-time students.
- Payments will commence from the 14th day of treatment by a legally qualified medical practitioner.

**12.4.3 Parents' Inconvenience Allowance**

12.4.3.1 The insurer will pay up to \$15 per day to a maximum of \$1,500 for reimbursement of expenses incurred for travelling, child minding or other out-of-pocket expenses incurred whilst an insured child is hospitalised arising from an insured event.

**12.4.4 Total Disablement**

12.4.4.1 Total disablement means disablement which entirely prevents an Insured Person from attending to business or occupation of any and every kind other than motorcycling, or if the Insured Person has no business or occupation other than motorcycling, from engaging in an occupation for which the Insured Person is reasonably qualified by education, training or experience.

**12.4.5 Non Medicare Medical Expenses**

12.4.5.1 Reasonable medical expenses necessarily incurred by an Insured Person as a result of injury(s) that are:

- not subject to any full or partial Medicare rebate or benefit,
- incurred within twelve calendar months of the Insured Person sustaining the injury;
- for treatment certified necessary by a qualified medical practitioner (other than the Insured Person) and shall include:
  - Expenses incurred for treatment by a physiotherapist, chiropractor, osteopath, specialist surgeon or any similar provider of medical services;
  - Cost of medical supplies not otherwise insured;
  - Dental treatment, provided such treatment is necessary as a result of the injury, and is to otherwise sound and natural teeth, excluding first teeth and dentures.

Private health service costs e.g. hospital/surgery are not covered under the Motorcycling Australia Personal Accident Insurance policy. Unless you have private health insurance, do not commit to private hospital/medical service costs. Any questions can be referred to or sought from Proclaim on (02) 9287-1317.



## 13 ROAD RACE

### Chapter contents

SECTION 13A: AUSTRALIAN CHAMPIONSHIPS .....	1
13.1 CATEGORIES FOR SENIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS .....	1
13.2 CATEGORIES FOR JUNIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS .....	2
13.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES .....	2
SECTION 13B: COMPETITION CLASSES.....	2
13.4 SENIOR COMPETITION CLASSES.....	2
13.5 JUNIOR COMPETITION CLASSES .....	2
SECTION 13C: COMPETITION RULES .....	2
13.6 ELIGIBILITY: GENERAL .....	2
13.7 ELIGIBILITY: ROAD BIKE FREESTYLE .....	3
13.8 ELIGIBILITY: JUNIOR COMPETITION.....	3
13.9 GENERAL RULES .....	3
13.10 PROTECTIVE CLOTHING AND HELMETS .....	4
13.11 MACHINE AND RIDER IDENTIFICATION .....	5
13.12 RACE MEETING PROTOCOLS .....	6
13.13 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERBIKE CHAMPIONSHIP .....	10
SECTION 13D: TECHNICAL REGULATIONS.....	11
13.14 SOUND EMISSIONS .....	11
13.15 FUEL .....	11
13.16 ENGINES .....	12
13.17 FRAMES AND PARTS.....	13
SECTION 13E: TECHNICAL REGULATIONS: SOLO CLASSES .....	14
13.18 SUPERBIKE.....	14
13.19 SUPERSPORT.....	16
13.20 SUPERSTOCK 600.....	17
13.21 SUPERSTOCK 1000.....	18
13.22 250/300/500 PRODUCTION .....	20
13.23 PRODUCTION .....	21
13.24 MOTO3.....	21
13.25 125CC GP CLASS .....	22
13.26 250 GP MONO .....	22
SECTION 13F: TECHNICAL REGULATIONS: SIDECARS.....	23
13.27 ALL CLASSES .....	23
13.28 FORMULA ONE SIDECARS.....	23
13.29 FORMULA TWO SIDECARS.....	25
SECTION 13G: TECHNICAL REGULATIONS: JUNIOR CLASSES.....	27
13.30 JUNIOR SOLO ROAD RACING 70CC .....	27
13.31 JUNIOR SOLO ROAD RACING 85CC .....	27
13.32 JUNIOR SOLO ROAD RACING 160CC .....	28
SECTION 13H: MINIMOTO.....	28
13.33 COMPETITION RULES .....	28
13.34 PROTECTIVE CLOTHING: MINIMOTO .....	29
13.35 FRAMES AND PARTS: MINIMOTO AND MINIMOTARD .....	29
13.36 ENGINES: MINIMOTO AND MINIMOTARD.....	29

### 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 13A: AUSTRALIAN CHAMPIONSHIPS

#### 13.1 CATEGORIES FOR SENIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS

SENIOR ROAD RACE
Superbike
Supersport
Superstock 1000cc (B, C & D Grade)
Moto3, 125 GP & 250 GP Mono
250 Production
<b>300 Production</b>
Women's up to 300 250 Production
Sidecars F1
<b>Sidecars F2</b>
Production

**13.2 CATEGORIES FOR JUNIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS**

JUNIOR ROAD RACE	
85cc 2-stroke	12 to under 16
Up to 160cc 4-stroke	12 to under 16

**13.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES****13.3.1 Individual Competitions**

13.3.1.1 MA medallions will be presented to the first, second and third placed riders in each championship solo class and first, second and third placed rider and passenger in the championship sidecar class at all Australian championship meetings.

**13.3.2 All Competitions**

13.3.2.1 At least the first three 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.

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

- 15 or more starters for Senior and 10 for Junior solo classes who actually participate in practice, qualifying or races,
- 10 or more starters for sidecar classes which actually participate in practice, qualifying or races.

**13.3.3 Duke of Edinburgh Trophies**

13.3.3.1 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:

- Australian Superbike Championship Series: Superbike, and
- Australian Sidecar Championship: F1.

13.3.3.2 The winners of the Duke of Edinburgh Trophy will be entitled to have a photograph taken of them with the trophy.

13.3.3.3 The cost of the photograph will be subject to price approval by the State Controlling Body and recoverable from MA.

13.3.3.4 The trophies will be held by MA.

**SECTION 13B: COMPETITION CLASSES****13.4 SENIOR COMPETITION CLASSES**

CLASS	CAPACITY
Superbike	1000cc four cylinder 4-stroke 1200cc 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 1200cc two or three cylinder 4-stroke
Moto3	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
<del>Production</del>	
Formula One Sidecars	Up to 1000cc, up to 4 cylinder 4-stroke
Formula Two Sidecars	1000cc 2 cylinder 4-stroke 600cc 4 cylinder 4-stroke

**13.5 JUNIOR COMPETITION CLASSES**

JUNIOR AGE CATEGORY	CAPACITY/CLASS
7 to under 10	Up to 50cc automatic
9 to under 12	Up to 50cc manual
9 to under 12	Up to 70cc manual
12 to under 16	Up to 85cc 2-stroke or 160cc 4-stroke manual
14 and above	125GP, 250 GP Mono, Moto3, 250 Production

**SECTION 13C: COMPETITION RULES****13.6 ELIGIBILITY: GENERAL**

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

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

- That person's clothing and machine have been examined and approved by the Scrutineer for that meeting, or
- If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the clothing and machine have been self-scrutineered.

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

- 13.6.0.4 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 13.6.0.5 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.
- 13.6.0.6 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.
- 13.7 ELIGIBILITY: ROAD BIKE FREESTYLE**
- 13.7.1 Road Bike Freestyle Licence Conditions**
- 13.7.1.1 No person may participate in Road Bike Freestyle unless they:
- Are at least 18 years of age,
  - Have a current MA Senior National Competition licence endorsed for Road Bike Freestyle by the relevant controlling body,
  - Wear the required protective clothing as per GCR 13.10
- 13.7.1.2 To gain a Road Bike Freestyle endorsement, a rider must:
- Have a MA Senior National Competition licence,
  - Successfully complete the MA competency assessment for Road Bike Freestyle conducted by an assessor approved by MA.
- 13.7.1.3 A person with this endorsement can only perform at MA approved events.
- 13.7.1.4 The endorsing assessor/coach must:
- Reach the requirements set by MA to endorse Road Bike Freestyle,
  - Have a minimum Level 1 Coaching Accreditation and Licence.
- 13.7.2 Road Bike Freestyle Machine Eligibility**
- 13.7.2.1 Any size machine is acceptable for Road Bike Freestyle
- 13.8 ELIGIBILITY: JUNIOR COMPETITION**
- 13.8.0.1 In Junior competition,
- A rider's age on 1st January will determine their age for competition purposes for that year,
  - 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,
  - Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
  - This GCR applies to all riders up to and including the age of 16 years.
- 13.8.0.2 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.
- Junior competitors in the age groups listed in GCR 13.5 may compete in the corresponding classes:
  - No applicant will be issued with their first competition licence if they are under the age of seven (7) years,
  - Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than four (4) years,
  - Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both,
  - Age group racing:
    - Subject to sub-Rule ii), only competitors in the same age groups may compete against each other,
    - Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
      - 85cc 2 stroke big wheels and 100cc - 150cc 4 stroke single cylinder,
      - 100cc - 150cc single cylinder & 250cc 4 stroke.
  - A relevant controlling body may grade junior competitors according to their respective skills.
- 13.8.0.3 **Subject to GCR 13.8.0.1, Competitors aged 14 to under 16 years in the Road Race discipline may compete in other than a Junior competition if that competition is:**
- 125cc GP class,
  - 250 Mono class,
  - Moto3 class,
  - 250/300/500 Production class
- 13.8.0.4 Competitors aged 14 to under 16 years may participate in classes listed in GCR 13.8.0.3, provided the **following conditions are met:**
- The State Controlling Body is satisfied of their competence,
  - The competitor obtains a licence endorsement for Road Racing only,
  - The competitor competes in the ~~125cc GP~~ classes listed in GCR 13.8.0.3 or in combined classes with similar performing machines e.g. 250/300/500 Production, 400cc 4-Stroke,
  - Where Road Race classes are combined as per c) above, Supermoto-type machines may not be combined with any other Road Race machine category.
- 13.8.0.5 **State legislation will override GCR 13.8.0.4 where applicable. Note: Competitors under the age of 15 years are not permitted to participate in competition other than junior competition in the state of New South Wales.**
- 13.8.1 Junior Road Race Endorsements**
- 13.8.1.1 Endorsements will be issued for:
- Up to 85cc 2-stroke & 160cc 4-stroke
  - 125cc 2-stroke & 250cc 4-stroke
  - Road Race 14 to under 16 race with seniors

**13.9 GENERAL RULES**

**13.9.1 Homologation**

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

**13.9.2 Helmet Cameras**

13.9.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet. **Helmet cameras are subject to approval by Chief Scrutineer.**

**13.9.3 Fees**

ACTIVITY	FEE \$ (INC GST)
Replacement licence	25.00
Protest Lodgement	70.00
Appeal to State Controlling Body lodgement	500.00
Appeal to MA lodgement	1000.00
Fuel Homologation fee – First year	2500.00
Fuel Homologation fee – Subsequent years	2000.00
All other fees	Apply at MA office

**13.10 PROTECTIVE CLOTHING AND HELMETS**

13.10.0.1 No competitor may practice, start or compete in any road racing competition unless wearing the following protective equipment and clothing:

**13.10.1 Helmet**

13.10.1.1 An approved and correctly fitting full-face helmet (see Appendix B: Helmet Fitting Guide) which must:

- a) Carry the Standards Association of Australia "AS 1698" label; or
- b) Be approved under FIM Technical Rules.

**13.10.2 Approval labels for helmets**

13.10.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

**13.10.3 International Helmet Standards**

Refer also [www.fim.ch](http://www.fim.ch)

**13.10.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]**

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovinia	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

**13.10.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:**



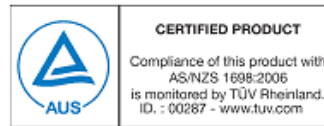
BSI



SAI Global



Global-Mark



TUV RA

#### 13.10.4 Clothing

- 13.10.4.1 A one-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.
- Where jackets or one-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,
  - In the case of a jacket and trousers, provision must be made to attach the rear of the jacket securely to the trousers,
  - The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:
    - Shoulders,
    - Elbows,
    - Both sides of torso and hip joint, and
    - Knees.
- 13.10.4.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers or a full Kevlar suit.

#### 13.10.5 Footwear

- 13.10.5.1 Boots with ankle and calf protection which must:
- Be constructed of leather or other material of similar or greater durability, but not constructed of rubber,
  - At least overlap the suit or trousers when the rider is in the normal riding position,
  - Not have soft leather soles.
- 13.10.5.2 Knee and boot scrapers that spark when dragged on the ground are forbidden
- 13.10.5.3 Sidecar rider and passengers may wear ankle length boots.

#### 13.10.6 Gloves

- 13.10.6.1 Gloves of leather or other material of similar or greater durability.
- 13.10.6.2 Gloves need not be worn by passengers on sidecars.

#### 13.10.7 Goggles and Visors

- 13.10.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:
- Eye protectors and spectacles are made of non-shattering material,
  - Eye protectors which cause visual disturbance are not to be used,
  - Visors are an integral part of the helmet,
  - Metal or perspex face shields are not used,
  - Eye shades or peaks are of a flexible material.

#### 13.10.8 Hair and Jewellery

- 13.10.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.
- 13.10.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

#### 13.10.9 Footwear in pits

- 13.10.9.1 Closed footwear must be worn in the pit lane at all times.

### 13.11 MACHINE AND RIDER IDENTIFICATION

#### 13.11.1 Number Plates

- 13.11.1.1 ~~Three number plates must be fitted to the machine. One on the front and one on each side of the machine.~~ For Road Racing a minimum of two (2) allocated numbers and number plates are required:
- one on the front, either in the centre of the fairing or slightly off to one side,
  - one across the top of the rear seat section with the top of the number facing toward the rider.
- 13.11.1.2 Number plates must:
- ~~Be produced to a matt finish,~~
  - Where they are not an integral part of the machine or streamlining and are under 1.6mm thickness, have rolled or wire edges,
  - In the case of rectangular plates, have corners formed to a 38mm radius,
  - In the case of bolt-on number plates, be made of rigid material with minimum dimensions of 235mm height and 285mm width; and
  - In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.
- 13.11.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm border.
- 13.11.1.4 Side number plates must:
- Be fitted above a horizontal line drawn through the rear axle,
  - 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 must be the same size as the front numbers

- 13.11.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.
- 13.11.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

**13.11.2 Number Plate Colours**

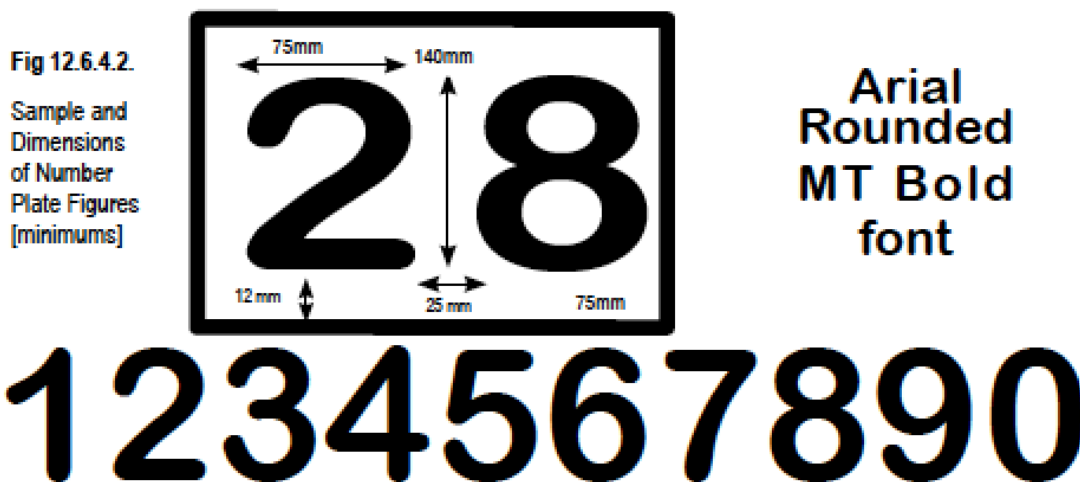
13.11.2.1 Number plate colours for Senior and Junior competition must be as follows:

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
751cc and over	Mail Box Red	White
Australian Superbike	White	Black
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black
Formula Two Sidecar	Mail Box Red	White
JUNIOR CAPACITY	BACKGROUND COLOUR	FIGURE COLOUR
Up to 70cc	Canary Yellow	Black
70cc and over	Black	White

- 13.11.2.2 Additional colour combinations may be used, at the discretion of the relevant controlling body.
- 13.11.2.3 Australian Superbikes may use any contrasting colour on side number plates providing they are legible at 20 metres.

**13.11.3 Number Plate Figures**

- 13.11.3.1 All Road Race discipline number figures must be Arial Rounded MT Bold font, the serif on number one (1) may be shortened or removed but not extended.



13.11.3.2 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

- 13.11.3.3 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.

**13.11.4 Junior Number Plates**

- 13.11.4.1 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.

**13.12 RACE MEETING PROTOCOLS**

**13.12.1 Flags and Signals**

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

13.12.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start

Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
Yellow flag with red stripes held stationary	Deterioration of adhesion of the track
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Purple Flag	Protest flag for all junior competitors
Black and white chequered flag waved	Finish of Race, Practice session or Qualifying

13.12.1.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

#### 13.12.2 Measurement of Engines

#### 13.12.3 Measurement at Meetings

- 13.12.3.1 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.
- 13.12.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.
- 13.12.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

#### 13.12.4 Measurement: Australian and State Championship Events

13.12.4.1 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 first, second, third and fourth 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.

#### 13.12.5 Venues

13.12.5.1 Road Racing venues will be licensed by MA.

#### 13.12.6 Qualifying

13.12.6.1 Unless otherwise provided for in the supplementary regulations, qualifying for starting grid positions must be held.

13.12.6.2 For events consisting of more than one (1) 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.

13.12.6.3 In the absence of qualifying, the Clerk of Course must allocate starting grid positions.

13.12.6.4 Subject to the supplementary regulations, the Clerk of Course may permit to start any competitor who has not qualified to start.

#### 13.12.7 Starts

13.12.7.1 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 restart,
- 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.

13.12.7.2 The method of starting will be as prescribed by supplementary regulations.

13.12.7.3 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.

### 13.12.8 Starting Grid Format: Solo

13.12.8.1 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, according to the following pattern.
- c) All machines must start within their nominated grid position parallel to track direction.

13.12.8.2 The grid formation for solo competition is 4x4x4(...). For FIM championship approved tracks the grid formation is 3x3x3(...) or other grid formations that may form part of the venue licence. For a specific venue formation details and dimensions can be found in the MA track guidelines.

### 13.12.9 Starting Grid Format: Sidecars

13.12.9.1 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 according to the following pattern:

13.12.9.2 The grid formation details and dimensions for sidecar competition can be found in the MA track guidelines

### 13.12.10 Jump Starts

13.12.10.1 Each machine must remain stationary within its grid position until the start signal is given.

13.12.10.2 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.

### 13.12.11 Finishes

13.12.11.1 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 13.12.11.1 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 on the machine. On a solo machine the competitor must finish the event on 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.

### 13.12.12 Juniors: Starts and Finishes

13.12.12.1 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.

### 13.12.13 Stopping Events

13.12.13.1 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.

13.12.13.2 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.

### 13.12.14 Stopping and Re-running

13.12.14.1 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 (1) or more of the other competitors in the event, may declare the event void and order a re-run.
- 13.12.14.2 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.
- 13.12.14.3 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.
- 13.12.14.4 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.
- 13.12.14.5 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.
- 13.12.14.6 Where the Steward or Clerk of Course has stopped a race due to danger, the following will apply:  
 a) If no more than two (2) 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 (2) laps, but less than 75% of the race distance, have been completed:  
 i) The race may be re-started, but only once,  
 ii) The restart 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 (1) race,  
 viii) The winner will be the competitor having the highest number of laps at the finish,  
 ix) Where two (2) 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% of the scheduled race distance is completed, full points will be awarded,  
 xi) If less than 75% of the scheduled race distance is completed, half points will be awarded.
- 13.12.15 Refuelling**
- 13.12.15.1 During refuelling, each machine must be stationary with the engine stopped.
- 13.12.15.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 13.12.15.3 While refuelling is being undertaken in pit lane, one (1) pit crew member must:  
 a) Be designated to attend to any fire which may occur,  
 b) Stand near the machine and overhead tower (if used),  
 c) Have a minimum 9kg fire extinguisher suitable for extinguishing inflammable liquid fires ready to operate.
- 13.12.16 Refuelling Devices: Endurance/Pit Stop Races**
- 13.12.16.1 When the supplementary regulations allow for refueling in pit lane during an event, the Scrutineer of the meeting, or their nominee, prior to that event must specifically approve the refuelling equipment. The inspection procedure will be detailed in supplementary regulations.
- 13.12.16.2 Refuelling may only be carried out by the use of either:  
 a) An overhead tower, or  
 b) A refuelling churn.

- 13.12.16.3 Overhead tower refuelling systems must comply with the following:
- Fuel to be stored in a single container no more than two (2) metres above pit lane,
  - The container must not exceed 40 litres in capacity and must have a closed top,
  - A filler cap must be fitted,
  - A breather pipe not exceeding 70mm inside diameter must be fitted,
  - The container may have a conical bottom, with the overall height of the container and cone not exceeding 800mm,
  - A flexible hose not exceeding 40mm inside diameter and two (2) metres in length must be fitted to the bottom of the container and equipped with a "dead man" shut-off valve,
  - The container may be fitted with tubing of not more than 120mm in length and inside diameter of 25mm beyond the shut off valve,
  - The container must be mounted on a self-supporting tower and must not be held by or attached to any person,
  - Cistern type fuel cocks are not permitted.
- 13.12.16.4 The overhead tower, including reservoir and delivery hose must:
- Remain behind the pit wall, or
  - Be contained entirely within the pit garage.
- 13.12.16.5 Delivery hoses may be moved into the pit lane from pit garages a maximum of three (3) minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
- 13.12.16.6 Refuelling churns must comply with the following:
- A maximum capacity of 40 litres,
  - Be designed to prevent fuel spillage regardless of the angle at which the churn is oriented,
  - May have a conical bottom, with the overall height of the churn and cone not exceeding 800mm,
  - Be fitted with a single flexible delivery hose with minimum flexibility between the churn and the fuel cock.
- 13.12.16.7 All churns and associated equipment must:
- Remain behind the pit wall, or
  - Be contained entirely within the pit garage.
- 13.12.16.8 Churns may be moved into the pit lane from pit garages a maximum of three (3) minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
- 13.12.16.9 Any refuelling in pit lane or paddock area not utilising the above procedures must:
- Be undertaken with the machine either totally within a pit garage, or
  - In an area of the paddock specifically designated for the purpose of refuelling.

### 13.12.17 Change of machine during a competition

- 13.12.17.1 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.

### 13.12.18 Radio Communication

- 13.12.18.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

### 13.12.19 Scoring

- 13.12.19.1 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

- 13.12.19.2 If a tie on points occurs for any position in an event which is conducted over more than one (1) race, the tying competitor who has the higher finishing position in the final race of the event will be awarded the position.
- 13.12.19.3 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.
- 13.12.19.4 An alternative points scoring system may be approved for an MA series event.
- 13.12.19.5 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.
- 13.12.19.6 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.

### 13.13 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERBIKE CHAMPIONSHIP

#### 13.13.1 Australian Superbike Championship: Allocation of Numbers

- 13.13.1.1 In each class, riding numbers from one (1) to ten (10) will be allocated to riders in the order they finished the previous year's Series.

#### 13.13.2 Australian Superbike Championship: Starting

- 13.13.2.1 Each event:

- Must use a clutch start,
- Must be preceded by a sighting lap and a warm-up lap.

- 13.13.2.2 Any competitor who does not complete the warm-up lap must start the event from pit lane.
- 13.13.2.3 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.
- 13.13.3 Australian Superbike Championship: Restriction on Tyres**
- 13.13.3.1 In Superbike events, where there is a restriction on the number of tyres used, hand cut slicks will be deemed to be slicks.
- 13.13.4 Australian Superbike Championship: Points and Ties**
- 13.13.4.1 The competitor who obtains pole position will receive one (1) additional point in the Championship.
- 13.13.4.2 In the event of a tie, the competitor with the greatest number of highest placings will be awarded one (1) additional point.
- 13.13.4.3 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 (1) additional point.
- 13.13.5 Australian Superbike Championship: Race Distances**
- 13.13.5.1 The race distances will be according to the Series supplementary regulations.
- 13.13.6 Australian Superbike Championship: Scrutineering**
- 13.13.6.1 Machines must be delivered to an area nominated by the series Scrutineer at the conclusion of each series race and qualifying session.
- 13.13.6.2 Machines may not be removed from that area without the permission of the series Scrutineer.

## SECTION 13D: TECHNICAL REGULATIONS

### 13.14 SOUND EMISSIONS

- 13.14.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

#### 13.14.1 Specifications

- 13.14.1.1 Sound emissions are set out in the tables below:

30 meters (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Road Racing	95
Record Attempts	No limit

- 13.14.1.2 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 GCR 13.14.1.1.

#### 13.14.2 Sound control during competition

- 13.14.2.1 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.

- 13.14.2.2 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.

#### 13.14.3 Use of sound level meters

- 13.14.3.1 Sound testing apparatus must:

- Comply with international standard IEC 651, Type 1 or Type 2.
- 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.

- 13.14.3.2 Sound testing apparatus must be set to:

- 'Fast response'
- 'A' weighted,
- Select range High 80-130 dB,
- Activate the function MAX MIN - set on MAX,

- 13.14.3.3 '30 Meter ride by' test

- The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 meters from the edge of the track at a high speed point.

#### 13.14.4 Machine testing

- 13.14.4.1 If a machine fails, it can be represented for re-testing.

- 13.14.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

- 13.14.4.3 A machine which does not comply with the sound limits can be presented several times.

### 13.15 FUEL

#### 13.15.1 Fuel Warning

- 13.15.1.1 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.

- 13.15.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

- 13.15.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

- 13.15.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

#### 13.15.2 Fuel Testing

- 13.15.2.1 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.

- 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,
- The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.

- 13.15.2.2 Fuel tests must comply with the following procedures:

- 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,
- 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.

### 13.15.3 Refuelling

13.15.3.1 During refuelling, each machine must be stationary with the engine stopped.

13.15.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

13.15.3.3 Smoking is strictly prohibited in areas where refuelling is permitted.

13.15.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 13.15.3.3, and are responsible for the actions of their mechanics and support team members.

### 13.15.4 Homologation of Fuel

13.15.4.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five (5) 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 (5) separate service stations in each of at least five (5) Australian states or territories.

13.15.4.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 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.

13.15.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

### 13.15.5 FUEL: ROAD RACE

13.15.5.1 **Subject to GCR 13.15.5.2**, fuel for Road Race all machines, ~~unless specified in the supplementary regulations~~ must:

- a) Be Unleaded,
- b) Be no more than 100 RON,
- c) Contain no additives other than those added at the point of manufacture except for lubricating oils,
- d) Be produced by an oil company for sale in the Australian general transport fuel market and sold through retail petrol pumps in at least five Australian states or territories. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations in each of at least five Australian States or territories, or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

13.15.5.2 **The following exceptions to GCR 13.15.5.1 apply:**

- a) 125cc & 250GP 2 stroke machines may use leaded fuel,
- b) **Moto2 and Moto3 GP machines may use fuel in accordance with the FIM Technical Regulations for the respective class.**

## 13.16 ENGINES

### 13.16.1 Reciprocating Engines

13.16.1.1 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.

### 13.16.2 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.

### 13.16.3 Wankel System Engines with a Triangular Piston

$$\text{Cubic capacity} = 2 \times V \times D$$

Where: V = capacity of a single chamber,  
D = the number of rotors.

13.16.3.1 Wankel system engines are classified as 4-strokes.

### 13.16.4 Superchargers and Turbochargers

13.16.4.1 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 13.16.1, 13.16.2 or 13.16.3 that is fitted with a supercharger or a turbocharger shall be multiplied by two (2) for the purposes of engine classification,

### 13.16.5 Engine Capacity Tolerances

- 13.16.5.1 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%.
- 13.16.5.2 Road Race sidecars engine capacity tolerance permitted excess is 0%

## 13.17 FRAMES AND PARTS

### 13.17.1 General Frames and Parts

- 13.17.1.1 Radiator protection guards may be fitted providing there is no modification to the radiators or bodywork.
- 13.17.1.2 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.
- 13.17.1.3 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.
- 13.17.1.4 Lap timers with a maximum retail value of \$700.00 including GST may be used.
- 13.17.1.5 A lanyard operated ignition cut-out switch, operating on the primary circuit, may be fitted.
- 13.17.1.6 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.
- 13.17.1.7 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.
- 13.17.1.8 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.
- 13.17.1.9 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.
- 13.17.1.10 The only liquid coolant permitted is water.
- 13.17.1.11 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.
- 13.17.1.12 A self-closing throttle must be fitted.
- 13.17.1.13 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-strokes 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.

### 13.17.2 Streamlining

- 13.17.2.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.
- 13.17.2.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.
- 13.17.2.3 All forward streamlining attached to solo and sidecar machines must have a minimum of three (3) attachment points:
  - a) At least one (1) supporting the forward section of the shell, and
  - b) One (1) on each side supporting the rear portion of the shell.
- 13.17.2.4 Identification plates must have corners and edges smoothed.
- 13.17.2.5 Streamlining must leave the front wheel and mudguard exposed.

### 13.17.3 Brakes

- 13.17.3.1 At least two (2) efficient brakes must operate independently of each other on the front and rear wheels.
- 13.17.3.2 Front brake caliper mounting bolts to be lockwired in the tightened position
- 13.17.3.3 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. Acceptable protection includes the fairing extending sufficiently to cover the brake lever, as viewed from the front. Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and must not present a danger to other competitors. In case the brake lever is attached to any part of the braking system (e.g. brake master cylinder), then the brake system manufacturer must officially confirm in writing to MA that the device does not interfere with proper brake operation.
- 13.17.3.4 Brake pad retainer pins may be replaced with aftermarket pins of similar material to OEM part with no modification to brake caliper.

### 13.17.4 Fuel Tanks

- 13.17.4.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

### 13.17.5 Exhaust Systems

- 13.17.5.1 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,

- 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 (2) mountings or locking screws on all machines which have a capacity in excess of 85cc, where bolt-on or clamp-on style separate mufflers are fitted, shall have a minimum of two (2) fixing points on all machines with the clamp or bolts at the joint classed as one (1) point.~~

### 13.17.6 Centre and Side Stands

13.17.6.1 Centre and side stands must be removed for all types of competition.

### 13.17.7 Footrests

13.17.7.1 Footrests must:

- a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.

### 13.17.8 Handlebars

13.17.8.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

13.17.8.2 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.

13.17.8.3 Throttle controls must be self-closing.

### 13.17.9 Kick Start Levers

13.17.9.1 Kick start levers, other than transverse, must be folding.

### 13.17.10 Drive Chain Protection

13.17.10.1 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.

13.17.10.2 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.

13.17.10.3 Projecting ~~front/countershaft~~ 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.~~

~~13.17.10.4 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.~~

13.17.10.5 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.

### 13.17.11 Tyres

13.17.11.1 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.

13.17.11.2 Valve caps must be used for all competitions.

### 13.17.12 Mudguards

13.17.12.1 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.

13.17.12.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

## SECTION 13E: TECHNICAL REGULATIONS: SOLO CLASSES

### 13.18 SUPERBIKE

#### 13.18.1 Machine Eligibility

13.18.1.1 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) Be fitted with a 4-stroke engine with a capacity not less than 800cc nor greater than 1000cc, or two cylinder/4-stroke engine not greater than 1200cc capacity,
- f) Be homologated in accordance with GCR 13.9.1 provided that, before any machine of a particular make and model may compete in any event.
  - i) The range of vehicle identification numbers for each model must be provided to MA,
  - ii) 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.
- g) Two cylinder 4-stroke engines greater than 1000cc and less than 1200cc must be fitted with air inlet restrictors as per GCR 13.18.7.1
- f) only after a speed and performance evaluation is done by MA over three race meetings.

#### 13.18.2 Tyres

13.18.2.1 The choice of tyre type and number of tyres to be used must be stipulated in the supplementary regulations.

**13.18.3 Weight**

13.18.3.1 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 165kg. A 1% tolerance at post race control will be allowed.

**13.18.4 Compulsory Modifications**

13.18.4.1 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.

13.18.4.2 Any sharp edges left by the removal of the above components must be protected by a rolled edge or beading of minimum 3mm diameter.

13.18.4.3 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.

**13.18.5 Permitted Modifications**

13.18.5.1 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) Air filter element,
- h) Starter motor and starter motor drive system,
- i) Alternator,
- j) Steering damper.

**13.18.6 Modification of OEM Parts**

13.18.6.1 The following OEM parts may be modified:

- a) Engine cam wheels may be slotted or replaced to alter valve timing,
- b) Water pump impeller,
- c) Gearbox drive dogs may be undercut,
- d) Cylinder head valve seats may be recut,
- e) Cylinder head ports by removal of material only,
- f) Cylinder head and cylinder block mating surfaces may be machined,
- g) Alternator cover,
- h) OEM piston valve pocket machining,
- i) **OEM ECU may be re-flashed**

**13.18.7 Permitted Additions**

13.18.7.1 The following may be added:

- a) Steering damper,
- b) Ride height adjuster. The link arm rod may be changed or modified but the suspension linkage must remain standard,
- c) Data acquisition, computers, recording equipment (Note: Telemetry devices are prohibited),
- d) When items under the preceding GCR are added, a Scrutineering downloading access plug connector is mandatory,
- e) Fuel injection control devices,
- f) Inlet air restrictors for two cylinder machines greater than 1000cc and less than 1200cc be fitted only when instructed by MA, between the throttle bodies and the cylinder heads and be in increments less in area by 8%, or less in diameter by 2mm than the smallest diameter or area of the throttle body. These air restrictor plate diameters and or area shall be determined and approved by MA and shall be no less than 2mm in thickness and no greater than 4mm in thickness,
- g) Manually operated electronic gear shifters

**13.18.8 Use of Non-OEM Parts**

13.18.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine:

- a) Brake pads, linings and brake hoses,
- 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 be the same 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) Fuel tank filler cap assembly providing there is no modification required to fuel tank.
- e) Handlebars, handlebar mounted levers, master cylinders and controls,
- f) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points,
- g) Fasteners for fitting external components where the motorcycle manufacturer has no specified torque setting or it is less than 10Nm,
- h) Air filter element,

- i) Air funnels (velocity stacks),
- j) Instruments,
- k) Wiring loom, plug in fuel injection control units and the manufacturer nominated race kit or MA approved ECU.
- l) Spark plugs and high tension leads,
- m) Battery and alternator,
- n) Exhaust system,
- o) Clutch plates and springs,
- p) External gearing,
- q) Radiator expansion tank,
- r) Valve retainers and valve springs (**subject to 13.18.8.1 x**),
- s) Camshafts and cam wheels (**subject to 13.18.8.1 x**),
- t) Head gaskets,
- u) 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,
- v) Rear suspension damping units and springs,
- w) ~~A supplementary radiator, provided there are no changes to the bodywork, main radiator or frame.~~
- x) **For the Australian Superbike Championship only: valve springs, valve retainers and camshafts must remain as OEM. (note: Superbike technical regulations will be reviewed during 2014 pending finalisation of FIM Superbike regulations).**

### 13.19 SUPERSPORT

#### 13.19.1 Machine Eligibility

13.19.1.1 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.

13.19.1.2 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.

#### 13.19.2 Tyres

13.19.2.1 By the 1st January in the year of competition the tyre manufacturers/distributors must provide a list of tyres that will be available and if any additional tyres are to be introduced during the course of the year the tyre distributor must notify MA prior to the tyres becoming available

13.22.2.1 Tyres must be homologated by MA and or listed in these supplementary regulations and must:

- a) Be commercially available in Australia,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed and load rating,
- d) Be worn no more than to the minimum tread depth indicators,
- e) Not be manufactured for only competition use,
- f) Not have an augmented or modified tread pattern,
- g) Comply with the service description (load and speed rating) as permanently moulded on the OEM tyre side wall,
- h) Comply with the relevant requirements of the nominated standard. e.g. ETRTO, JATMA, TRA & DOT.

13.19.2.2 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.

#### 13.19.3 Weight

13.19.3.1 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) 158kg for four cylinder 600cc,
- b) 162kg for three cylinder 675cc, and
- c) 166kg for two cylinder 750cc.

A 1% tolerance at post race control will be allowed.

#### 13.19.4 Compulsory Modifications

13.19.4.1 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.



- 13.19.4.2 Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of minimum 3mm diameter.
- 13.19.4.3 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.

### 13.19.5 Permitted Modifications

- 13.19.5.1 The following may be removed:
- Passenger handholds and footrest assemblies,
  - Instruments and associated cables,
  - OEM top rear** chain guard and registration plate brackets,
  - Air injection pollution control system,
  - Carburettor anti-icing device,
  - Rear fender,
  - Steering damper.

### 13.19.6 Modification of OEM Parts

- 13.19.6.1 The following OEM parts may be modified:
- Gearbox drive dogs may be undercut,
  - Cylinder head valve seats may be recut,
  - Cylinder head and cylinder block mating surfaces may be machined,
  - Carburettor slides.

### 13.19.7 Permitted Additions

- 13.19.7.1 The following may be added:
- Steering damper,
  - Ride height adjuster,
  - MA approved and official series timing devices,
  - MA approved fuel metering devices,
  - Frame protective sliders,
  - Manually operated electronic gear shifter.**

### 13.19.8 Use of Non-OEM Parts

- 13.19.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine.
- Brake pads, linings and brake hoses,
  - 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 the same in shape and appearance as the original,
  - Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points,
  - Handlebars, handlebar mounted levers, master cylinders and controls,
  - Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points,
  - External gearing,
  - Exhaust system,
  - Wiring Loom, plug-in fuel injection control units and the manufacturer nominated race kit ECU and/or MA approved ECU,
  - Spark plugs and high tension leads,
  - Rear suspension damping units and springs,
  - Clutch plates and springs,
  - Radiator expansion tank,
  - Battery, but the replacement must be capable of starting the machine prior to, and post-race,
  - Fasteners for fitting external components where the motorcycle manufacturer has no specified torque setting or it is less than 10Nm,
  - Head gasket,
  - 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,
  - Air filters and air funnels (velocity stacks),
  - Fuel tank filler cap assembly providing there is no modification required to fuel tank.

## 13.20 SUPERSTOCK 600

**Note: class may be removed in 2015.**

### 13.20.1 Machine Eligibility

- 13.20.1.1 Subject to the required and permitted alterations set out below, Superstock 600 machines must:
- Be fitted with ADR compliance plates for the particular machine,
  - Be eligible for registration in all States and Territories in which they compete,
  - Be of a make and model lawfully sold in Australia,
  - Be as constructed by the manufacturer,
  - For 2 cylinder engines, have an engine capacity of no more than 750cc,
  - For 3 cylinder engines, have an engine capacity of no more than 675cc,
  - For 4 cylinder engines, have an engine capacity of no more than 600cc,

- h) 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.

### 13.20.2 Tyres

13.20.2.1 Tyres must be homologated by MA and must:

- a) Be commercially available in Australia,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed and load rating,
- d) Be worn no more than to the minimum tread depth indicators,
- e) Not be manufactured for only competition use,
- f) Not have an augmented or modified tread pattern,
- g) Comply with the service description (load and speed rating) as permanently moulded on the OEM tyre side wall,
- h) Comply with the relevant requirements of the nominated standard. e.g. ETRTO, JATMA, TRA & DOT.

13.20.2.2 When, a race or practice has been declared 'wet', the use of a special tyre commonly known as a wet tyre is allowed. Homologation of wet tyres is not required.

### 13.20.3 Weight

13.20.3.1 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,
- b) 162kg for three cylinder,
- c) 170kg for two cylinder.

13.20.3.2 A 1% tolerance at post race control will be allowed.

### 13.20.4 Compulsory Modifications

13.20.4.1 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,
- i) Passenger footrests.

### 13.20.5 Permitted Modifications

13.20.5.1 The following may be replaced or modified:

- a) 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,
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame,
- c) Spark plug type, leads and cap,
- d) External gearing and chain, but not chain pitch,
- e) Brake pads, linings and brake hoses,
- f) The muffler and tail connector pipe at the bolt-on or slip-on flange joints only, the original header pipes must remain as supplied by the manufacturer,
- g) 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,
- h) Handlebars and handlebar mounted levers may be replaced. Replacement handlebars must be mounted on original mounting points footrests and foot controls, but the replacements must be mounted at the original mounting points,
- i) Air filter element,
- j) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the airbox to the rear of the intakes. The lower airbox breather tubes must be blocked,
- k) Rear Suspension unit (Shock Absorber) Main Spring and internal components may be changed or modified but external appearance must remain standard.
- l) OEM top rear chain guard.

### 13.20.6 Permitted Additions

13.20.6.1 The following may be added:

- a) Steering damper,
- b) Ride height adjuster, providing there is no modification or alteration to frame or rear suspension unit.

## 13.21 SUPERSTOCK 1000

### 13.21.1 Machine Eligibility

13.21.1.1 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) For two and three cylinder engines, have an engine capacity of no more than 1200cc,
- f) For four cylinder engines, have an engine capacity of no more than 1000cc,
- g) 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)

**13.21.2 Tyres****13.21.2.1 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.

**13.21.3 Weight**

13.21.3.1 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

13.21.3.2 A 1% tolerance at post race control will be allowed

**13.21.4 Compulsory Modifications**

13.21.4.1 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.

13.21.4.2 Any sharp edges left by the removal of components mentioned in GCR 13.21.4 must be protected by a rolled edge or beading of a minimum 3mm diameter

13.21.4.3 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.

**13.21.5 Permitted Modifications**

13.21.5.1 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.

**13.21.6 Permitted Additions**

13.21.6.1 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.

**13.21.7 Use of Non-OEM Parts**

13.21.7.1 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 10nm,
- 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 control units and the manufacturer nominated race kit or MA approved ECU

13.21.7.2 The following may be added or replaced with parts not manufactured by the manufacturer of the machine:

- a) Manually operated electronic gear shifters.

## 13.22 250/300/500 PRODUCTION

### 13.22.1 Machine Eligibility

13.22.1.1 **Capacity class will be specified in the supplementary regulations.**

13.22.1.2 Subject to the required and permitted alterations set out below, 250/300/500 Production machines will be subject to air inlet restrictors for power parity adjustment, air restrictor dimensions will be set out in the Supplementary Regulations after MA authorised testing and 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 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,
- f) Be manufactured with a 250/300/500cc 4-stroke engine.

### 13.22.2 Tyres

13.22.2.1 Tyres must be homologated by MA and or listed in the supplementary regulations and must:

- a) Be commercially available in Australia,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed and load rating,
- d) Be worn no more than to the minimum tread depth indicators,
- e) Not be manufactured for only competition use,
- f) Not have an augmented or modified tread pattern,
- g) Comply with the service description (load and speed rating) as permanently moulded on the OEM tyre side wall,
- h) Comply with the relevant requirements of the nominated standard. e.g. ETRTO, JATMA, TRA & DOT.

### 13.22.3 Compulsory Modifications

13.22.3.1 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,

### 13.22.4 Permitted Modifications

13.22.4.1 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 and brake hoses,
- f) The muffler and tail connector pipe at the bolt-on or slip-on flange joints only, the original header pipes must remain as supplied by the manufacturer,
- g) Front and rear suspension springs and internal damping parts may be modified or replaced, but the external appearance of the forks and rear shock must not be changed,
- h) Handlebars and handlebar mounted levers, but replacement handlebars must be mounted in the original position on the fork assembly or top clamp,
- i) Footrests and foot controls, but the replacements must be mounted at the original mounting points,
- j) Air filter element,
- k) 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.
- l) **Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions.**

13.22.4.2 The following may be removed:

- a) OEM top rear chain guard,

### 13.22.5 Permitted Additions

13.22.5.1 The following may be added:

- a) Steering damper,
- b) MA approved fuel metering devices that plug into the original electrical connectors with no modification to the wiring harness. 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.

### 13.23 PRODUCTION

#### 13.23.1 Machine Eligibility

13.23.1.1 Subject to the required and permitted alterations set out below, solo 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, or modified with the approval of, the manufacturer so as to conform to Australian Design Rules for normal road use.

#### 13.23.2 Tyres

13.23.2.1 Tyres must:

- a) Be commercially available in Australia,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed and load rating,
- d) Be worn no more than to the minimum tread depth indicators,
- e) Not be manufactured for only competition use,
- f) Not have an augmented or modified tread pattern,
- g) Comply with the service description (load and speed rating) permanently molded on the OEM tyre side wall,
- h) Comply with the relevant requirements of the nominated standard. e.g. ETRTO, JATMA, TRA & DOT.

#### 13.23.3 Compulsory Modifications

13.23.3.1 The following must be removed:

- a) Headlamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horn,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder.

13.23.3.2 Any sharp edges left by the removal of the above components must be protected by a rolled edge or beading of minimum 3mm diameter.

#### 13.23.4 Permitted Modifications

13.23.4.1 The following may be replaced or modified:

- a) Fairing,
- b) Screen,
- c) Rear bodywork,
- d) Seat,
- e) Mudguards,
- f) Tank covers and
- g) Side covers, replacements must be the same in shape and appearance as, and no lighter in weight than, the original.
- h) Mounting bracket(s) for fairing, screen and instruments, but replacements must be mounted in the original position on the frame,
- i) Handlebars, but replacements must be mounted in the original position on the fork assembly,
- j) Instruments and handlebar switches, provided disconnections are made at the standard connectors and the main wiring loom is not cut,
- k) Passenger footrests,
- l) A steering damper may be fitted,
- m) Fuel metering jets, but not carburettor slides or needles. Replacements must be within a numerical tolerance of plus or minus 10% of the original,
- n) Spark plug type, leads and caps,
- o) External gearing, but not chain pitch,
- p) Brake pads.

13.23.4.2 The following may be removed:

- a) OEM top chain guard.

### 13.24 MOTO3

#### 13.24.1 General

- a) Only (1) machine per rider is allowed it must be recorded with the Chassis and VIN number on the official entry form and that will be the only machine accepted by the race officials for practice, qualifying and racing. The engine or frame (not both) may be changed in the case of irreparable damage to the principal engine or frame. The rider must receive approval from the Clerk of Course or Chief Scrutineer to change the engine or chassis and must then start from the rear of the grid for the next race.

**Subject to the required and permitted alterations set out below. Moto3 machines must:**

#### 13.24.2 Engine

- a) 4-stroke reciprocating piston engines only.

- b) Engine capacity maximum 250 cc.
- c) Single cylinder only.
- d) Maximum bore size: 81 mm. No oval pistons.
- e) Engines must be normally aspirated. No turbo-charging, no super-charging.
- f) Maximum of one (1) ignition driver.
- g) Pneumatic and/or hydraulic valve systems are not permitted.
- h) Valve timing system drive must be by one chain. An intermediate drive gear which rotates on only one axle or rotation centre is allowed in the system.
- i) Variable valve timing and/or variable valve opening systems are not permitted.

**13.24.3 Inlet and Fuel System**

- a) Variable-length inlet systems are not permitted.
- b) Only one throttle control valve is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (e.g. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle is allowed. Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed.
- c) Fuel injectors must be located upstream of the engine intake valves.
- d) Maximum of two (2) fuel injectors and two (2) independent fuel injectors drivers.
- e) Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.
- f) Any quality of oil may be used.

**13.24.4 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) Machines must comply with sound emissions set out in GCR 13.14.

**13.24.5 Transmission**

- a) A maximum of six (6) gearbox speeds is permitted.
- b) Gearbox systems must be of the conventional type. "Seamless Shift" type transmissions (also known as Automated Manual Transmission, Instantaneous Gear Change System) are not permitted.
- c) Electro-mechanical or electro-hydraulic clutch actuating systems are not permitted.

**13.24.6 Ignition, Electronics and Data-Logging**

- a) The Electronic Control Unit (ECU) is free.
- b) Traction control systems are not allowed.
- c) The Data-Logging system is free.

**13.24.7 Chassis**

- a) Chassis may be a prototype, the design and construction of which is free within the constraints of GCR 13.24.9 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.

**13.24.8 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: Front 2.50" x 17" Rear 3.50" x 17".
- c) Tyres as per event specific supplementary regulations.

**13.24.9 Materials and Construction**

- a) The use of titanium in the construction of the frame, the front forks, the handlebars, the swing arm spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.
- b) The basic structure of the crankshaft and camshafts must be made from ferrous materials, steel or cast iron. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing.
- c) Engine crankcases, cylinder blocks and cylinder heads must be made from cast aluminium alloys.
- d) Pistons must be made from an aluminium alloy. Piston pins must be made from ferrous materials.
- e) Connecting rods, valves and valve springs must be made from either ferrous or Titanium-based alloys.
- f) "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.

**13.25 125CC GP CLASS****13.25.1 Machine Eligibility**

13.25.1.1 Machines must be up to 125cc single cylinder with a maximum of six speeds in the gearbox.

**13.26 250 GP MONO**

**13.26.1 Machine Eligibility**

13.26.1.1 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 four 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
- g) Fairings and or stream lining must be predominately painted in the Engine Manufacturers Corporate colours i.e. Honda = Red, Kawasaki = Green, Suzuki = Yellow, Yamaha = Blue, KTM = Orange.
- h) One (1) machine per rider only must be recorded with the chassis and or VIN number on the official entry form and that will be the only machine accepted by the race officials for practice, qualifying and racing.

**13.26.2 Tyres**

13.26.2.1 Tyres:

- a) 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.
- b) Must 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

**13.26.3 Use of Non-OEM Parts**

13.26.3.1 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

**13.26.4 Replacement of OEM Parts**

13.26.4.1 The following OEM parts may be replaced with parts of the same manufacturer from another OEM model:

- a) Gearbox shafts, gears and selector mechanism

**13.26.5 Modification of OEM Parts**

13.26.5.1 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

13.26.5.2 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

**SECTION 13F: TECHNICAL REGULATIONS: SIDECARS****13.27 ALL CLASSES****13.27.1 Lanyards**

13.27.1.1 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to Road Race sidecars. The lanyard may be up to a maximum of one (1) metre in length.

**13.27.2 Engine Capacity Tolerances**

13.27.2.1 The actual engine capacity of a machine competing in a sidecar capacity class may not exceed the prescribed capacity, the engine capacity tolerance is 0%.

**13.28 FORMULA ONE SIDECARS**

**13.28.1 Frames and Parts**

- 13.28.1.1 The distance between the tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel must be at least 800mm, but not more than 1150mm.
- 13.28.1.2 The overall width of the motorcycle and sidecar, including exhausts must not exceed 1700mm.
- 13.28.1.3 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.
- 13.28.1.4 The overall length of the motorcycle and sidecar must not exceed 3300mm.
- 13.28.1.5 The wheelbase must not exceed 2300mm.
- 13.28.1.6 The minimum weight of the sidecar including passenger and rider at the completion of practice, qualifying or racing is 375 kg.
- 13.28.1.7 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.
- 13.28.1.8 Devices which reduce the ground clearance during the course of a race are not permitted.
- 13.28.1.9 Attachment points between motorcycle and sidecar:
- Must be not less than 4 if the sidecar is not integrated with the motorcycle,
  - Must not allow movement at the joints,
  - If the angle of inclination is changeable, must be secured by locking and not merely clamped.
- 13.28.1.10 The engine must be positioned:
- 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,
  - In front of the rear wheel.
- 13.28.1.11 The drive must be transmitted to the ground only through the rear wheel.
- 13.28.1.12 The underside of the platform must be flat.
- 13.28.1.13 The lean of the motorcycle must not exceed 10 degrees from the vertical.
- 13.28.1.14 Banking sidecars are prohibited.
- 13.28.1.15 Machines must have a solid and effective protective barrier between the engine and the rider's torso.
- 13.28.1.16 Stirrup fittings for the passenger's feet are not permitted.
- 13.28.1.17 A suitable passenger hand-hold must be provided on the outer side of the rear wheel.
- 13.28.1.18 Hand-holds must:
- Be molded or positioned so as to prevent direct access by the rider or passenger to any moving parts of the machine, and
  - Not project beyond the outer edge of the sidecar mudguard or bodywork.
- 13.28.1.19 Sidecars must be equipped with a rear-facing red lamp:
- Measuring a minimum of 35cm<sup>2</sup> and a maximum of 100cm<sup>2</sup>,
  - Fitted with LED lights, a 2.5 watt halogen bulb or a 10 watt conventional bulb,
  - Installed at the rear of the main body and mounted above the driving wheel, at least 400mm above the ground,
  - Visible at all times, and
  - Switched on when the track is declared wet.

**13.28.2 Sidecar Measurements**

- 13.28.2.1 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.
- 13.28.2.2 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.
- 13.28.2.3 The maximum space between motorcycle and sidecar baseboard must be 50mm with the rider in a normal racing position.
- 13.28.2.4 The body must be covered in at the front end.
- 13.28.2.5 Where a fairing is fitted:
- The forward extremity of the streamlining must not be more than 400mm in front of the foremost part of the front tyre,
  - The extreme rear edge of the streamlining must not be more than 400mm beyond the rear edge of the rear wheel,
  - 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,
  - 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.

**13.28.3 Oil Containment and Underside Protection**

- 13.28.3.1 In case of an engine breakdown, an oil containment tray must be constructed directly below the engine to:
- Hold at least half of the total oil and engine coolant capacity of the engine (minimum 5 litres), and
  - Protect the rear wheel from any possible oil spray.
- 13.28.3.2 The edges of the oil containment tray must be at least 50mm above the bottom of the tray.
- 13.28.3.3 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.
- 13.28.3.4 The underside of fuel tanks, engine casings and drain plugs must be protected from direct contact with the road surface by:
- Their location, or
  - The fitting of an underpan, which must cover the area of the underside of the tank, case or plug.
- 13.28.3.5 Where a guard or underpan is used it must be constructed of:
- Steel, which must have wired or rolled edges, and a minimum thickness of 1.6mm, or
  - Aluminium which must have wired or rolled edges, and with a minimum thickness of 3mm, or
  - Fibreglass which must have edges rounded and smoothed and with a minimum thickness of 3mm.
- 13.28.3.6 Oil cooler(s) and oil tanks must be mounted below the main body, in a crash secure position.
- 13.28.3.7 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.
- 13.28.3.8 Any oil breather pipe fitted must discharge into a catch tank:



- a) With a minimum capacity of 2 litres,
- b) Which is located in an easily accessible position,
- c) Which must be empty before the start of each meeting.

13.28.3.9 All fuel and oil lines must be of an approved type with high-pressure fittings.

#### 13.28.4 Brakes

13.28.4.1 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.

13.28.4.2 Carbon brakes are not permitted.

#### 13.28.5 Rider's Seat

13.28.5.1 In the normal riding position, the rider's feet must be positioned behind the knees.

13.28.5.2 The rider's seat must be a minimum of 150mm above ground level, and a minimum of 200mm width.

13.28.5.3 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.

#### 13.28.6 Steering

13.28.6.1 Steering must be to the front wheel only, and may be by direct or indirect linkage.

13.28.6.2 The motorcycle must be steered by handlebars.

13.28.6.3 The handlebar extremities must not be:

- a) Lower than the front wheel axle, nor
- b) More than 500mm behind the front wheel axle.

13.28.6.4 Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or other steering systems including any attachments thereto.

13.28.6.5 The steering axis must not be offset more than 75mm from the motorcycle front wheel centre line.

#### 13.28.7 Engine and Gearbox

13.28.7.1 Engines in Formula One must comply with the following:

- a) 4-strokes (maximum four (4) cylinders) up to 1000cc maximum,
- b) Engines must be commercially manufactured and readily available to the public,
- c) Bore and stroke must be as specified by engine manufacturer,
- d) Increasing the bore size to reach class limits is not allowed,

13.28.7.2 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,
- e) The ignition system, but maximum revs are restricted to 13,000rpm,
- f) Carburettors,
- g) Crankshaft by lightening and balancing,
- h) Clutch basket, clutch plates, springs and hub,
- i) Sump, oilpan and oil pump.
- j) Oil lines containing positive pressure, but must be of metal reinforced construction with swaged or threaded connectors.

13.28.7.3 The gearbox must have no more than six (6) gear ratios.

13.28.7.4 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.

### 13.29 FORMULA TWO SIDECARS

#### 13.29.1 Frame and Parts

13.29.1.1 The minimum weight (without fuel) is 136.5kg.

13.29.1.2 The maximum overall width is 1,700mm.

13.29.1.3 The maximum overall height is 800mm.

13.29.1.4 The maximum wheelbase is 1,651mm.

13.29.1.5 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.

13.29.1.6 The ground clearance, measured at the lowest point of the motorcycle and sidecar, with the handlebars in the straight ahead position must be not less than 65mm.

13.29.1.7 The forward extremity of the streamlining must not be more than 400mm in front of the foremost part of the front tyre.

13.29.1.8 The extreme rear edge of the streamlining must not be more than 400mm to the rear extreme edge of the rear tyre.

13.29.1.9 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.

- 13.29.1.10 The passenger platform must be at least 800mm long and 300mm wide, measured 150mm above the platform.
- 13.29.1.11 Hinged sidecars and steerable sidecar wheels are not permitted.
- 13.29.1.12 The rider and passenger must not be attached to the machine or in any way restrained from separating from the machine.
- 13.29.1.13 Glass rear view mirrors are not permitted.
- 13.29.1.14 Reinforcement of the steering head is allowed to a maximum of 225mm from the centre line of the steering head.
- 13.29.1.15 Monocoque construction is not permitted.
- 13.29.1.16 The frame tubing must be of good quality steel tube, with a maximum diameter of 100mm at the broadest point.
- 13.29.1.17 Composite construction may only be used in the sidecar platform.
- 13.29.1.18 Titanium may not be used in the construction of the frame, front forks, handlebars, swinging arm and wheel axles.
- 13.29.1.19 Light alloys may not be used for wheel axles.
- 13.29.1.20 The streamlining must be easily detachable for scrutineering.
- 13.29.1.21 Aerofoil's or spoilers on streamlining are not permitted.
- 13.29.1.22 A solid and effective protection must be fitted between the driver and the engine, so as to prevent:
- Direct contact between the rider's body or clothing,
  - Escaping flames or leaking fuel or oil.
- 13.29.1.23 The rider's seat must be at least 200mm long and 150mm wide and be fitted at least 150mm above the sidecar platform.
- 13.29.1.24 Cooling air intakes must have no forward projection or protrusion.
- 13.29.1.25 The battery must be covered such that neither the driver nor the passenger can come into contact with the battery or its contents.
- 13.29.1.26 Sidecars must be equipped with a rear-facing red lamp:
- Measuring a minimum of 35cm<sup>2</sup> and a maximum of 100cm<sup>2</sup>,
  - Fitted with LED lights, a 2.5 watt halogen bulb or a 10 watt conventional bulb,
  - Installed at the rear of the main body and mounted above the driving wheel, at least 400mm above the ground,
  - Visible at all times, and
  - Switched on when the track is declared wet.
- 13.29.2 Oil Containment and Underside Protection**
- 13.29.2.1 In case of an engine breakdown, an oil containment tray must be constructed directly below the engine to:
- Hold at least half of the total oil and engine coolant capacity of the engine (minimum 5 litres), and
  - Protect the rear wheel from any possible oil spray.
- 13.29.2.2 The edges of the oil containment tray must be at least 50mm above the bottom of the tray.
- 13.29.2.3 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.
- 13.29.2.4 The fuel tank must be independently protected from the ground.
- 13.29.2.5 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.
- 13.29.2.6 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.
- 13.29.2.7 Any oil breather pipe fitted must discharge into a catch tank:
- With a minimum capacity of 500ml,
  - Which is located in an easily accessible position,
  - Which must be empty before the start of each meeting.
- 13.29.3 Wheels, Suspension and Brakes**
- 13.29.3.1 Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not permitted.
- 13.29.3.2 The minimum diameter of an inflated tyre must be 400mm.
- 13.29.3.3 All wheels must be of metal construction and unmodified from original manufacture.
- 13.29.3.4 The front suspension must be either a leading or trailing fork, or links with the wheel equally supported on each side.
- 13.29.3.5 The rear suspension must be of the swinging arm type and may be single sided.
- 13.29.3.6 Minimum suspension travel must be 20mm.
- 13.29.3.7 A sidecar must have a brake system which must consist of:
- one main system with at least two (2) circuits operating separately, one of which must operate on at least two (2) of the three (3) wheels,
  - An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.
- 13.29.3.8 The rear mudguard must cover at least 240° of the rear wheel on the side nearest to the sidecar wheel.
- 13.29.3.9 The rear driving wheel must be covered down to the level of the sidecar platform and around the periphery.
- 13.29.3.10 The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery.
- 13.29.4 Steering and Control Levers**
- 13.29.4.1 Handlebar levers must:
- Have ball ends attached with a minimum diameter of 19mm,
  - Measure no more than 200mm from the fulcrum to the extremity of the ball.
- 13.29.4.2 Handlebar grips must be:
- Attached to the end of the handlebars,
  - No longer than 150mm.
- 13.29.4.3 Handlebars must:
- Be above the mid-point of the riders seat,
  - Be 450mm wide,
  - Be located on the sprung portion of the front suspension,
  - Not touch any part of the streamlining, regardless of the position of the bars.
- 13.29.4.4 All controls must be independently mounted.
- 13.29.4.5 Steering of the front wheel must be by non-adjustable handlebars fixed directly to the steering head of the motorcycle.
- 13.29.4.6 The front wheel axle must support the machine equally on each side of the wheel.

- 13.29.4.7 Steering lock angle each side of straight ahead position and measured horizontally at ground level must be a minimum of 20°.
- 13.29.4.8 Handlebar clamps must be radiused and engineered so as to avoid fracture points in the bar.
- 13.29.4.9 The steering head centre may be offset no more than 75mm from the centre line of the rear wheel.
- 13.29.5 Rider and Passenger**
- 13.29.5.1 The rider seated in the normal driving position must be completely visible, with the exception of the rider's forearms, from the side opposite the sidecar and from above.
- 13.29.5.2 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.
- 13.29.5.3 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.
- 13.29.6 Engine and Gearbox**
- 13.29.6.1 Subject to the required and permitted alterations set out below, Formula Two Sidecars must be fitted with a 4-stroke engine:
- For two cylinder engines, with an engine capacity of no more than 1,000cc,
  - For three cylinder engines, an engine capacity of no more than 675cc,**
  - For four cylinder engines, with an engine capacity of no more than 600cc.
- 13.29.6.2 The engine must be positioned such that the lateral centre line of the engine must not be more than 160mm beyond the centre line of the rear wheel of the motorcycle.
- 13.29.6.3 The engine must be positioned behind the steering head and in front of the driver.
- 13.29.6.4 Throttle controls must be self-closing.
- 13.29.6.5 The drive must be transmitted through the rear wheel.
- 13.29.6.6 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.
- 13.29.6.7 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.
- 13.29.6.8 On the side opposite the sidecar, the exhaust pipes must not extend beyond the streamlining.
- 13.29.6.9 On the other side, the exhaust pipe must not extend beyond the width of the sidecar.
- 13.29.6.10 Exhaust pipes must be fitted and positioned so as to prevent entanglement with other machines.
- 13.29.6.11 The gearbox must have no more than six gear ratios.

### SECTION 13G: TECHNICAL REGULATIONS: JUNIOR CLASSES

#### 13.30 JUNIOR SOLO ROAD RACING 70CC

##### 13.30.1 Machine Eligibility

- 13.30.1.1 Machines must:
- Be of no greater capacity than 70cc
  - Carry where applicable all relevant chassis and engine numbers,
  - Have a chassis which is constructed by an established manufacturer or a chassis approved by MA,
  - 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,
  - 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,
  - Exhaust systems are free,
  - Carburettor must be as supplied by the engine manufacturer for the model but removed jets and needles may be changed.

##### 13.30.2 Tyres

- 13.30.2.1 Tyres must:
- Be commercially available in Australia, and homologated,
  - Be worn to no more than the minimum tread depth indicators,
  - Can have treaded or slick tyres fitted

13.30.2.2 Tyre warmers may be used. Tyre treatment may not be used.

##### 13.30.3 Permitted Modifications

- 13.30.3.1 The following may be altered or modified.
- The fuel system, with a one (1) way vented system breathing into a separate steel or aluminium catch bottle with a minimum capacity of 250cc.
  - The cylinder and cylinder head, for the purposes of repair but original material and all original dimensions must be retained,
  - Spark plug type and range,
  - Front fork oil and spring pre-load settings,
  - Brake friction materials,
  - Sprockets and chains,
  - The cooling system, but only water may be used as a coolant,
  - No other alterations or modifications are permitted other than stated in these rules.
- 13.30.3.2 Paper or foam type filters may be fitted.
- 13.30.3.3 Still air boxes or air filter assemblies may be fitted.
- 13.30.3.4 Data loggers are not allowed.

#### 13.31 JUNIOR SOLO ROAD RACING 85CC

**13.31.1 Machine Eligibility**

13.31.1.1 Subject to the required and permitted alterations set out below, Junior Solo Road Race 85cc 2-stroke powered machines must:

- a) Be 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.
- d) 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,
- e) 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,
- f) Exhaust systems are free,
- g) Carburettor must be as supplied by the engine manufacturer for the model but removed jets and needles may be changed.

13.31.1.2 Data loggers are not allowed.

**13.31.2 Tyres**

13.31.2.1 Tyres must:

- a) Be commercially available in Australia, and homologated,
- b) Be worn to no more than the minimum tread depth indicators,
- c) Can have treaded or slick tyres fitted

13.31.2.2 Tyre warmers may be used. Tyre treatment may not be used.

**13.31.3 Permitted Modifications**

13.31.3.1 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, but only water may be used as a coolant,
- h) No alterations or modifications are permitted other than stated in these rules.

13.31.3.2 Paper or foam type filters may be fitted.

13.31.3.3 Still air boxes or air filter assemblies may be fitted.

**13.32 JUNIOR SOLO ROAD RACING 160CC****13.32.1 Machine eligibility**

13.32.1.1 Machines must be 4-stroke and OEM.

13.32.1.2 Data loggers are not allowed.

**13.32.2 Permitted Modifications**

13.32.2.1 The following may be modified:

- a) External gearing,
- b) Carburettor jetting,
- c) Handlebars and footrests, provided original mounting points are used.

13.32.2.2 Only treaded tyres may be used.

13.32.2.3 The use of tyre warmers is permitted.

**SECTION 13H: MINIMOTO****13.33 COMPETITION RULES****13.33.1 Minimoto: Grid Positions**

13.33.1.1 There must be a maximum of five (5) riders per row with a minimum of one (1) metre between the riders; and

13.33.1.2 There must be a minimum of two (2) metres between rows.

13.33.1.3 No more than 30 riders may participate in each race.

**13.33.2 Minimoto: Starting**

13.33.2.1 Unless otherwise provided for in supplementary regulations, massed starts must be used.

13.33.2.2 Unless otherwise provided for in supplementary regulations, qualifying for starting positions must be held.

13.33.2.3 In the absence of qualifying, the Clerk of Course must allocate starting grid positions.

**13.33.3 Minimoto: False Starts**

13.33.3.1 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.

13.33.3.2 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 (5) seconds.

13.33.3.3 The rider may then re-join the race.

- 13.33.3.4 This procedure is under the strict control of the designated Marshals.
- If a rider fails to stop after being shown the Stop & Go board three (3) times, the rider will be black flagged,
  - If more than one (1) rider is to be penalised, the riders will be signaled on subsequent laps.
  - 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.
- 13.34 PROTECTIVE CLOTHING: MINIMOTO**
- 13.34.0.1 No competitor may practice, start or compete in any Minimoto competition unless wearing the following protective equipment and clothing:
- 13.34.1 Helmet**
- 13.34.1.1 An approved and correctly fitting full-faced helmet which must comply with GCR 13.10.1.
- 13.34.2 Clothing: All classes other than Elite Open**
- 13.34.2.1 Protective Clothing must consist of:
- Full leathers (one or two- piece),
  - Minimoto race suits, or
  - Motocross pants/jeans (Including body armour and knee sliders),
  - A leather jacket must be worn in any class and while riding at any time.
- 13.34.2.2 A commercially manufactured back protector.
- 13.34.3 Clothing: Elite Open Classes**
- 13.34.3.1 Protective Clothing must consist of:
- 13.34.3.2 A one-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.
- 13.34.3.3 Where jackets or one-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck.
- 13.34.3.4 A commercially manufactured back protector.
- 13.34.4 Footwear**
- 13.34.4.1 Boots with ankle protection which must:
- Be constructed of leather or other material of similar or greater durability, but not constructed of rubber,
  - At least overlap the suit or trousers when the rider is in the normal riding position,
  - Not have soft leather soles.
- 13.34.5 Gloves**
- 13.34.5.1 Gloves of leather or other material of similar or greater durability.
- 13.34.6 Goggles and Visors**
- 13.34.6.1 Spectacles, protective goggles, helmet visors and/or "tear-offs" must be worn provided:
- Eye protectors and spectacles are made of non-shattering material,
  - Eye protectors which cause visual disturbance are not to be used,
  - Visors are an integral part of the helmet,
  - Metal or Perspex face shields are not used,
  - Eye shades or peaks are of a flexible material.
- 13.34.7 Hair and Jewellery**
- 13.34.7.1 Hair longer than shoulder length must be confined in the helmet or jacket.
- 13.34.7.2 Body jewellery is to be removed or securely covered with tape prior to competition.
- 13.34.8 Footwear in Pits**
- 13.34.8.1 Closed footwear must be worn in the pit lane at all times.
- 13.35 FRAMES AND PARTS: MINIMOTO AND MINIMOTARD**
- 13.35.0.1 Minimotos must be fixed or rigid frames with no suspension.
- 13.35.0.2 Minimotos must have a working handlebar mounted engine kill-switch.
- 13.35.0.3 Foot pegs must be covered in plastic, rubber or nylon.
- 13.36.1 Tyres**
- 13.36.1.1 Knobby tyres are only permitted in Minimotard classes.
- 13.36.1.2 Treaded road tyres may be used at any time.
- 13.36.2 Rims**
- 13.36.2.1 Classes other than Minimotard - Rims must be 6.5" diameter.
- 13.36.2.2 Minimotard classes - Rims other than 6.5" diameter may be used.
- 13.36.3 Brakes**
- 13.36.3.1 A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.
- 13.36.3.2 Brakes may be cable or hydraulically operated.
- 13.36.3.3 Handlebar levers must have ball ends with a minimum diameter of 10mm.
- 13.36 ENGINES: MINIMOTO AND MINIMOTARD**
- 13.37.1 As per GCR 13.16 plus:**
- 13.37.1.1 Lock wiring used on oil and water filler caps and drain plugs must be visible.
- 13.37.1.2 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.
- 13.37.1.3 Other than Minimotards: Final drive must be single speed via a dry centrifugal clutch (adjustable allowable).
- 13.37.1.4 Minimotards may have manual or automatic gearboxes.
- 13.37.1.5 Minimotards must be fitted with a hose running from the crankcase breather into a catch tank with a minimum capacity of 200cc.
- 13.37.1.6 Fuel must not leak when machine is laid on each side. Use of an O-ring under cap permitted.

**13.37.2 Minimoto**

13.37.2.1 Junior riders (under 16 years) cannot compete with Senior riders

13.37.2.2 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.

13.37.2.3 Seniors and Juniors Class 2: Pro CAG.

- a) Capacity: Up to 51cc,
- b) Crankcase: Standard aircooled 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.

13.37.2.4 Seniors and Juniors Class 3: Elite Aircooled.

- a) Capacity: Maximum 51cc aircooled 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.
- 13.37.2.5 Seniors and Juniors Class 4: Basic Chinese Watercooled:
- 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.
- 13.37.2.6 Seniors and Juniors Class 5: Pro Chinese Watercooled:
- 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.
- 13.37.2.7 Seniors and Juniors Class 6: Elite Open 40cc:
- a) May be air or watercooled,
  - 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.

13.37.2.8 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.

13.37.2.9 Seniors and Juniors Class 8: Maxi Bikes:

- a) Capacity: Up to 51 cc 2-stroke or up to 110cc 4-stroke aircooled,
- 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,

13.37.3 Minimoto

13.37.3.1 Junior riders (under 16 years) cannot compete with Senior riders.

13.37.3.2 Class 5 (A & B): Minimoto 2 & 4-stroke:

- a) Must be Motard designed bike, no road race type bikes allowed,
- b) Age and capacity limitation,
- c) Seniors – 4-stroke up to 160cc (auto or manual) or 2-stroke up to 85cc (auto or manual),
- d) Juniors age 9 to under 13, 4-stroke up to 125cc (auto or manual) or 2-stroke 85cc (auto or manual),
- e) Juniors age 13 to under 16, 4-stroke up to 140cc (auto or manual) or 2-stroke 85cc (auto or manual),



- 13.37.3.3 Class 5 / A – Chinese 4-stroke, example - Motovert, PitsterPro, Thumpstar, DHZ etc
- a) Capacity: As mentioned above 4-stroke only,
  - b) Bike frame, engine, barrel and head must be Chinese manufacture,
  - c) Engine must be horizontal design,
  - d) Engine work unlimited (up to capacity for specific classes),
  - e) Fuel must comply with GCR 13.15,
  - f) Engines may be air/oil cooled only, (no watercooled),
  - g) Gear box maybe used,
  - h) Maximum wheel base: 1250mm,
  - i) Frames: To be open cradle design/construction,
  - j) Maximum wheel size up to 12" front and up to 12" rear,
  - k) Treaded or slick road tyres must be used,
  - l) No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.
- 13.37.3.4 Class 5 / B – Open 2 and 4-stroke, example - Honda, Kawasaki, Yamaha, KTM, BBR, Takegawa etc
- a) Capacity: As mentioned above,
  - b) Bike and engine may be of any country of origin, (outside of China),
  - c) Engine may be horizontal or vertical design,
  - d) Engine work unlimited (up to capacity for specific classes),
  - e) Fuel must comply with GCR 13.15,
  - f) Engines may be air/oil or watercooled. The only coolant permitted is water,
  - g) Gear box may be used,
  - h) Maximum wheel size up to 12" front and up to 12" rear,
  - i) Treaded or slick road tyres must be used,
  - j) No combustion enhancers such as NOS may be used and all bikes may be naturally aspirated or EFI.

## 14 HISTORIC ROAD RACING

### Chapter contents

SECTION 14A: AUSTRALIAN CHAMPIONSHIPS .....	1
14.1 CATEGORIES FOR AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIPS .....	1
14.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES .....	1
SECTION 14B: COMPETITION CLASSES.....	2
14.3 PERIODS .....	2
14.4 CLASSES.....	2
SECTION 14C: COMPETITION RULES .....	2
14.5 GENERAL ELIGIBILITY .....	2
14.6 RIDER ELIGIBILITY .....	3
14.7 GENERAL RULES .....	3
14.8 PROTECTIVE CLOTHING AND HELMETS.....	3
14.9 MACHINE AND RIDER IDENTIFICATION .....	5
14.10 RACE MEETING PROTOCOLS: GENERAL .....	5
14.11 RACE MEETING PROTOCOLS: AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIP .....	7
SECTION 14D: TECHNICAL REGULATIONS: GENERAL.....	8
14.12 MACHINE ELIGIBILITY.....	8
14.13 SOUND EMISSIONS .....	8
14.14 FUEL .....	9
14.15 ENGINES .....	10
14.16 FRAMES AND PARTS.....	10
SECTION 14E: TECHNICAL REGULATIONS: PERIOD.....	11
14.17 PERIOD 1 AND 2 SOLO .....	11
14.18 PERIOD 3 SOLO.....	11
14.19 PERIOD 4 SOLO.....	11
14.20 PERIOD 5 SOLO.....	12
14.21 PERIOD 6 SOLO.....	13
14.22 SIDECARS AND CYCLECARS: GENERAL .....	14
14.23 PERIOD 1 AND 2 SIDECARS AND CYCLECARS.....	14
14.24 PERIOD 3 SIDECARS AND CYCLECARS .....	14
14.25 PERIOD 4 SIDECARS AND CYCLECARS .....	14
14.26 PERIOD 5 SIDECARS AND CYCLECARS .....	15

### 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 14A: AUSTRALIAN CHAMPIONSHIPS

#### 14.1 CATEGORIES FOR AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIPS

##### 14.1.0.1 Categories for Senior Australian Championships

HISTORIC ROAD RACING
Solo up to 125cc
Solo 132cc to 250cc
Solo 263cc to 350cc
Solo 368cc to 500cc
Solo 526cc to 1300cc
Sidecar up to 1300cc
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 750cc
Period 6 Formula 1300 Solo 788cc to 1300cc

#### 14.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES

**14.2.1 Individual Competitions**

14.2.1.1 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.

**14.2.2 All Competitions**

14.2.2.1 At least the first three 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.

14.2.2.2 Medallions and points will be awarded in all other Australian Championships where there are:

- a) ten or more bona fide entries for all solo classes,
- b) six or more bona fide entries for sidecar classes.

**SECTION 14B: COMPETITION CLASSES****14.3 PERIODS**

14.3.0.1 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	1 <sup>st</sup> January 1983 to 31 December 1990

**14.4 CLASSES**

14.4.0.1 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
<b>Period 2 Senior</b>	<b>Solo</b>	<b>Up to 500cc</b>
Period 2 Unlimited	Solo	368cc to 1300cc
Period 3 Formula 700 <small>Note: This class is for push rod engines only and there is no capacity tolerance</small>	Solo	526cc to 700cc
Period 4 Formula 750	Solo	526cc to 750cc
Period 5 Formula 750	Solo	526cc to 750cc
Period 6 250 Production <small>Note: machine must have either a compliance plate fitted or supporting documentation of the year of manufacture</small>	Solo	250cc
Period 6 Formula 750	Solo	526cc to 750cc
Period 6 Formula 1300	Solo	788cc to 1300cc

**SECTION 14C: COMPETITION RULES****14.5 GENERAL ELIGIBILITY**

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

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

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

14.5.0.4 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.

14.5.0.5 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.

#### 14.6 RIDER ELIGIBILITY

14.6.0.1 Competitors are eligible to enter:

- a) The capacity and era class as shown in the machine's logbook and,
- b) The next capacity class in that era.
- c) Period 3 500 machines are not allowed to compete in the Formula 700 class.

**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 log-book.**

#### 14.6.1 Log Books

14.6.6.1 Log books are mandatory for Historic Road Racing competitions.

14.6.6.2 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.
- d) Changes to major components must be approved by the Historic Road Race Commission. Eligibility Scrutineers are only permitted to record minor component changes.

#### 14.6.6.3 International Competitors

- a) Bona fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA,
- b) 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.

14.6.6.4 With the exception of machines covered by GCR 14.6.6.3, machines that do not hold a log book cannot compete.

14.6.6.5 Log book application forms are available from MA, the MA website [www.ma.org.au](http://www.ma.org.au).

14.6.6.6 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](http://www.ma.org.au).

#### 14.7 GENERAL RULES

##### 14.7.1 Homologation

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

##### 14.7.2 Helmet Cameras

14.7.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

##### 14.7.3 Fees

ACTIVITY	FEE (INC GST)
Replacement licence	\$25
Protest Lodgement	\$70
Appeal to State Controlling Body lodgement	\$500
Appeal to MA lodgement	\$1000
Fuel Homologation fee First year	\$2500
Fuel Homologation fee Subsequent years	\$2000
All other fees	Apply at MA office

#### 14.8 PROTECTIVE CLOTHING AND HELMETS

14.8.0.1 No competitor may practice, start or compete in any Historic Road Racing competition unless wearing the following protective equipment and clothing.

##### 14.8.1 Helmet

14.8.1.1 An approved and correctly fitting full face helmet (see Appendix B: Helmet Fitting Guide) which must:

- a) Carry the Standards Association of Australia 'AS 1698' label, or
- b) Be approved under FIM Technical Rules.

##### 14.8.2 Approval labels for helmets

14.8.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
-----------	--

b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

#### 14.8.3 International Helmet Standards

Refer also [www.fim.ch](http://www.fim.ch)

##### 14.8.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovina	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

##### 14.8.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]



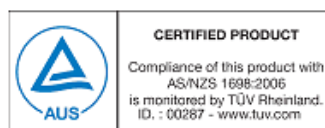
BSI



SAI Global



Global-Mark



TUV RA

#### 14.8.4 Clothing

14.8.4.1 A one-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.

- Where jackets or one-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,
- In the case of a jacket and trousers, provision must be made to attach the rear of the jacket securely to the trousers,
- The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:
  - Shoulders,
  - Elbows,
  - Both sides of torso and hip joint, and
  - Knees.

14.8.4.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers or a full Kevlar suit except where suits are fitted with integral back protection.

#### 14.8.5 Footwear

14.8.5.1 Boots with ankle and calf protection which must:

- Be constructed of leather or other material of similar or greater durability but not constructed of rubber,
- At least overlap the suit or trousers when the rider is in the normal riding position,
- Not have soft leather soles.

14.8.5.2 Sidecar rider and passengers may wear ankle length boots.

#### 14.8.6 Gloves

14.8.6.1 Gloves of leather or other material of similar or greater durability.

14.8.6.2 Gloves need not be worn by passengers on sidecars.

#### 14.8.7 Goggles and Visors

14.8.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn, provided:

- Eye protectors and spectacles are made of non-shattering material,
- Eye protectors that cause visual disturbance are not to be used,
- Visors are an integral part of the helmet,
- Metal or Perspex face shields are not used,
- Eye shades or peaks are of a flexible material.

**14.8.8 Hair and Jewellery**

14.8.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

14.8.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

**14.8.9 Footwear in pits**

14.8.9.1 Closed footwear must be worn in the pit lane at all times.

**14.9 MACHINE AND RIDER IDENTIFICATION****14.9.1 Number Plates**

14.9.1.1 For all competitions three number plates must be fitted – one at the front and one on each side.

14.9.1.2 Number plates must:

- Be produced to a matt finish,
- Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- In the case of rectangular plates, have the corners formed to a 38mm radius,
- In the case of bolt-on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

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

14.9.1.4 Side number plates must:

- Be fitted above a horizontal line drawn through the rear axle,
- 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.

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

14.9.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

**14.9.2 Number Plate Colours**

14.9.2.1 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
751cc and over	Mail Box Red	White
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black

14.9.2.2 Additional colour combinations may be used, at the discretion of the relevant controlling body.

**14.9.3 Number Plate Figures**

14.9.3.1 Log booked Historic road race machines the font style is free; however, the onus for legibility rests with the entrant.

14.9.3.2 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

14.9.3.3 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.

**14.10 RACE MEETING PROTOCOLS: GENERAL****14.10.1 Flags and signals**

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

14.10.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and blackboard with rider's number	Competitor with number indicated on blackboard must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden

Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
Yellow flag with red stripes, held stationary	Deterioration of adhesion of the track
White flag waved	Slow-moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Black and white chequered flag waved	Finish of race, practice session or qualifying

14.10.1.3 Flag signals may be supplemented by light signals, as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

14.10.1.4 The National flag signifying the start of an event may be replaced by a light signal.

#### 14.10.2 Measurement of Engines

#### 14.10.3 Measurement at Meetings

14.10.3.1 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.

14.10.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

14.10.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

#### 14.10.4 Measurement: Australian and State Championship Events

14.10.4.1 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 first, second, third and fourth 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.

#### 14.10.5 Starts and Finishes

#### 14.10.6 Starts

14.10.6.1 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 restart,
- 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.

14.10.6.2 The method of starting will be as prescribed by supplementary regulations.

14.10.6.3 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.

#### 14.10.7 Finishes

14.10.7.1 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 14.10.7.1 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 on the machine. On a solo machine the competitor must finish the event on 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.

#### 14.10.8 Stopping Events

14.10.8.1 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.

14.10.8.2 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.

#### 14.10.9 Stopping and Re-Running Events

14.10.9.1 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.

14.10.9.2 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.

14.10.9.3 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.

14.10.9.4 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.

14.10.9.5 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

#### 14.10.10 Change of Machine During a Competition

14.10.10.1 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.

#### 14.10.11 Radio communication

14.10.11.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

#### 14.11 RACE MEETING PROTOCOLS: AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIP

14.11.0.1 The minimum number of entries to constitute a class for an Australian Historic Road Race Championship is:

- a) Ten or more bona fide entries for all solo classes.



- b) Six or more bona fide entries for sidecar classes.
- 14.11.0.2 A bona fide entry is defined as a full entry received quoting:
- A current MA National or National one-event licence for the rider,
  - An MA Historic Logbook number for the machine entered,
  - Current contact details for the entrant,
  - An entry fee paid, and
  - The entry not withdrawn prior to the commencement of the race meeting.
- 14.11.1 **Australian Champions: All capacity classes**  
**The current Australian Championship title holding rider in every Historic Road Race Championship class is entitled to the number one (1) number plate for use in the capacity class for which the title is held.**  
**If the current champion in the respective Australian Championship class is not entered, or declines to use the number one (1) plate, the plate shall not be used by another competitor in that class.**
- 14.11.2 **Format**
- 14.11.2.1 The Australian Historic Road Race Championship will be conducted as a single meeting at a venue selected by the Historic Road Race Commission.
- 14.11.2.2 The Australian Championship shall consist of no more than three races per period per class.
- 14.11.2.3 Race distances will be determined by the Historic Road Race Commission, in consultation with the Promoter.
- 14.11.3 **Log Books**
- 14.11.3.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 14.6.6.3.
- 14.11.3.2 Log book application forms are available on [www.ma.org.au](http://www.ma.org.au) or from State Controlling Bodies.
- 14.11.3.3 Log book applications may not be processed if lodged within six weeks of the Championship.

#### SECTION 14D: TECHNICAL REGULATIONS: GENERAL

##### 14.12 MACHINE ELIGIBILITY

- 14.12.0.1 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.
- 14.12.0.2 Entrants must enter their motorcycles at historic meetings quoting the year of manufacture.
- 14.12.0.3 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.
- 14.12.0.4 For all historic competition, the year of the manufacture of a motorcycle is defined as the year of manufacture of the machine or of its latest major component.
- 14.12.0.5 For the purpose of these rules 'year of manufacture' is defined as the year in which:
- For a road-based machine, the machine or its latest major component was first generally available for sale and delivery to the purchaser,
  - For a race bike, the year in which the machine or the latest major component first appeared in open competition.
- 14.12.0.6 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.
- 14.12.0.7 Major components are:
- All engine and gearbox external castings,
  - Frames,
  - Swingarms,
  - Brakes,
  - Forks and fork yokes.
- 14.12.0.8 All other components shall be considered as minor components.
- 14.12.0.9 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.
- 14.12.0.10 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.
- 14.12.0.11 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.
- 14.12.0.12 Minor components may be modified or updated, provided that they remain visually compatible with the period being depicted.
- 14.12.0.13 Components manufactured outside the period are eligible, if permitted under these Rules.
- 14.12.0.14 Fairings, streamlinings and cosmetic components must be based on patterns known and used in the period.
- 14.12.0.15 Worm drive hose clamps on oil lines are permitted for Periods 1, 2 and 3 only.
- 14.12.0.16 All machines, whether standard or modified, must comply with the specifications of the period.
- 14.12.0.17 Everything that is not authorised and prescribed for use under these Rules is strictly forbidden.

##### 14.13 SOUND EMISSIONS

Sound testing must be carried out at all permitted events; however, it is not mandatory to test all machines

##### 14.13.1 Specifications

- 14.13.1.1 Sound emissions are set out in the table below:

30 metres (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Historic Road Racing	95
Record Attempts	No limit

**14.13.2 Sound control during competition**

- 14.13.2.1 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.
- 14.13.2.2 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.
- 14.13.2.3 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 GCR 14.13.1.1.

**14.13.3 Use of sound level meters**

- 14.13.3.1 Sound testing apparatus must:
- Comply with international standard IEC 651, Type 1 or Type 2.
  - 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.

**14.13.4 Sound-testing apparatus must be set to:**

- 'Fast response'
- 'A' weighted,
- Select range High 80–130 dB,
- Activate the function MAX MIN – set on MAX,

**14.13.5 '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 meters from the edge of the track at a high speed point.
- 14.13.5.1 Tests shall not take place in the rain

**14.13.6 Machine testing**

- 14.13.6.1 If a machine fails, it can be represented for re-testing.
- 14.13.6.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.
- 14.13.6.3 A machine which does not comply with the sound limits can be presented several times.
- 14.13.6.4 Provided noise emission levels are not exceeded, exhaust systems may operate without silencers.

**14.14 FUEL****14.14.1 Fuel Warning**

- 14.14.1.1 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.
- 14.14.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 14.14.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 14.14.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

**14.14.2 Fuel Testing**

- 14.14.2.1 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.
- 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,
  - The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.
- 14.14.2.2 Fuel tests must comply with the following procedures:
- 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,
  - Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,
  - 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,
  - 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,
  - Both samples must remain in the control of the official who administered the test.
  - The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,
  - 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,
  - The Relevant Controlling Body must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,
  - 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.
- 14.14.3 Refuelling
- 14.14.3.1 During refuelling, each machine must be stationary with the engine stopped.
- 14.14.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 14.14.3.3 Smoking is strictly prohibited in areas where refuelling is permitted.
- 14.14.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 14.14.3.3, and are responsible for the actions of their mechanics and support team members.

**14.14.4 Homologation of Fuel**

14.14.4.1 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.

14.14.4.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 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 \$2500 in the first year and \$2000 per year thereafter.

14.14.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

**14.14.5 Fuel: Historic Road Racing**

14.14.5.1 Fuel for historic Road Racing must be:

- a) Methanol (with the exception of Period 5 & Period 6 solo machines) or,
- b) Unleaded that is no more than 100 RON,
- c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,
- d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.

14.14.5.2 Leaded fuel, providing that:

- a) The fuel is purchased from suppliers approved by Environment Australia.

**14.15 ENGINES****14.15.1 General**

14.15.1.1 Engine capacity must not exceed 1300cc.

14.15.1.2 Period 6 only: overbore limit of 5% for engine reconditioning above the original manufacturer's capacity.

**14.15.2 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.

**14.15.3 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 one cycle in a chamber, and  
Z = Combustion cycles per revolution.

**14.15.4 Wankel System Engines With a Triangular Piston**

$$\text{Cubic capacity} = 2 \times V \times D$$

Where: V = capacity of a single chamber,  
D = the number of rotors.

14.15.4.1 Wankel system engines are classified as 4 strokes.

**14.15.5 Superchargers and Turbochargers**

14.15.5.1 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 14.15.2, 14.15.3 or 14.15.4 that is fitted with a supercharger or a turbocharger shall be multiplied by two for the purposes of engine classification,
- d) For Historic Road Race Period 2 machines, when fitted with a supercharger as factory equipment.

**14.15.6 Engine Capacity Tolerances**

14.15.6.1 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%.

**14.16 FRAMES AND PARTS****14.16.1 Compulsory Modifications**

14.16.1.1 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.

- 14.16.1.2 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.
- 14.16.2 General Frames and Parts**
- 14.16.2.1 All machines must be fitted with a functioning engine cut out switch which must be either a lanyard type or handle bar mounted.
- 14.16.2.2 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.
- 14.16.2.3 All hoses must be securely fitted and guarded to prevent contact with:
- The ground
  - Tyres or other moving parts over the full movement of the suspension
- 14.16.2.4 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.
- 14.16.2.5 The only liquid coolant permitted is water. No additives allowed.
- 14.16.2.6 A self-closing throttle must be fitted.
- 14.16.2.7 Four-valve heads are prohibited in all periods unless originally fitted by the manufacturer, or were a proven period modification.
- 14.16.2.8 Front and rear brake caliper mounting bolts to be lockwired in the tightened position.
- 14.16.2.9 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.
- 14.16.2.10 Where the exhaust system or swing arm does not shield the sprocket a chain guard made of suitable material 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 14E: TECHNICAL REGULATIONS: PERIOD

##### 14.17 PERIOD 1 AND 2 SOLO

###### 14.17.1 Requirements: Period 1 and 2

- 14.17.1.1 At least one efficient braking system and a primary drive guard if so driven;
- 14.17.1.2 Round or oval number plates.
- 14.17.1.3 Unless otherwise contained in the machine's original specifications, wheel rim widths must not exceed WM3.
- 14.17.1.4 **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.**

###### 14.17.2 Permitted uses: Period 1 and 2

- 14.17.2.1 Pure methanol fuel with no additives other than lubricating oil.
- 14.17.2.2 Amal GP, Monobloc and MK1 concentric to 35mm (1 3/8 inch).
- 14.17.2.3 All period carburettors.

###### 14.17.3 Prohibited uses: Period 1 and 2

- 14.17.3.1 Slick or grooved slick tyres.
- 14.17.3.2 Shock absorbers with remote or external reservoirs.

##### 14.18 PERIOD 3 SOLO

###### 14.18.1 Requirements: Period 3

- 14.18.1.1 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.
- 14.18.1.2 Oval number plates.
- 14.18.1.3 Front and Rear Brakes: Any drum brake with a maximum internal diameter of 230mm.

###### 14.18.2 Permitted uses: Period 3

- 14.18.2.1 Pure methanol fuel with no additives other than lubricating oil.
- 14.18.2.2 The following carburettors:
- All non-period Amal carburettors up to 40mm, or
  - Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 40mm,
  - Keihin CR and PW round bore series carburettors up to a nominal 30mm,
  - Mikuni VM round slide carburettors up to 40mm,
  - Gardner Type C carburettors up to 40mm.

- 14.18.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.
- 14.18.2.4 Triumph 8- and 9-stud cylinder heads.
- 14.18.2.5 Reinforced gearbox castings.
- 14.18.2.6 Cerani GP Forks or replicas thereof (e.g. Maxton).

###### 14.18.3 Prohibited uses: Period 3

- 14.18.3.1 Direct crankcase induction other than rotary disc valve on 2-strokes.
- 14.18.3.2 Reed valves on 2-strokes.
- 14.18.3.3 Non-motorcycle engines and transmissions.
- 14.18.3.4 Disc brakes.
- 14.18.3.5 Slick or grooved slick tyres.
- 14.18.3.6 Shock absorbers with remote or external reservoirs.

##### 14.19 PERIOD 4 SOLO

###### 14.19.1 Requirements: Period 4

- 14.19.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.
- 14.19.1.2 Oval or rectangular number plates.
- 14.19.1.3 Reed valves and crank case induction on 2-stroke engines, but only if the engine of original manufacture was so fitted

- 14.19.1.4 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.
- 14.19.1.5 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.
- 14.19.2 Permitted uses: Period 4**
- 14.19.2.1 Mechanical fuel injection.
- 14.19.2.2 Pure methanol fuel with no additives other than lubricating oil.
- 14.19.2.3 Keihin CR Special round slide carburettors up to 33mm bore size.
- 14.19.2.4 Lockheed 4-fin brake calipers.
- 14.19.3 Prohibited uses: Period 4**
- 14.19.3.1 Accessory air assisted front forks.
- 14.19.3.2 Electronic fuel injection.
- 14.19.3.3 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.
- 14.19.3.4 Mono-shock rear ends.
- 14.19.3.5 The following machines or their major components:
- Kawasaki 900Z1,
  - Yamaha TZ,
  - Yamaha RD.
- 14.19.3.6 Mag wheels (cast metal wheels).
- 14.19.3.7 Rear disc brakes, unless originally factory fitted.
- 14.19.3.8 Slick or grooved slick tyres.
- 14.19.3.9 Shock absorbers with remote or external reservoirs.
- 14.20 PERIOD 5 SOLO**
- 14.20.1 Requirements: Period 5**
- 14.20.1.1 Unless otherwise contained in the machine's original specifications,
- For 125cc to 500cc machines, the wheel rim must have:
    - A minimum diameter of 18" (457mm), and
    - A maximum width of 2.5" (63.5mm) front and 4" (101.6mm) rear.
  - For Unlimited class, the wheel rim must have:
    - Minimum diameters of 16" (407mm) front and minimum of 17" (432mm) rear, and
    - A maximum width of 3.5" (89 mm) front and 5" (127mm) rear ~~with maximum 180 section as moulded on the tyre~~ [Deletion effective 24 March 2014].
- 14.20.1.2 Period forks:
- Forks of a type manufactured in the period up to a maximum diameter of 41mm,
  - Forks which replicate the type manufactured in the period up to a maximum diameter of 41mm.
- 14.20.1.3 Rectangular number plates.
- 14.20.1.4 Front and rear brakes:
- Manufactured in the period, or
  - Which replicate those manufactured in the period.
- 14.20.1.5 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.
- 14.20.1.6 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.
- 14.20.2 Permitted uses: Period 5**
- 14.20.2.1 The following machines or their major components:
- Kawasaki 900Z1,
  - Yamaha TZ,
  - Yamaha RD and LC.
- 14.20.2.2 Spoked and mag-type (cast metal) wheels.
- 14.20.2.3 Slick type racing tyres, cut slicks and racing wets.
- 14.20.2.4 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.
- 14.20.3 Prohibited uses: Period 5**
- 14.20.3.1 Floating front and rear discs unless:
- Manufactured in the period, or
  - Which replicate those manufactured in the period.
- 14.20.3.2 The following machines or their major and minor components:
- Yamaha TZ250H,
  - Yamaha TZ250J,
  - 1981 Suzuki RG 500,
  - 1982 Suzuki RG 500.
- 14.20.3.3 Unless contained in the machine's original specifications, all anti-dive devices and external fork damping.

- 14.20.3.4 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.
- 14.20.3.5 Electronic fuel injection.
- 14.20.3.6 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 machines exhaust systems only.
- 14.21 PERIOD 6 SOLO**
- 14.21.1 Requirements: Period 6**
- 14.21.1.1 Period forks:
- Conventional forks of a type manufactured in the period,
  - Conventional forks which replicate the type manufactured in the period. See GCR 14.21.3.5 for exception.
- 14.21.1.2 Rectangular number plates.
- 14.21.1.3 Front and rear brakes:
- Manufactured in the period, or
  - Which replicate those manufactured in the period.
- 14.21.1.4 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.
- 14.21.1.5 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:
- 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,
  - 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),
  - Engine castings,
  - Position of the cylinders and heads relative to the crank case,
  - Number of valves and ports in the engine on both the intake and exhaust side.
  - Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed, **internal fairing dam or catch tray must have a capacity of 2.5 litres for 2-strokes and 3 litres for 4-strokes.**
- 14.21.1.6 All high pressure oil lines to be secured by a pressure type fitting, worm drive clamps do not comply.
- 14.21.2 Permitted uses: Period 6**
- 14.21.2.1 Ride height adjuster including dog bones and linkages.
- 14.21.2.2 Steering damper.
- 14.21.2.3 Tyre choice is open, but wheels must be from or visually indistinguishable from models available in the period. Maximum rim width front = 3.5 inch, Maximum rim width rear = 6 inch.
- 14.21.2.4 Fuel tanks maybe changed or modified provided they appear visually compatible with period components.
- 14.21.3 Prohibited uses: Period 6**
- 14.21.3.1 Radial brakes are prohibited.
- 14.21.3.2 Carbon fibre discs are prohibited.
- 14.21.3.3 Carbon fibre wheels are prohibited.
- 14.21.3.4 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.
- 14.21.3.5 Inverted forks are excluded unless originally fitted to the motorcycle represented. Only original inverted forks may be used.
- 14.21.3.6 Superchargers and Turbochargers are prohibited unless originally fitted equipment.
- 14.21.3.7 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.
- 14.21.3.8 The following machines or their major components:
- Kawasaki ZXR 750 J
  - Yamaha FZR 1000 RU
  - Suzuki GSX-R1100 M
  - Yamaha TZ250B V-twin
- Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR16.4. Generally, machines or their major components that were released for the 1991 model year are excluded.**
- 14.21.3.9 **Period 6 250 Production only: Slick or grooved slick tyres prohibited.**
- 14.21.3.10 **Period 6 Production**  
**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 13.16 and 13.17.**
- 14.21.3.11 **Period 6 250 Production machines.**  
**The following items may be modified from the original equipment manufacturer (OEM):**
- Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,
  - External gearing and drive chain,
  - Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),
  - Brake pads and brake hoses,
  - Exhaust system, provided it is similar to OEM,

- f) Handlebars,
  - g) Hand and foot controls,
  - h) Front fork springs and internals,
  - i) Rear shock spring,
  - j) Instrument cluster may be removed or replaced,
  - k) Unnecessary brackets may be removed,
- All other parts must remain as supplied by the manufacturer

#### 14.22 SIDECARS AND CYCLECARS: GENERAL

- 14.22.0.1 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,
- 14.22.0.2 Left-hand and right-hand sidecars may compete against each other in Historic Road Racing.

#### 14.23 PERIOD 1 AND 2 SIDECARS AND CYCLECARS

##### 14.23.1 Requirements: Period 1 and 2

- 14.23.1.1 At least one efficient braking system and a primary drive guard if so driven.

##### 14.23.1.2 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.

- 14.23.1.3 Wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.

- 14.23.1.4 Oval number plates.

#### 14.24 PERIOD 3 SIDECARS AND CYCLECARS

##### 14.24.1 Requirements: Period 3

- 14.24.1.1 The height to the top bearing of the steering head must be at least 710mm (28") unladen.

##### 14.24.1.2 Wheel rim diameters of at least:

- a) Front 16" (406mm),
- b) Rear 13" (330mm),
- c) Sidecar 10" (254mm).

##### 14.24.1.3 Wheel rim widths of no more than:

- a) Front 3" (76mm),
- b) Rear 4.5" (115mm),
- c) Sidecar 4" (102mm).

- 14.24.1.4 Tyre outside diameters must be at least 22" (560mm) front and rear.

- 14.24.1.5 Oval or rectangular number plates.

##### 14.24.1.6 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.

##### 14.24.2 Permitted uses: Period 3

- 14.24.2.1 Pure methanol fuel with no additives other than lubricating oil.

##### 14.24.2.2 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.

- 14.24.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.

- 14.24.2.4 Triumph 8 and 9-stud cylinder heads.

- 14.24.2.5 Non-motorcycle wheels and brakes providing they meet existing dimensional criteria.

- 14.24.2.6 Reinforced gearbox castings.

##### 14.24.3 Prohibited uses: Period 3

- 14.24.3.1 Sidecar kneelers.

- 14.24.3.2 Non-motorcycle engines and transmissions, except where originally fitted.

- 14.24.3.3 Disc brakes.

#### 14.25 PERIOD 4 SIDECARS AND CYCLECARS

##### 14.25.1 Requirements: Period 4

- 14.25.1.1 Wheel rim diameters of be at least 10" (254mm).

- 14.25.1.2 Wheel rim widths of no more than 6" (153mm).

- 14.25.1.3 Moulded tread type tyres.

##### 14.25.1.4 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.

14.25.1.5 Front exit sidecar chassis configuration only.

14.25.1.6 Oval or rectangular number plates.

#### 14.25.2 Permitted uses: Period 4

14.25.2.1 Pure methanol fuel with no additives other than lubricating oil.

14.25.2.2 Mechanical fuel injection.

14.25.2.3 Non-motorcycle wheels and brakes provided they meet existing dimensional criteria.

14.25.2.4 Hydraulic brake master cylinders of cylindrical appearance.

14.25.2.5 Keihin CR Special round slide carburettors up to 33mm bore size.

14.25.2.6 Lockheed four-fin brake calipers.

#### 14.25.3 Prohibited uses: Period 4

14.25.3.1 The following machines or their major components:

- a) Kawasaki 900Z1,
- b) Yamaha TZ,
- c) Yamaha RD.

14.25.3.2 Electronic fuel injection.

14.25.3.3 Power jet carburettors.

### 14.26 PERIOD 5 SIDECARS AND CYCLECARS

#### 14.26.1 Requirements: Period 5

14.26.1.1 Wheel rim diameters to be no greater 13" (330mm).

14.26.1.2 Wheel rim widths to be no greater than:

- a) Front 7" (178mm),
- b) Rear 9" (229mm),
- c) Sidecar 8" (203mm).

14.26.1.3 Rectangular number plates.

14.26.1.4 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.

14.26.1.5 Front and/or rear sidecar exit configuration.

14.26.1.6 Steering / front forks:

- a) Leading or trailing forks, with front wheel equally supported on both sides,
- b) A cycle car with two forward wheels that was manufactured in the period or is an exact replica of those manufactured in the period.

14.26.1.7 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.

14.26.1.8 Methanol Fuel

#### 14.26.2 Permitted uses: Period 5

14.26.2.1 Slick type racing tyres, cut slicks and racing wets.

14.26.2.2 Motorcycle engines that were manufactured in the period.

14.26.2.3 Methanol fuel.

#### 14.26.3 Prohibited uses: Period 5

14.26.3.1 Liquid cooled 4-stroke motorcycle engines.

14.26.3.2 Rear engine sidecars.

14.26.3.3 Steerable sidecar wheels.

14.26.3.4 Monocoque construction.

14.26.3.5 Banking sidecars.

14.26.3.6 Electronic fuel injection.

14.26.3.7 Floating front discs unless:

- a) Manufactured during the period; or
- b) Which replicate those manufactured during the period.

14.26.3.8 The following machines or their major and minor components:

- a) Suzuki RG500 MKVI,
- b) Yamaha TZ250H.

14.26.3.9 Unless contained in the machines original specifications, all anti dive devices and external fork damping.

14.26.3.10 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.



# 15 MOTOCROSS AND SUPERCROSS

## Chapter contents

SECTION 15A: AUSTRALIAN CHAMPIONSHIPS .....	1
15.1 CATEGORIES FOR SENIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS .....	1
15.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERCROSS CHAMPIONSHIPS .....	1
15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS .....	1
15.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES .....	2
SECTION 15B: COMPETITION CLASSES .....	2
15.5 SENIOR COMPETITION CLASSES: MOTOCROSS AND SUPERCROSS .....	2
15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS .....	2
SECTION 15C: COMPETITION RULES .....	3
15.7 GENERAL ELIGIBILITY .....	3
15.8 AUSTRALIAN MOTOCROSS CHAMPIONSHIP ELIGIBILITY .....	3
15.9 SUPERCROSS ELIGIBILITY .....	3
15.10 FREESTYLE MOTOCROSS ELIGIBILITY .....	4
15.11 JUNIOR ELIGIBILITY .....	4
15.12 GENERAL RULES .....	4
15.13 PROTECTIVE CLOTHING AND HELMETS .....	5
15.14 MACHINE AND RIDER IDENTIFICATION .....	6
15.15 RACE MEETING PROTOCOLS: GENERAL .....	7
15.16 RACE MEETING PROTOCOLS: AUSTRALIAN MOTOCROSS CHAMPIONSHIP .....	11
15.17 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERCROSS CHAMPIONSHIP .....	12
15.18 RACE MEETING PROTOCOLS: AUSTRALIAN JUNIOR MOTOCROSS CHAMPIONSHIP .....	12
SECTION 15D: TECHNICAL REGULATIONS .....	13
15.19 SOUND EMISSIONS .....	13
15.20 FUEL .....	14
15.21 ENGINES .....	15
15.22 FRAMES AND PARTS .....	15
15.23 TECHNICAL REGULATIONS: SIDECARS .....	16
15.24 TECHNICAL REGULATIONS: JUNIOR CLASSES .....	16
15.25 COMPETITION RULES: FAST 50s .....	19

### Application of Chapter

The Rules set out in this chapter are for Motocross and Supercross.

#### SECTION 15A: AUSTRALIAN CHAMPIONSHIPS

##### 15.1 CATEGORIES FOR SENIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 or 4-stroke)
MX1	255cc to 450 and over
MX2	Up to 250cc
MXD (15- 16 years to under 19)	Up to 250cc
Women	
Sidecars	

##### 15.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 or 4-stroke)
SX-Open SX1	255cc to 450cc
SX-Lites SX2	Up to 250cc
U19 SXD (15 years to under 19)	Up to 250cc

##### 15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

JUNIOR MOTOCROSS	
50cc Division 2	7 to under 9 years
65cc Solo	7 to under 9 years, 9 to under 11 years, 11 to under 12 years
85cc 2 stroke/150cc 4 stroke (standard wheel)	9 to under 12 years
85cc 2 stroke/150cc 4 stroke (standard / big wheel)	12 to under 14 years, 14 to under 16 years
128cc to 150cc 2 stroke & 200cc to 250cc 4 stroke	13 to under 15 years, 15 years

100cc to 125cc 2 stroke	13 to under 15 years, 15 years
Sidecar 80cc-100cc 2 stroke/ 150cc 4 stroke	9 to under 13 years
Sidecar 80cc - 100cc 2 stroke/ 150cc 4 stroke	13 to under 16 years
85cc 2 stroke/150cc 4 stroke all wheel, Girls	12 to under 16 years
100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls	13 to under 16 years
<b>JUNIOR ATV CHAMPIONSHIP CLASSES</b>	
90cc 2-stroke & 110cc 4-stroke Limited	<b>7 to under 11 years</b>
60cc – 90cc 2-stroke & 85cc – 125cc 4-stroke Comp	<b>8 to under 12 years</b>
200cc 2-stroke & 300cc 4-stroke Comp	12 to under 16 years
200cc 2-stroke & 300cc 4-stroke Comp Girls	12 to under 16 years

#### 15.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES

##### 15.4.1 Individual Competitions

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

##### 15.4.2 All Competitions

15.4.2.1 At least the first three 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.

15.4.2.2 Medallions and points will be awarded in all other Australian Championships where there are:

- 10 or more starters for solo classes which actually participate in practice, qualifying or races,
- 6 or more starters for all female classes which actually participate in practice, qualifying or races,
- 6 or more starters for Junior ATV classes which actually participate in practice, qualifying or races.

##### 15.4.3 Duke of Edinburgh Trophies

15.4.3.1 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,

15.4.3.2 The winners of the Duke of Edinburgh Trophy will be entitled to have a photograph taken of them with the trophy.

15.4.3.3 The cost of the photograph will be subject to price approval by the State Controlling Body and recoverable from MA.

15.4.3.4 The trophy will be held by MA.

#### SECTION 15B: COMPETITION CLASSES

##### 15.5 SENIOR COMPETITION CLASSES: MOTOCROSS AND SUPERCROSS

15.5.0.1 The senior capacity classes for Motocross and Supercross machines:

- Other than for Junior competitions,
- Other than Australian Championships, are:

Open MX1	255 and over (2 or 4-stroke)
SX1	255cc to 450cc (2 or 4-stroke)
Lite MX2/SX2	Up to 250cc (2 or 4 stroke) Wheel sizes (16"-19" rear and 19"-21" front)
Under 19 MXD/SXD (16 years to under 19)	Up to 250cc (2 or 4 stroke). <b>Wheel sizes (16"-19" rear and 19"-21" front)</b>
Sidecars	

##### 15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS

AGE RANGE	JUNIOR MOTOCROSS
4 to under 9	50cc Demo Class
7 to under 9	50cc Auto Class
7 to under 12	65cc Solo
9 to under 12	85cc Solo 2 stroke & 150cc 4 stroke (standard wheel only)
9 to under 16	80cc to 160cc Solo 4 stroke, 80/100cc 2-stroke/up to 150cc 4- stroke Sidecar (Rider & Passenger)
12 to under 16	85cc Solo 2 stroke & 150cc 4 stroke

	(standard or big wheels)
13 to under 16	<b>128cc to 150cc 2-stroke &amp; 200 to 250cc Solo 4 stroke</b>  100cc to 450cc <b>125 Solo 2 stroke</b>

**SECTION 15C: COMPETITION RULES****15.7 GENERAL ELIGIBILITY**

- 15.7.0.1 All clothing and machines must be examined and approved by the scrutineer prior to participation, excluding Australian Motocross and Australian Supercross Championships where self-scrutineering occurs.
- 15.7.0.2 Where self-scrutineering occurs at Australian Motocross and Supercross Championships, a signed checklist that the clothing and machine has been self-scrutineered must be provided to the scrutineer.
- 15.7.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 15.7.0.4 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 15.7.0.5 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.
- 15.7.0.6 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.

**15.7.1 Competitor Grading: Motocross and Supercross****15.7.2 Senior Grades**

15.7.2.1 The grades of competitors in Senior classes are:

- a) Pro Class,
- b) Intermediate Class,
- c) Clubman.

**15.7.3 MXD Class**

~~15.7.3.1 Subject to GCR 15.11, no person who is under the age of 16 years may compete in competition other than a Junior competition unless that competition is:  
MXD (15 years to under 19) Australian MX & SX Championships.~~

**15.8 AUSTRALIAN MOTOCROSS CHAMPIONSHIP ELIGIBILITY**

- 15.8.0.1 The MXD Australian Motocross Championship will be for riders from ~~15~~ **16** years to under 19 years. ~~A rider's age on 1st January will determine their age for the Championship. 15 year olds may participate.~~ **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.
- ~~15.8.0.2 Riders who turn 15 before the first round of the MXD Australian Motocross Championship may place an entry for the series provided they meet the criteria above. If they do they will be deemed to have moved up an age group.~~
- 15.8.0.3 ~~15 year olds will compete with an endorsed MA National Junior licence. Riders who turn sixteen during the series can continue in other relevant competitions as a junior they are competing in the Championship as Juniors.~~

**15.9 SUPERCROSS ELIGIBILITY****15.9.1 Supercross Licence Conditions**

15.9.1.1 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.

15.9.1.2 To be endorsed as a Supercross competitor, a person must:

- a) Use a solo machine with a capacity of at least 80cc;
- b) Attend a Supercross training school conducted by an MA accredited coach,
- c) 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.

15.9.1.3 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 an State Controlling Body under GCR 3.1

15.9.1.4 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.

- 15.9.1.5 Once endorsed for Supercross, a person retains that endorsement unless:
- They fail to participate in a Supercross event each year,
  - During the course of a Supercross meeting, the Steward or Clerk of Course determines otherwise.

## 15.10 FREESTYLE MOTOCROSS ELIGIBILITY

### 15.10.1 Freestyle Motocross Licence Conditions

15.10.1.1 No person may participate in Freestyle Motocross unless they:

- Are at least 16 years of age, and
- Have a current MA Senior National competition licence which is endorsed under the following Rules.

15.10.1.2 To be endorsed as a Freestyle Motocross competitor, a person must use a solo machine with a capacity of at least 125cc.

15.10.1.3 To gain a Freestyle Motocross endorsement a rider must:

- Attend a Freestyle Motocross Training School conducted by an accredited Freestyle Motocross Assessor,
- Successfully complete the MA competency assessment.

15.10.1.4 The Endorsing Assessor must:

- Be identified and approved by the MA Motocross Commission to endorse Freestyle Motocross,
- Obtain a Permit from the relevant controlling body in which the assessment is taking place.

## 15.11 JUNIOR ELIGIBILITY

### 15.11.1 General

15.11.1.1 In Junior competition,

- A riders' age on 1st January will determine their age for competition purposes for that year,
- 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,
- Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
- This GCR applies to all riders up to and including the age of 16 years.

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

15.11.1.3 Subject to GCR 15.11.1.1a) 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.

- Junior competitors in the age groups listed in the tables above may compete in the corresponding classes:
- No applicant will be issued with their first competition licence if they are under the age of 7 years,
- 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,
- No participant in the 50cc automatic class may compete in any other class other than at club level competitions,
- In the 4 years to under 9 years 50cc Demo Class automatic non-competitive class, all riders are entitled to receive a prize or award of the same size/value,
- Subject to the following two GCRs, a relevant controlling body may permit age group racing, graded racing, or a combination of both,
- Age group racing:
  - Subject to sub-Rule ii), only competitors in the same age groups may compete against each other,
  - Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
    - 85cc 2-stroke big wheels and 100cc - 150cc 4-stroke single cylinder,
    - 100cc - 150cc single cylinder 2-stroke & 250cc 4-stroke,
- A relevant controlling body may grade junior competitors according to their respective skills,
- Demo class is a non-competitive class,

15.11.1.4 4-stroke 150cc motocross-type machines may compete against 85cc 2-stroke machines in junior competition.

### 15.11.2 Junior Endorsements

15.11.2.1 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

## 15.12 GENERAL RULES

### 15.12.1 Homologation

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

### 15.12.2 Helmet Cameras

15.12.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

### 15.12.3 Fees

ACTIVITY	FEE \$ (INC GST)
Replacement licence	25.00
Protest Lodgement	70.00
Appeal to State Controlling Body lodgement	500.00

Appeal to MA lodgement	1000.00
Fuel Homologation fee – First year	2500.00
Fuel Homologation fee – Subsequent years	2000.00
All other fees	Apply at MA office

**15.13 PROTECTIVE CLOTHING AND HELMETS**

15.13.0.1 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.

15.13.0.2 No competitor may practice, start or compete in any Motocross or Supercross competition unless wearing the following protective equipment and clothing.

**15.13.1 Helmet**

15.13.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must:

- a) Carry the Standards Association of Australia “AS 1698” label; or
- b) Be approved under FIM Technical Rules:

**15.13.2 Approval labels for helmets**

15.13.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 ‘P’, ‘NP’ or ‘J’ [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

**15.13.3 International Helmet Standards**

Refer also [www.fim.ch](http://www.fim.ch)

15.13.3.1 ECE 22 - 05 ‘P’, ‘NP’ or ‘J’ [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovinia	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

15.13.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:



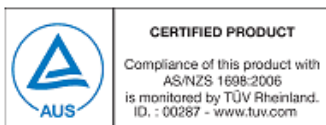
**BSI**



**SAI Global**



**Global-Mark**



**TUV RA**

**15.13.4 Clothing**

15.13.4.1 Trousers of leather or synthetic material of similar durability.

15.13.4.2 Trousers of other than leather must be non-combustible and be fitted with a lining,

15.13.4.3 A jersey which must be:

- a) Made of close knit fabric of natural or synthetic fibre, and
- b) Must be a snug fit and provide protection against abrasion to the body and arms.

**15.13.5 Footwear**

15.13.5.1 Boots which must be:

- Of recognised Motocross type,
- Constructed of leather, plastic or other similarly durable material, and
- Of a length that must at least cover  $\frac{3}{4}$  of the length of the lower leg, with the rider in a racing position on the machine.

**15.13.6 Gloves**

15.13.6.1 Gloves of leather or other material of similar or greater durability.

**15.13.7 Goggles and Visors**

15.13.7.1 A competitor must, at the start of an event, 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. Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must comply with the following:

- Eye protectors and spectacles are made of non-shattering material,
- Eye protectors which cause visual disturbance are not to be used,
- Metal or Perspex face shields are not used,
- Eye shades or peaks are of a flexible material.

**15.13.8 Hair and Jewellery**

15.13.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

15.13.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

**15.13.9 Footwear in pits**

15.13.9.1 Closed footwear must be worn at all times in the pit area.

**15.13.10 Junior Clothing**

15.13.10.1 In addition to the general requirements for clothing, Juniors must comply as follows:

- Protective clothing must not be loose or flapping,
- Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot,
- Commercially manufactured body armour must be worn.

**15.14 MACHINE AND RIDER IDENTIFICATION****15.14.1 Number Plates**

15.14.1.1 For all competitions three number plates must be fitted: one at the front and one on each side.

15.14.1.2 Number plates must:

- Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- In the case of rectangular plates, have the corners formed to a 38mm radius,
- In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

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

15.14.1.4 Side number plates must:

- Be fitted above a horizontal line drawn through the rear axle,
- 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 must be the same size as the front numbers

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

15.14.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

**15.14.2 Number Plates: Juniors**

15.14.2.1 Number plates for Juniors must be as follows:

- A minimum plate size of 225mm width and 200mm height,
- Figures with minimum sizes of 100mm height and 20mm width of stroke.

15.14.2.2 For 50cc automatic:

- A minimum plate size of 200mm wide and 150mm high,
- The figures on the plates must be 100mm high and 20mm wide,
- The front plate must be fitted so that it does not extend above the height of the handlebars or grips.

**15.14.3 Number Plate Colours**

15.14.3.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 250cc 2 stroke, up to 250cc 4 stroke	Black	White
255cc to 450cc 2 stroke, 251cc to 450cc 4 stroke	White	Black
MXD	Reflex Blue	White

15.14.3.2 Colours for Junior age group racing:

AGE GROUP	BACKGROUND COLOUR	FIGURE COLOUR
Under 9 years	Mid Blue	White
9 to under 12 years	Canary Yellow	Black
12 to under 14 years	Mail Box Red	White
14 to under 16 years	Black	Yellow

15.14.3.3 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

NOTE: Advertising is allowed as per GCR 15.14.1.6.

15.14.3.4 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.

#### 15.14.4 Back Numbers: Seniors and Juniors

15.14.4.1 No junior or senior may compete without back numbers, except in interclub/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.

### 15.15 RACE MEETING PROTOCOLS: GENERAL

#### 15.15.1 Flags and Signals

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

15.15.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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	Medics on track, extreme incident, competitors to show extreme caution, prepare to stop, jumping forbidden, overtaking forbidden - riders are expected to be in first gear, standing on the pegs and riding at walking pace
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, jumping and overtaking forbidden
No Jump Light	Danger, overtaking forbidden, Jumping forbidden
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Purple Flag	Protest flag for all junior competitors
Black and white chequered flag waved	Finish of Race, Practice session or Qualifying

15.15.1.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

15.15.1.4 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

15.15.1.5 No Jump Signals

- a) Yellow flags will be waved in Motocross and Supercross events to indicate immediate danger. When yellow flags are waved competitors must not:
  - i. Jump,
  - ii. Overtake other competitors,
 at the set of jumps where the yellow flags are waved.
- b) The penalties for breaching this GCR are:
  - i. First offence, relegation of three (3) places and up to a \$500 fine,
  - ii. Subsequent offences in the same year, exclusion and \$500 fine.

15.15.1.6 Warm Up Lap

During the first lap of any practice yellow flags are to displayed stationary to indicate there will be no jumping.

#### 15.15.2 Measurement of Engines

##### 15.15.3 Measurement at Meetings

15.15.3.1 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.

15.15.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

- 15.15.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.
- 15.15.4 Measurement: Australian and State Championship Events**
- 15.15.4.1 For all Australian and State championship events:
- 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,
  - The first, second, third and fourth 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,
  - At the conclusion of that period, if no protest is received, the result will be final,
  - 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,
  - If no protest is received within that period, the seals may be removed,
  - 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,
  - No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.
- 15.15.5 Starts and Finishes**
- 15.15.6 Starts**
- 15.15.6.1 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:
- Delay a start,
  - Direct a restart,
  - Direct a competitor to start from:
    - The back of the starting grid,
    - The pit lane,
    - The rear of the field, or
    - Such other position as shall be required for the safe, fair and orderly start of the event.
  - Exclude a competitor who is late for the start.
- 15.15.6.2 The method of starting will be as prescribed by supplementary regulations.
- 15.15.6.3 The start of an event occurs:
- When the order to start is given, or
  - For flying starts, when the starting line is crossed.
- 15.15.6.4 Unless otherwise determined in the supplementary regulations, massed starts must be used.
- 15.15.6.5 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.
- 15.15.6.6 The starting grid for all events will:
- Have not less than one metre space for each solo motorcycle,
  - Be in one straight line,
  - Allow for no more than 40 competitors.
- 15.15.6.7 The maximum number of starters must be specified in supplementary regulations.
- 15.15.6.8 Unless otherwise determined in the supplementary regulations, for solo events:
- Individually backward falling devices, with each gate a minimum of 500mm and a maximum of 600mm in height, must be used,
  - A rear barrier must be placed to prevent riders from moving their motorcycles no more than 600mm back from the gate.
  - 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
  - No work is to be done in front of the start gate (track proper) unless directed of a key official.
- 15.15.6.9 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.
- 15.15.6.10 Unless otherwise determined in the supplementary regulations:
- All competitors must be called to the start line at least two minutes before each start,
  - At the end of the two minutes, and when the starter is ready, a 15 second sign will be held up for a full 15 seconds,
  - At the end of 15 seconds, a 5 second sign will be displayed,
  - The gate will drop between 5 and 10 seconds after the 5 second sign is shown.
- 15.15.6.11 Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm high and must be able to start in an event without additional aid while sitting on the machine.
- 15.15.7 Finishes**
- 15.15.7.1 For events where speed is the determinant:
- A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
    - To the first to complete the event, who will, subject to the results of any protests, be the winner, and
    - 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.
  - The finish of the event occurs when the flag is displayed to the last competitor under GCR 15.15.7.1 a),
  - The finish occurs for each machine when the foremost part of the machine crosses the line,
  - Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on 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.

### 15.15.8 Finish Line

15.15.8.1 The finish line must be:

- a) Marked with a flexible post at each side of the track, and
- b) Clearly visible to the judge.

### 15.15.9 Juniors: Starts and Finishes

15.15.9.1 In addition to the general start requirements for all competitors, juniors must comply as follows:

- a) Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm high 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. Refer GCR 7.1.7.
- 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.

15.15.9.2 During the first lap of practice, yellow flags will be displayed stationary indicating there will be no jumping.

### 15.15.10 Stopping Events

15.15.10.1 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.

15.15.10.2 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.

### 15.15.11 Stopping and Re-running Events

15.15.11.1 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.

15.15.11.2 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.

15.15.11.3 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.

15.15.11.4 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.

15.15.11.5 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

### 15.15.12 Stopping and Re-running of Events where electronic timing is used

15.15.12.1 Where the Steward or the 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 rerun,
  - iii) The rerun 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 rerun race will be left vacant,
  - vi) Machines may be repaired or replaced providing this has been approved by the Clerk of Course.
- b) If more than two laps, but less than 75% of the race distance has been completed:
  - i) The race may be restarted if possible, but only once,
  - ii) The restart must occur no more than one hour after the race has been stopped,
  - iii) The re-started race distance will be equal to the balance of the stopped race distance,

- iv) Selection of grid positions 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 providing this has been approved by the Clerk of Course,
- vii) The stopped race and any rerun will be deemed to be parts of 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 75% or more than 15 laps of the scheduled race distance is completed full points will be awarded,
- xi) If less than 75% of the scheduled race distance is completed half points will be awarded.

**15.15.13 Scoring**

15.15.13.1 An alternative points scoring system may be approved for an MA series event.

15.15.13.2 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.

15.15.13.3 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.

**15.15.13.4 For Australian Motocross Championship, Australian Supercross Championship, and Australian Junior Motocross Championship, scoring 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

15.15.13.5 Scoring for events other than Australian Championships (see GCR 15.15.13.1 for Australian Championship scoring):

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

**15.15.14 Allocation of Numbers: Australian Senior Motocross and Supercross Championships**

15.15.14.1 The Number 1 number 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.

15.15.14.2 MX2 and MX1 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:
- b) Aggregated Championship points awarded in both competitions and,
- c) Aggregating them as a percentage as calculated by the Motocross Commission of MA.
- d) 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.
- e) 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.

15.15.14.3 If two or more competitors aggregate the same number of points, preference will be given to:

- f) Competitor who competed in the most championship events, then
- g) The competitor who achieved the highest number of points at the last championship round they both competed at.

15.15.14.4 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.

15.15.14.5 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.

**15.15.15 Change of Machine during a Competition**

15.15.15.1 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.

**15.15.16 Radio Communication**

15.15.16.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

**15.16 RACE MEETING PROTOCOLS: AUSTRALIAN MOTOCROSS CHAMPIONSHIP****15.16.1 Format**

15.16.1.1 The Championship format ~~will~~ **must be determined approved** by the Motocross Commission and published in supplementary regulations.

**15.16.2 Practice and Qualifying**

15.16.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.

15.16.2.2 Timed practice for any event may be held either on Saturday afternoon or Sunday morning.

15.16.2.3 All grid positions will be determined by qualifying times.

15.16.2.4 No competitor may enter the track for practicing on any of the eight days immediately preceding the event other than the official press day.

15.16.2.5 The 10 competitors leading the Championship prior to each subsequent round will qualify for the round.

15.16.2.6 The remaining 30 competitors shall lodge an expression of interest for the series as per the supplementary regulations.

15.16.2.7 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. ~~This rule will be effective from January 1, 2009.~~

**15.16.3 The Event**

15.16.3.1 For each class, a round will consist of a **minimum of two races**.

15.16.3.2 The duration of each race will be specified in supplementary regulations.

15.16.3.3 The races must be conducted on the same day with a minimum of 15 and a maximum of 40 competitors in each race.

15.16.3.4 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.

**15.16.4 Scoring for Each Race**

15.16.4.1 Points will be awarded as per GCR 15.15.13.1

**15.16.5 Stops and Restarts****15.16.5.1 Red Flag Race Stops and Restart Procedures**

- a) **Any race start or restart will be considered an official part of the event even if the start or restart 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 restarted 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 restarts.**
- 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 restarts.**

**15.16.5.2 Restarts**

- 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 restarted 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 restart.**
  - 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 restart 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 restarted 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 restart.
- 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.

**15.17 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERCROSS CHAMPIONSHIP**

**15.15.1.6 Format**

15.17.1.1 The format for both classes of the championships will be as determined by the Motocross Commission and published in supplementary regulations.

**15.15.1.7 Grid Positions**

15.17.4.1 Grid selection will be determined by qualifying times.

15.17.4.2 Conditions of qualifying must be stipulated in the supplementary regulations.

**15.15.1.8 Practice and Timed Qualifying**

15.17.5.1 Practice for championship events must be:

- a) Outdoor events - minimum 8 minutes for first session and minimum 10 minutes for second session,

15.17.5.2 If the track is altered during the course of the meeting, at least one inspection lap must be offered to all qualified remaining competitors.

**15.17.5.3 Points Allocation**

15.17.5.4 For events which have a minimum of 10 start gates points will be allocated in accordance with the previous GCR.

15.17.5.5 For events which have fewer than 10 start gates, points will be allocated to finishers in the Final and Last Chance Qualifier on a descending basis.

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

**15.18 RACE MEETING PROTOCOLS: AUSTRALIAN JUNIOR MOTOCROSS CHAMPIONSHIP**

**15.18.1 Format**

15.18.1.1 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

15.18.1.2 At least five practice laps must be offered to riders prior to the commencement of racing.

15.18.1.3 There will be a minimum of five legs per class.

15.18.1.4 If heats and finals are required:

- a) Heats will be three legs per class, with heats to be mixed, and
- a) Finals will be three legs per class.

**15.18.2 Allocation of Numbers**

15.18.2.1 A competitor's racing number will be determined as follows:

- a) The first digit will be the first digit of the postcode 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.

**15.18.3 Venues**

15.18.3.1 Venues used for Australian Junior Motocross Championships will be closed to competitors for a minimum of 21 days prior to the event.

**15.18.4 Interstate Challenge**

15.18.4.1 Format - Each state is to choose a team of eight (8) junior competitors from a minimum of four (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.

15.18.4.2 Scoring - Each competitor will be scored as per GCR 15.15.1.1 within their own class. At the end of the Australian Junior Motocross Championship the highest point scoring six (6) team members from each state, will have their final placing re-scored using GCR 15.15.13.1 (table) to give an overall score. The State with the highest overall team score will be deemed the winner of the Interstate Cup Challenge.

15.18.4.3 Awards - A perpetual trophy will be awarded to the winning State, with each member of the team receiving a participation memento.

**15.18.5 Practice and Qualifying**

15.18.5.1 All grid positions will be determined by practice/qualifying times. Timed qualifying would be from the second practice session.

## SECTION 15D: TECHNICAL REGULATIONS

## 15.19 SOUND EMISSIONS

Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

## 15.19.1 Specifications

15.19.1.1 Sound emissions are set out in the tables below:

2 Metre Max method	
DISCIPLINE	LIMIT dB(A)
Motocross & Supercross Non-Australian Championships (including Quads)	112 with a 4dB(A) allowance
Motocross & Supercross Australian Championships (including Quads)	112 with a 2dB(A) allowance

15.19.1.2 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 GCR 15.19.1.1.

## 15.19.2 Sound control during competition

15.19.2.1 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.

15.19.2.2 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.

## 15.19.3 Use of sound level meters

15.19.3.1 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.

15.19.3.2 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,

15.19.3.3 '2 Metre Max' 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 meter radius of the microphone.
- c) The sound meter will be positioned at a distance of two metre behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metre 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.

15.19.3.4 '2 Metre Max' 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.
- d) For ATV vehicles: the vertical line to the ground from the centre point of the rear axle.
- e) For ATV vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

15.19.3.5 '2 Metre Max' method:

- a) The measurement is made with the motorcycle on its wheels, 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 himself 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).

15.19.3.6 Tests shall not take place in the rain

#### 15.19.4 Machine testing

15.19.4.1 If a machine fails, it can be represented for re-testing.

15.19.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

15.19.4.3 A machine which does not comply with the sound limits can be presented several times.

### 15.20 FUEL

#### 15.20.1 Fuel Warning

15.20.1.1 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.

15.20.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

15.20.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

15.20.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

#### 15.20.2 Fuel Testing

15.20.2.1 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.

15.20.2.2 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.

#### 15.20.3 Refueling

15.20.3.1 During refueling, each machine must be stationary with the engine stopped.

15.20.3.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

15.20.3.3 Smoking is strictly prohibited in areas where refueling is permitted.

15.20.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 15.20.3.3, and are responsible for the actions of their mechanics and support team members.

#### 15.20.4 Homologation of Fuel

15.20.4.1 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.

15.20.4.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 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.

15.20.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

#### 15.20.5 Fuel: Motocross and Supercross

15.20.5.1 Fuel for all machines must:

- a) Be unleaded, and
- b) Be no more than 100 RON, and
- c) Contain no additives other than those added at the point of manufacture except for:
  - i) Lubricating oil for 2-stroke engines
  - ii) Upper cylinder lubricant for 4-stroke engines
- d) Be readily available in at least five states or territories and from at least five retail petrol pumps within Australia, or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000"

### 15.21 ENGINES

**15.21.1 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.

**15.21.2 Engine Capacity Tolerances**

15.21.2.1 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

**15.22 FRAMES AND PARTS****15.22.1 General****15.22.2 Fuel Tanks**

15.22.2.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

**15.22.3 Exhaust Systems**

15.22.3.1 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.

**15.22.4 Centre and Side Stands**

15.22.4.1 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) The 50cc class of all disciplines.

15.22.4.2 Centre and Side Stands which remain on machines under GCR 15.22.4.1 must be secured in the closed position.

**15.22.5 Footrests**

15.22.5.1 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.

**15.22.6 Handlebars**

15.22.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

15.22.6.2 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.

15.22.6.3 Throttle controls must be self-closing.

15.22.6.4 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.

15.22.6.5 Efficient brakes must be fitted to the front and rear wheels.

15.22.6.6 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.

15.22.6.7 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.

**15.22.7 Kick Start Levers**

15.22.7.1 Kick start levers, other than transverse, must be folding.

**15.22.8 Drive chain protection**

15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.

**15.22.9 Tyres**

15.22.9.1 Tyres must comply with the following:

- a) Metal studs, spikes, chain, rope or other non-skid attachments 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) Paddle or scoop treaded tyres may not be fitted.

15.22.9.2 Valve caps must be used for all competitions.

**15.22.10 Mudguards**

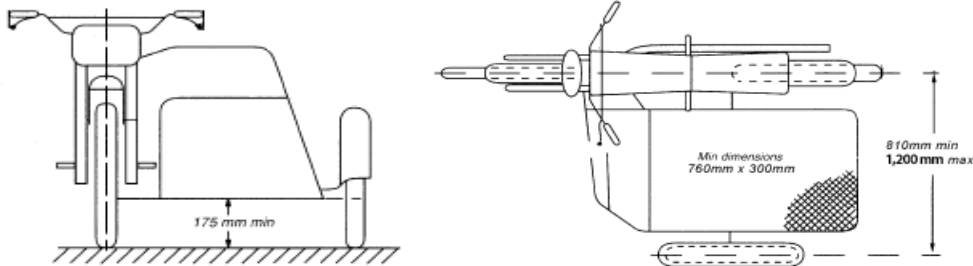
15.22.10.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

15.22.10.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

**15.23 TECHNICAL REGULATIONS: SIDECARS**

**15.23.1 Sidecars: General**

- 15.23.1.1 Sidecars, in addition to complying with the requirements for solos, must be as follows:
- The inside of the sidecar wheel must be enclosed to floor level,
  - Rear sprockets and chains must be enclosed around the passenger's working area,
  - Any step must have a maximum width of 200mm from the sidecar,
  - A minimum of two hand grips must be fitted,
  - Front mounted exhaust systems must not protrude beyond the outermost edges of the sidecar,
  - All outer edge sidecar chassis corners must have a minimum 25mm radius,
  - The machine and sidecar must have front and rear wheel brakes,
  - Sidecar wheel drive is prohibited.

**15.23.2 Sidecars: Motocross**

- 15.23.2.1 Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1,200mm.
- 15.23.2.2 The minimum ground clearance must be 175mm unladen.
- 15.23.2.3 The maximum lean of the motorcycle at saddle height must be 50mm.
- 15.23.2.4 There must be no less than four sidecar attachment points.
- 15.23.2.5 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-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 minimum of 760mm long adjacent to the sidecar wheel,
  - A minimum of 300mm width, with at least 25mm radius to all corners.
- 15.23.2.6 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.
- 15.23.2.7 All handholds must be finished with a loop of at least 100mm.
- 15.23.2.8 Stirrup fitting for the passenger's feet are not permitted.
- 15.23.2.9 Handholds on the sidecar:
- Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
  - 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.
- 15.23.2.10 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.
- 15.23.2.11 The sidecar mudguard must cover at least 135° of the periphery of the wheel and be valanced to baseboard level on the inside.
- 15.23.2.12 No machine may be fitted with scoop or paddle tyres.
- 15.23.2.13 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.
- 15.23.2.14 Left-hand and right-hand sidecars may compete against each other in Motocross.

**15.24 TECHNICAL REGULATIONS: JUNIOR CLASSES****15.24.1 General****15.24.2 Junior Solo: Wheel Sizes**

CLASS	FRONT Inch [mm]	REAR Inch [mm]
50cc Demo Class	10" [254] or OEM for the model	10" [254]
50cc Auto 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]
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]

**15.24.3 Junior Sidecar: Wheel Sizes**

15.24.3.1 The maximum wheel rim sizes for all relevant classes are:

WHEEL	SIZE Inch[mm]
Front	19" [482mm]
Rear	16" [407mm]
Sidecar	14" [356mm]

**15.24.4 Junior Solo: Handlebars**

15.24.4.1 Solo handlebars must be plugged and have no greater than the following widths:

CAPACITY	HANDLEBAR WIDTH
50cc Automatic	630mm or OEM for the model
65cc	750mm
85cc 2 stroke / 150cc 4 stroke	800mm
Over 85cc / 150cc 4 stroke	850mm

**15.24.5 Junior Trail Bikes eligible for competition**

15.24.5.1 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.

**15.24.6 50cc Demo Class Machines**

15.24.6.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
FMC	PY50, XRX50EY
Honda	CRF50, QR50
HM	Baja Junior
Husqvarna	Husky Boy Junior
Kawasaki	KDX50
Kazuma	Tiger Cat 50
KTM	Mini Adventure, 50ADV Senior, 50SX Mini, 50SX Junior 2008, 50SX Mini 2009
LEM	LX1, CX2, LXR50, RX2-AIR, RX2
Suzuki	JR50
TM	50C1
Yamaha	PW50, TT-R50E

and similarly specified machines as approved by the Board may be used.

15.24.6.2 Machine Requirements:

- Engine capacity must not exceed 50cc,
- The gearbox for 2-stroke machines must have one gear,
- The gearbox for 4-stroke machines may have up to three gears,
- Standard gear ratios must be retained,
- The clutch must be of centrifugal type, and of OEM type,

- f) Wheels as per GCR 15.24.2 must be fitted,
- g) 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,
  - xi) Spark Plug.
- h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
- i) The restricting washer in the exhaust header pipe abutting the cylinder barrel may be removed,
- j) Throttle limiting devices may be removed,
- k) A separate kill switch may be installed in place of the standard,
- l) Steel serrated foot pegs may replace standard rubber pegs,
- m) Handlebars must be securely plugged and be no wider than 630mm,
- n) Engine, Carburettor, Fuel system, Exhaust System, Electrics & Air Box must remain as per manufacturers specifications,
- o) Carburettor size must not exceed 14mm.

### 15.24.7 50cc Auto Class Machines

#### 15.24.7.1 Eligible Machines are (for all Open events):

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
<b>Metrakit</b>	<b>MX50</b>

and similarly specified machines as approved by the Board may be used.

#### 15.24.7.2 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) 10" rear wheels must be fitted. 10" [254mm] or 12" [304mm] front wheels may be fitted,
- f) 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.
- g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
- 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 and be no wider than 630mm or OEM for the model,
- l) Aftermarket exhaust systems and silencers are permitted.

### 15.24.8 80cc 4-Stroke Class

#### 15.24.8.1 Machines in the 80cc 4-stroke classes must remain standard with the manufacturer's specifications with the exception of:

- a) Exhaust system,
- b) Gearing,

- c) Carburettor jetting,
- d) Plastics, and
- e) Handlebars.

**SECTION 15E: FAST 50s****15.25 COMPETITION RULES: FAST 50S****15.25.1 Fast 50s: Protective Equipment**

15.25.1.1 As per GCR 15.13 except 15.13.5 which is replaced by:

15.25.1.2 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.

**15.25.2 Fast 50s: Classes of Competition**

15.25.2.1 Senior Classes- 16 years of age 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) Vets over 30 years of age,
- k) Seniors. Pro Class,
- l) Seniors. Amateur Class.

15.25.2.2 Junior Classes- 12 to under 16 years:

- a) Stock 50cc.
- b) Limited 50cc.
- c) Mod 88cc.
- d) Mod 110cc.

**15.25.3 Fast 50s: Approved Modifications**

15.25.3.1 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.

15.25.3.2 Modifications to limited specific classes of machines as per table on following page, 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 / Vets	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

**15.25.4 Fast 50s: Technical Regulations**

- 15.25.4.1 All machines must be an open cradle frame unless specified in supplementary regulations; and
- 15.25.4.2 All entrants and competitors declare that by entering an event, that their machine / machines are suitable for the class in which they are entered.
- 15.25.4.3 All entrants and competitors declare that they have satisfied themselves as to the suitability of their machine for the purpose of racing.
- 15.25.4.4 GCR 15.22.4 (side stands) does not apply to this discipline.
- 15.25.4.5 GCR 15.24.8 (80cc 4-stroke class) does not apply to this discipline.
- 15.25.4.6 GCR 15.11.1.3 does not apply to this discipline.
- 15.25.4.7 Capacity Tolerances: The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity.

**15.25.5 Fast 50s: Starting**

- 15.25.5.1 GCR 15.15.6.6 c) does not apply to this discipline as 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.
- 15.25.5.2 Starting as per GCR 15.15.6, excluding GCR 15.15.6.6 c).

# 16 CLASSIC MOTOCROSS & CLASSIC DIRT TRACK

## Chapter contents

SECTION 16A: AUSTRALIAN CHAMPIONSHIPS ..... 1

    16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS ..... 1

    16.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES ..... 2

SECTION 16B: COMPETITION CLASSES..... 2

    16.3 CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK COMPETITION CLASSES..... 2

    16.4 POST CLASSIC MOTOCROSS AND POST CLASSIC DIRT TRACK COMPETITION CLASSES ..... 3

    16.5 AGE GROUPS ..... 3

SECTION 16C: COMPETITION RULES ..... 3

    16.6 GENERAL ELIGIBILITY ..... 3

    16.7 GENERAL RULES ..... 4

    16.8 PROTECTIVE CLOTHING..... 4

    16.9 MACHINE AND RIDER IDENTIFICATION ..... 5

    16.10 RACE MEETING PROTOCOLS ..... 6

SECTION 16D: TECHNICAL REGULATIONS ..... 9

    16.11 MACHINE ELIGIBILITY ..... 9

    16.12 SOUND EMISSIONS ..... 9

    16.13 FUEL ..... 9

    16.14 ENGINES: GENERAL ..... 10

    16.15 MACHINES AND COMPONENTS..... 10

    16.16 SLIDERS ..... 12

    16.17 SIDECARS ..... 13

## Overview

Classic Motocross and Classic Dirt Track applies to events from the Pre 60 Class up to and including the Pre 78 Class.

Post Classic Motocross and Dirt Track applies to Evolution, pre 85 and the pre 90 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 the national Championships as The Australian Classic Motocross Championships and the Post Classic Australian Motocross Championships.

## Application Of Chapter

The Rules set out in this chapter are for the disciplines of Classic Motocross and Classic Dirt Track.

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

### SECTION 16A: AUSTRALIAN CHAMPIONSHIPS

#### 16.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS

<b>CLASSIC MOTOCROSS &amp; DIRT TRACK</b>
Pre 60 Solo All Powers
Pre 65 Solo 250cc
Pre 65 Solo 263cc – over
Pre 70 Solo 250cc
Pre 70 Solo 263cc – over
Pre 75 Solo 125cc
Pre 75 Solo 250cc
Pre 75 Solo 263cc – over
Pre 75 Solo 4-stroke – All Powers
Pre 78 Solo 125cc
Pre 78 Solo 250cc
Pre 78 Solo 263cc - over
<b>Pre 78 Women - All Powers</b>
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 - over [DT only]
Pre 75 Age Group Racing 125 - 250 - 263cc plus:
under 30
30 -39
40 - 49
50 - 59
60 - plus
70 - plus "super senior class"
<b>POST CLASSIC MOTOCROSS &amp; DIRT TRACK</b>
Pre 85 Solo 125cc

Pre 85 Solo 250cc
Pre 85 Solo 263cc - over
Pre 90 Solo 125cc
Pre 90 Solo 250cc
Pre 90 Solo 263 - over
<b>Pre 90 Women's – All Powers</b>
Evolution Solo 125cc
Evolution Solo 250cc
Evolution Solo 263cc - over
Pre 85 Sidecar up to 1300cc
Pre 90 Slider Class up to 250cc [DT only]
Pre 90 Slider Class 263cc - 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"

## 16.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES

### 16.2.1 Individual Competitions

16.2.1.1 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.

### 16.2.2 All Competitions

16.2.2.1 At least the first three 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.

16.2.2.2 Medallions and points will be awarded in all other Australian Championships where there are:

- 10 or more starters for solo classes which actually participate in practice, qualifying or races,
- 6 or more starters for sidecar classes which actually participate in practice, qualifying or races,
- 6 or more starters for Pre 60 and Pre 65 Classic Motocross and Dirt Track.
- 6 or more starters for all female classes which actually participate in practice, qualifying or races.

16.2.2.3 For the purposes of determining eligibility to compete for medallions, the capacity categories set out in the above table for pre-1975 Classic Motocross are divided into the following age group classes:

- Under 30,
- 30 years to under 40,
- 40 years to under 50,
- 50 years to under 60,
- 60 years and over,

## SECTION 16B: COMPETITION CLASSES

### 16.3 CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK COMPETITION CLASSES

CLASSIC CLASSES
Pre 60 solo all powers
Pre 65 solo 250cc
Pre 65 solo 263cc – over
Pre 70 solo 250cc
Pre 70 solo 263cc – over
Pre 75 solo 125cc
Pre 75 solo 250cc
Pre 75 solo 263cc – over
Pre 75 solo 4-stroke all powers
Pre 78 solo 125cc
Pre 78 solo 250cc
Pre 78 solo 263cc- over
<b>Pre 78 Women's – All Powers</b>
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 – over (DT only)
Pre 75 age group racing 125 – 250 – 263cc plus
a) under 30
b) 30 – 39
c) 40 – 49
d) 50 – 59
e) 60 – plus
f) 70 – plus “super senior class”

#### 16.4 POST CLASSIC MOTOCROSS AND POST CLASSIC DIRT TRACK COMPETITION CLASSES

<b>POST CLASSIC CLASSES</b>
Pre 85 solo 125cc
Pre 85 solo 250cc
Pre 85 solo 263cc – over
Pre 90 solo 125cc
Pre 90 solo 250cc
Pre 90 solo 263cc – over
<b>Pre 90 Women's - All Powers</b>
Evolution solo 125cc
Evolution solo 250cc
Evolution solo 263cc – over
Pre 85 sidecar up to 1300cc
Pre 90 slider class up to 250cc
Pre 90 slider class 263cc – over
Evolution age group racing 125 – 250 – 263cc plus
a) under 30
b) 30 – 39
c) 40 – 49
d) 50 – 59
e) 60 – plus

#### 16.5 AGE GROUPS

16.5.0.1 Age is determined as at the date of the meeting or first round for series events.

16.5.0.2 Age grouping applies to competition Pre-1975 in the Classic Class and Evolution in the Post Classic Class.

16.5.0.3 Age groups are:

- a) Under 30,
- b) 30 – 39,
- c) 40 – 49,
- d) 50 – 59,
- e) 60 – plus

16.5.0.4 Super Senior class Pre-1975.

- a) All powers,
- b) Rider age 70 plus,
- c) Australian Championship will be awarded regardless of number of entrants.

#### SECTION 16C: COMPETITION RULES

##### 16.6 GENERAL ELIGIBILITY

16.6.0.1 No person may participate in any competition unless and until that person's clothing 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 clothing, 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 GENERAL RULES

### 16.7.1 Homologation

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

### 16.7.2 Helmet cameras

16.7.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

### 16.7.3 Fees

ACTIVITY	FEE (INC GST)
Replacement licence	\$25
Protest lodgement	\$70
Appeal to State Controlling Body lodgement	\$500
Appeal to MA lodgement	\$1000
Fuel homologation fee First year	\$2500
Fuel homologation fee Subsequent years	\$2000
All other fees	Apply at MA office

## 16.8 PROTECTIVE CLOTHING

### 16.8.1 Helmet

16.8.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must:

- Carry the Standards Association of Australia "AS 1698" label; or
- Be approved under FIM Technical Rules.

### 16.8.2 Approval labels for helmets

16.8.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

### 16.8.3 International Helmet Standards

Refer also [www.fim.ch](http://www.fim.ch)

16.8.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovinia	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned



Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

16.8.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:



BSI



SAI Global



Global-Mark



TUV RA

16.8.4 Minimum requirements of protective clothing

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

16.8.4.1 Trousers of leather or synthetic material of similar durability.

16.8.4.2 Trousers of other than leather must be non-combustible and be fitted with a lining,

16.8.4.3 A jersey which must be:

- a) Made of close knit fabric of natural or synthetic fibre, and
- b) Must be a snug fit and provide protection against abrasion to the body and arms.

16.8.4.4 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers, or a full Kevlar suit.

16.8.4.5 In the case of competitor's wearing apparel as described in GCR 16.8.4.1 and 16.8.4.2 and 16.8.4.3:

- a) Commercially manufactured armour which protects the elbows, shoulders and the back or a leather or similar jacket with in-built back protection or a jacket and commercially manufactured back protector,
- b) Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine,
- c) Where the armour is not constructed as a one-piece suit type, knee and elbow guards must be used in Dirt Track.

16.8.5 Footwear

16.8.5.1 Boots which must be:

- a) Of recognised Motocross type for Motocross and of Dirt Track type for Dirt Track,
- b) Constructed of leather, plastic or other similarly durable material, and
- c) Of a length that must at least cover ¾ of the length of the lower leg, with the rider in a racing position on the machine.

16.8.6 Gloves

16.8.6.1 Gloves of leather or other material of similar or greater durability.

16.8.6.2 Fingerless gloves may be worn by passengers on sidecars.

16.8.7 Goggles and visors

16.8.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- a) Eye protectors and spectacles are made of non-shattering material,
- b) Eye protectors which cause visual disturbance are not to be used,
- c) Metal or Perspex face shields are not used,
- d) Eye shades or peaks are of a flexible material.

16.8.8 Hair and jewellery

16.8.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

16.8.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

16.8.9 Footwear in pits

16.8.9.1 Closed footwear must be worn in the pit area at all times.

16.9 MACHINE AND RIDER IDENTIFICATION

16.9.1 Number plates

16.9.1.1 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

16.9.1.2 For all competitions three number plates must be fitted: one at the front and one on each side.

16.9.1.3 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.

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

16.9.1.5 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,

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

16.9.1.7 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

### 16.9.2 Back Numbers

16.9.2.1 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.

### 16.9.3 Class Identification

16.9.3.1 A letter will be:

- a) Used to identify the class of the machine,
- b) Placed on the left side of all 3 race plates,
- c) 50mm high, and in upper case,
- d) The same colour as the race number.

16.9.3.2 Identification letters for each class are:

a)	Pre-1960	"A"
b)	Pre-1965	"N"
c)	Pre-1970	"H"
d)	Pre-1975	"X"
e)	Pre-1978	"Z"
f)	Evolution	"E"
g)	Pre-1985	"Y"
h)	Pre-1990	"W"
i)	Pre-1978 Women	"T"

## 16.10 RACE MEETING PROTOCOLS

### 16.10.1 Flags and signals

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

16.10.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
No Jump light	Danger, overtaking forbidden, jumping forbidden
Yellow flag with red stripes held stationary	Deterioration of adhesion of the track
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence

Black and white chequered flag waved	Finish of Race, Practice session or Qualifying
--------------------------------------	--

16.10.1.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

16.10.1.4 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

#### 16.10.2 Measurement of Engines

#### 16.10.3 Measurement at Meetings

16.10.3.1 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.

16.10.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

16.10.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

#### 16.10.4 Measurement: Australian and State Championship events

16.10.4.1 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 first, second, third and fourth 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.

#### 16.10.5 Scoring

16.10.5.1 Scoring for events

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
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- 16.10.5.2 An alternative points scoring system may be approved for an MA series event.
- 16.10.5.3 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.
- 16.10.5.4 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.
- 16.10.6 Starts and finishes**
- 16.10.7 Starts**
- 16.10.7.1 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:
- Delay a start,
  - Direct a restart,
  - Direct a competitor to start from:
    - The back of the starting grid,
    - The pit lane,
    - The rear of the field, or
    - Such other position as shall be required for the safe, fair and orderly start of the event.
  - Exclude a competitor who is late for the start.
- 16.10.7.2 The method of starting will be as prescribed by the supplementary regulations.
- 16.10.7.3 The start of an event occurs:
- When the order to start is given, or
  - For flying starts, when the starting line is crossed.
- 16.10.8 Finishes**
- 16.10.8.1 For events where speed is the determinant:
- A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
    - To the first to complete the event, who will, subject to the results of any protests, be the winner, and
    - 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.
  - The finish of the event occurs when the flag is displayed to the last competitor under GCR 16.10.8.1 a),
  - The finish occurs for each machine when the foremost part of the machine crosses the line,
  - Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on the machine,
  - In case of a dead heat between competitors for a place:
    - The places and the awards for those places will be combined,
    - The participants in the dead heat will share the places and awards equally,
    - The remaining places will be relegated by the number of participants in the dead heat.
- 16.10.9 Stopping Events**
- 16.10.9.1 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.
- 16.10.9.2 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:
- Caused the incident, or
  - Having been involved in the incident and could not continue in the event.
- 16.10.10 Stopping and Re-running events**
- 16.10.10.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:
- Given an advantage to the team of which the offender is a member, or
  - 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.
- 16.10.10.2 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:
- Held immediately before such conduct, or
  - Having regard to any advancement in placing following the exclusion, in some other place. 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.
- 16.10.10.4 In any re-run:
- Any competitor who:
    - Fell in the stopped event as a result of having been fouled,
    - Intentionally laid down his or her machine in the interests of safety, or
    - Left the course in the interests of safety, may participate.
  - Any competitor who:
    - Caused or contributed to the event being stopped,
    - Failed to start in,
    - Retired from,
    - Was excluded from,
    - Had been lapped during the course of the stopped event, may not participate.

- 16.10.10.5 If the race is interrupted after the chequered flag, the following procedure will apply:
- 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.
  - 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.
  - The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- 16.10.11 Change of machine during a competition**
- 16.10.11.1 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.
- 16.10.12 Radio communication**
- 16.10.12.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

## SECTION 16D: TECHNICAL REGULATIONS

### 16.11 MACHINE ELIGIBILITY

#### 16.11.1 Eligible Machines

- 16.11.1.1 Only machines conforming to the requirements set out in this chapter will be accepted for competition.
- 16.11.1.2 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.

### 16.12 SOUND EMISSIONS

- 16.12.0.1 Sound testing must be carried out at all permitted events; however, it is not mandatory to test all machines.

#### 16.12.1 Specifications

- 16.12.1.1 Sound emissions are set out in the table below:

30 metres (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Dirt Track & Track (incl. Quads)	95
Record Attempts	No limit

#### 16.12.2 Sound Control During Competition

- 16.12.2.1 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.
- 16.12.2.2 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.
- 16.12.2.3 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 General Competition Rule 16.12.1.1.

#### 16.12.3 Use of Sound Level Meters

- 16.12.3.1 Sound testing apparatus must:
- Comply with international standard IEC 651, Type 1 or Type 2.
  - 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.
- 16.12.3.2 Sound testing apparatus must be set to:
- 'Fast response'
  - 'A' weighted,
  - Select range High 80-130 dB,
  - Activate the function MAX MIN – set on MAX,
- 16.12.3.3 '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.
- 16.12.3.4 Tests shall not take place in the rain
- 16.12.4 Machine testing**
- 16.12.4.1 If a machine fails, it can be represented for re-testing.
- 16.12.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.
- 16.12.4.3 A machine which does not comply with the sound limits can be presented several times.

### 16.13 FUEL

#### 16.13.1 Fuel Warning

- 16.13.1.1 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.
- 16.13.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 16.13.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 16.13.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

#### 16.13.2 Fuel Testing

- 16.13.2.1 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.
- 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,
  - The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.
- 16.13.2.2 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.

### 16.13.3 Refuelling

16.13.3.1 During refuelling, each machine must be stationary with the engine stopped.

16.13.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

16.13.3.3 Smoking is strictly prohibited in areas where refuelling is permitted.

16.13.3.4 Riders are liable for exclusion from an event for failing to adhere to General Competition Rule 16.13.3.3, and are responsible for the actions of their mechanics and support team members.

### 16.13.4 Homologation of Fuel

16.13.4.1 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.

16.13.4.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 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.

16.13.4.3 Fuels approved under this General Competition Rule will be published at [www.ma.org.au](http://www.ma.org.au).

### 16.13.5 Fuel: Classic Motocross and Classic Dirt Track

Classic Motocross and Classic Dirt Track fuel used for competition must be:

- a) Pure methanol with no additives other than lubricating oil, or,
- b) Unleaded fuel that is no more than 100 RON and meets rule 16.13.4.1,
- c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, or,
- d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000", or,
- e) Leaded fuel provided that the fuel is purchased from suppliers approved by Environmental Australia.

## 16.14 ENGINES: GENERAL

### 16.14.1 Reciprocating Engines

16.14.1.1 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.

### 16.14.2 Engine capacity tolerances

16.14.2.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 5%.

## 16.15 MACHINES AND COMPONENTS

### 16.15.1 Centre and Side Stands

16.15.1.1 Centre and side stands must be removed for all types of competition

### 16.15.2 Handlebars

16.15.2.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

16.15.2.2 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.

16.15.2.3 Throttle controls must be self-closing.

### 16.15.3 Kick Start Levers

16.15.3.1 Kick start levers, other than transverse, must be folding.

### 16.15.4 Drive Chain Protection

16.15.4.1 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.

16.15.4.2 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.
- 16.15.4.3 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.
- 16.15.4.4 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.
- 16.15.4.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot must be covered.
- 16.15.4.6 ~~Other than CMX/CDT~~ 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.
- 16.15.5 Tyres**
- 16.15.5.1 Tyres must comply with the following:
- a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant Supplementary Regulations.
  - b) Paddle or scoop treaded tyres may not be fitted.
- 16.15.5.2 Valve caps must be used for all competitions.
- 16.15.6 Mudguards**
- 16.15.6.1 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.
- 16.15.6.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.
- 16.15.7 Acceptable machines and components: Pre 60 Solo**
- 16.15.7.1 Acceptable for the pre 60 class are machines and components built up to and including the 1959 model. The only exception to this General Competition Rule is where the model remains unaltered after this date.
- 16.15.7.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.
- 16.15.7.3 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.
- 16.15.7.4 Plastic and fibreglass is not permitted.
- 16.15.7.5 Engines and gearboxes must remain externally unchanged.
- 16.15.7.6 Period carburettors or Amal Mk1 Concentric.
- 16.15.7.7 Exhaust may be modified but must follow the original lines and meet sound control regulations in GCR 16.12.
- 16.15.7.8 Folding footrests must be fitted.
- 16.15.7.9 Countershaft sprocket covers will be fitted.
- 16.15.8 Acceptable machines and components: Pre 65 Solo**
- 16.15.8.1 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.
- 16.15.8.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.
- 16.15.8.3 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle.
- 16.15.8.4 Rear shock absorbers will be in the original position using the original mounting points.
- 16.15.8.5 Engines and gearboxes must remain externally unchanged.
- 16.15.8.6 Carburettors of any type pre 75 round slide may be used.
- 16.15.8.7 Exhaust may be modified but must follow the original lines and meet sound control regulations in GCR 16.12.
- 16.15.8.8 Folding footrests must be fitted.
- 16.15.8.9 Countershaft sprocket covers will be fitted.
- 16.15.9 Acceptable machines and components: Pre 70 Solo**
- 16.15.9.1 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.
- 16.15.9.2 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.
- 16.15.9.3 Engines and gearboxes must remain externally unchanged.
- 16.15.9.4 Carburettors; any type of pre 75 round slide may be used.
- 16.15.9.5 No reed valves permitted.
- 16.15.9.6 Exhaust may be modified but must follow the original lines and meet sound control regulations in GCR 16.12.
- 16.15.9.7 Folding footrests must be fitted.
- 16.15.9.8 Countershaft sprocket covers will be fitted.
- 16.15.9.9 Yamaha XS1 and XS650 engines are eligible.
- 16.15.9.10 Acceptable follow on models pre 70
- a) AJS Stormer 250,
  - b) Greeves griffon models,
  - c) Yamaha AT1, DT1, CT1, RT1 pre reed block.
- 16.15.10 Acceptable machines and components: Pre 75 Solo**
- 16.15.10.1 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.
- 16.15.10.2 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.
- 16.15.10.3 Engines and gearboxes must remain externally unchanged.
- 16.15.10.4 Carburettors; any type of pre 75 round slide may be used.
- 16.15.10.5 XS1 and XS650 engines are eligible.
- 16.15.10.6 Exhaust may be modified but must follow the original lines and meet sound control regulations in GCR 16.12.
- 16.15.10.7 Folding footrests must be fitted.
- 16.15.10.8 Countershaft sprocket covers will be fitted.
- 16.15.10.9 Acceptable follow on models pre 75
- a) Honda CR125M1, XL250K1, XL350K1, MT250 and MT125,

- b) Yamaha YZ360B, DT250B,
- c) Suzuki TS400 (all).

#### 16.15.11 Acceptable machines and components: Pre 78 Solo

- 16.15.11.1 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.**
- 16.15.11.2 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.
- 16.15.11.3 Engines and gearboxes must remain externally unchanged.
- 16.15.11.4 Carburetors; any type of pre 78 round slide may be used.
- 16.15.11.5 Exhaust may be modified but must follow the original lines and meet sound control regulations in GCR 16.12.
- 16.15.11.6 Folding footrests must be fitted.
- 16.15.11.7 Countershaft sprocket covers will be fitted.
- 16.15.11.8 Acceptable follow on models pre 78
  - a) CZ 125 1978, CZ400 1978,
  - b) Montesa VB (must comply to suspension limits),
  - c) Yamaha TT500 1978.

#### 16.15.12 Acceptable machines and components: Evolution Class Solo

- 16.15.12.1 Bikes will be OEM (original equipment manufacturer).
- 16.15.12.2 Modifications converting later equipment to comply will not be allowed.
- 16.15.12.3 All components will be of the period the machine was manufactured:
  - a) No linkage suspension,
  - b) No disk brakes,
  - c) Air cooled motors.
- 16.15.12.4 Carburetors; period flat slide carburetors and any round slide carburettor may be used.
- 16.15.12.5 Engines and gearboxes must remain externally unchanged.
- 16.15.12.6 Exhaust may be modified but must follow the original lines and be fitted with an effective muffler.
- 16.15.12.7 Folding footrests must be fitted.
- 16.15.12.8 Countershaft sprocket covers will be fitted.
- 16.15.12.9 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.

#### 16.15.13 Acceptable machines and components: Pre 85 Solo

- 16.15.13.1 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.
- 16.15.13.2 Carburetors; period flat slide carburetors and any round slide carburettor may be used.
- 16.15.13.3 Engines and gearboxes must remain externally unchanged.
- 16.15.13.4 Exhaust may be modified but must follow the original lines and be fitted with an effective muffler.
- 16.15.13.5 Folding footrests must be fitted.
- 16.15.13.6 Countershaft sprocket covers will be fitted.
- 16.15.13.7 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.

#### 16.15.14 Acceptable machines and components: Pre 90 Solo

- 16.15.14.1 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.
- 16.15.14.2 Carburetors; period flat slide carburetors and any round slide carburettor may be used.
- 16.15.14.3 Engines and gearboxes must remain externally unchanged.
- 16.15.14.4 Exhaust may be modified but must follow the original lines and be fitted with an effective muffler.
- 16.15.14.5 Folding footrests must be fitted.
- 16.15.14.6 Countershaft sprocket covers will be fitted.
- 16.15.14.7 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.

### 16.16 SLIDERS

#### 16.16.1 Slider Frames

- 16.16.1.1 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,
  - e) Not be fitted with leading-link front forks.

#### 16.16.2 Slider Solo Engines

- 16.16.2.1 The slider engine must:
  - a) Be a single cylinder,
  - b) When four stroke be 2- valve push rod operation,
  - c) Have a single spark plug,
  - d) Be vertical in the chassis,



- e) Be fitted with a round slide carburettor, or
- f) Be a period two stroke compatible with class entered.

**16.16.3 Slider Gearbox: Classic Long Track**

16.16.3.1 The gearbox must have at least two gears.

**16.16.4 Slider Frames**

16.16.4.1 Conventional type frames as used prior to 31st December 1976 must be used.

**16.16.5 Slider Engines**

16.16.5.1 Engines must have been manufactured before 31st December 1976.

**16.17 SIDECARS****16.17.1 All Classes**

16.17.1.1 Left -hand and right -hand sidecars may compete against each other in Classic Motocross.

**16.17.2 Frames and Parts**

16.17.2.1 For the Pre-1975 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) ~~152mm (6")~~ **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.**

16.17.2.2 Pre-1985 is for sidecars constructed with motors manufactured before 31st December 1984.

16.17.2.3 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to the following with a maximum length of one metre:

DISCIPLINE	MACHINE
Motocross	Sidecars
Dirt track	Sidecars

16.17.2.4 Pre-1968 will be for sidecars constructed from road going frames and all major components are those commercially available within the period.

16.17.2.5 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

# 17 ENDURO AND RELIABILITY TRIALS

## Chapter contents

- SECTION 17A: AUSTRALIAN CHAMPIONSHIPS ..... 1
  - 17.1 CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS..... 1
  - 17.2 CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS..... 1
  - 17.3 CATEGORIES FOR JUNIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS ..... 2
  - 17.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES ..... 2
- SECTION 17B: COMPETITION CLASSES..... 2
  - 17.5 SENIOR COMPETITION CLASSES..... 2
  - 17.6 JUNIOR COMPETITION CLASSES ..... 2
- SECTION 17C: COMPETITION RULES ..... 2
  - 17.7 GENERAL ELIGIBILITY ..... 3
  - 17.8 AUSTRALIAN OFF ROAD CHAMPIONSHIP ELIGIBILITY ..... 3
  - 17.9 JUNIOR ELIGIBILITY ..... 3
  - 17.10 GENERAL RULES ..... 4
  - 17.11 PROTECTIVE CLOTHING AND HELMETS ..... 4
  - 17.12 MACHINE AND RIDER IDENTIFICATION ..... 6
  - 17.13 RACE MEETING PROTOCOLS: GENERAL ..... 6
  - 17.14 RACE MEETING PROTOCOLS: ENDURO..... 7
- SECTION 17D: TECHNICAL REGULATIONS..... 13
  - 17.15 SOUND EMISSIONS ..... 13
  - 17.16 FUEL ..... 14
  - 17.17 ENGINES ..... 15
  - 17.18 FRAMES AND PARTS..... 15
  - 17.19 JUNIOR TECHNICAL REGULATIONS..... 16
- SECTION 17E: AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS ..... 18
  - 17.20 DESCRIPTION OF AUSTRALIAN FOUR-DAY ENDURO (A4DE)..... 18
  - 17.21 SENIOR AUSTRALIAN FOUR-DAY ENDURO CLASSES..... 19
  - 17.22 RIDER ELIGIBILITY: A4DE..... 19
  - 17.23 COMPETITION RULES: A4DE ..... 19
  - 17.24 A4DE COURSE..... 20
  - 17.25 PUBLICATION OF RESULTS..... 20
  - 17.26 A4DE AWARDS ..... 20

### 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 17A: AUSTRALIAN CHAMPIONSHIPS

#### 17.1 CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS

CLASS	CAPACITY
Class E1	100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke
Class E2	175cc to 250cc 2 stroke & 275cc to 450cc 4 stroke
Class E3	290cc to 500cc 2 stroke & 475cc to 650cc 4 stroke
Class EJ	All powers
Veterans	All powers
Masters	All powers
Women	All powers

#### 17.2 CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS

CLASS	CAPACITY
E1	100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke
E2	175cc 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	

### 17.3 CATEGORIES FOR JUNIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS

CLASS	CAPACITY
Class J1 9-11yrs	85cc 2-stroke Up to 150cc 4-stroke (Standard Wheels only)
Class J2 12-15 years	85cc 2-stroke Up to 150cc 4-stroke
Class J3 13-14 years	125cc - 200cc 2-stroke 200 150cc - 250cc 4-stroke
Class J4 15 years	125cc - 200cc 2-stroke 200 150cc - 250cc 4-stroke

### 17.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES

#### 17.4.1 Individual Competitions

17.4.1.1 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.

#### 17.4.2 All Competitions

17.4.2.1 At least the first three 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.

17.4.2.2 Medallions and points will be awarded in all other Australian Championships where there are:

- 10 or more starters for solo classes which actually participate in practice, qualifying or races,
- 6 or more starters for sidecar classes which actually participate in practice, qualifying or races.

#### 17.4.3 Australian Enduro Teams Championships

17.4.3.1 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.

#### 17.4.4 Validity of Championships

17.4.4.1 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 six otherwise the total of all rounds will not constitute a Championship.

#### 17.4.5 Australian Off Road Awards

17.4.5.1 Winners and place getters will receive MA medallions as per GCR 17.4.1

17.4.5.2 Other awards and/or prize money will be awarded as detailed in the event supplementary regulations.

## SECTION 17B: COMPETITION CLASSES

### 17.5 SENIOR COMPETITION 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

### 17.6 JUNIOR COMPETITION CLASSES

AGE RANGE	JUNIOR ENDURO
4 to under 9	50cc Demo Class
7 to under 9	50cc Auto Class
7 to under 13	65cc Solo
9 to under 12	85cc Solo 2 stroke & 150cc 4 stroke (standard wheel only)
9 to under 16	80cc to 160cc Solo 4 stroke
12 to under 16	85cc Solo 2 stroke & 150cc 4 stroke (standard or big wheels)
13 to under 16	200 to 250cc Solo 4 stroke, 100cc to 200cc Solo 2 stroke

## SECTION 17C: COMPETITION RULES

**17.7 GENERAL ELIGIBILITY****17.7.1 General Eligibility**

- 17.7.1.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's clothing and machine have been examined and approved by the Scrutineer for that competition.
- 17.7.1.2 No person may participate in an Australian Championship unless and until:
- That person's clothing and machine have been examined and approved by the Scrutineer for that meeting, or
  - If stipulated in Supplementary Regulations, the person provides the Scrutineer with a signed checklist that the clothing and machine have been self-scrutineered.
- 17.7.1.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 17.7.1.4 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 17.7.1.5 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.
- 17.7.1.6 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.

**17.8 AUSTRALIAN OFF ROAD CHAMPIONSHIP ELIGIBILITY****17.8.1 Enduro Junior**

17.8.1.1 Riders must be 19 years or under on the 1st January of the competition year. Machines may be of any capacity.

**17.8.2 Veterans Class**

17.8.2.1 Riders must have turned 35 years before 1st January in the year of competition. Machines may be of any capacity.

**17.8.3 Masters Class**

17.8.3.1 Riders must have turned 45 years before 1st January in the year of the competition. Machines may be of any capacity.

**17.8.4 Womens Class**

17.8.4.1 Women may ride machines of any capacity.

17.8.4.2 To constitute a class, there must be a minimum of six competitors entered and competing in the Womens class.

17.8.4.3 Should there be insufficient numbers in this class, the riders will be included in the appropriate capacity class.

**17.8.5 All classes**

17.8.5.1 Only solo machines are eligible for the Australian Off Road Championships.

17.8.5.2 All machines must comply with GCR 17.18.5 and 17.18.9.3.

17.8.5.3 An environment 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 prevent contamination of the ground. The minimum dimensions of the mat or other effective device must be at least 500mm x 500mm. The penalty for non-compliance may be discretionary.

17.8.5.4 No rider competing in the AORC event may compete at another event at the same venue on any of the eight days immediately preceding the AORC event.

**17.9 JUNIOR ELIGIBILITY****17.9.1 General**

17.9.1.1 No person who is under the age of 16 years may compete in other than a Junior competition.

17.9.1.2 In Junior competition,

- A rider's age on 1st January will determine their age for competition purposes for that year,
- 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,
- Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
- This GCR applies to all riders up to and including the age of 16 years.

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

17.9.1.4 Subject to GCR 17.9.1.2 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.

- Junior competitors in the age groups listed in the tables above may compete in the corresponding classes:
- No applicant will be issued with their first competition licence if they are under the age of 7 years,
- 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,
- No participant in the 50cc automatic class may compete in any other class other than at Club level competitions,
- In the 4 years to Under 9 years 50cc Demo Class automatic non-competitive class, all riders are entitled to receive a prize or award of the same size/value,
- Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both,
- Age group racing:
  - Subject to sub-Rule ii), only competitors in the same age groups may compete against each other,
  - Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
    - 85cc 2 stroke big wheels and 100cc - 150cc 4 stroke single cylinder,
    - 100cc - 150cc single cylinder & 250cc 4 stroke,
- A Relevant Controlling Body may grade junior competitors according to their respective skills,
- Demo class is a non-competitive class.

17.9.1.5 4-stroke non-motocross type machines 80cc to 160cc are approved for competition under the following conditions:

- Use limited to natural terrain Motocross (no man-made jumps), Enduro and Dirt track competitions only.
- Exhaust systems may be modified or changed.

- c) External gearing and carburetor jetting may also be altered.
- d) No other modifications are allowed.

17.9.1.6 4-stroke 150cc motocross-type machines may compete against 85cc 2-stroke machines in Junior competition.

### 17.9.2 Junior Endorsements

17.9.2.1 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

## 17.10 GENERAL RULES

### 17.10.1 Homologation

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

### 17.10.2 Helmet Cameras

17.10.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

### 17.10.3 Fees

ACTIVITY	FEE \$ (INC GST)
Replacement licence	25.00
Protest Lodgement	70.00
Appeal to State Controlling Body lodgement	500.00
Appeal to MA lodgement	1000.00
Fuel Homologation fee – First year	2500.00
Fuel Homologation fee – Subsequent years	2000.00
All other fees	Apply at MA office

## 17.11 PROTECTIVE CLOTHING AND HELMETS

17.11.0.1 No competitor may practice, start or compete in any Enduro or Reliability Trial competition unless wearing the following protective equipment and clothing.

### 17.11.1 Helmet

17.11.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must:

- a) Carry the Standards Association of Australia "AS 1698" label; or
- b) Be approved under FIM Technical Rules.

### 17.11.2 Approval Labels for Helmets

17.11.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

### 17.11.3 International Helmet Standards

Refer also [www.fim.ch](http://www.fim.ch)

17.11.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovina	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned

E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned
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Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

17.11.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:



BSI



SAI Global



Global-Mark



TUV RA

17.11.4 Clothing

17.11.4.1 Trousers of:

- a) Leather,
- b) Nylon lined Motocross type,
- c) Padded denim Motocross type,
- d) Reinforced padded nylon,
- e) Padded waterproof waxed cotton

when worn so that no part of the body is uncovered when the competitor is in the normal racing position.

17.11.4.2 Trousers of other than leather must be non-combustible and be fitted with a lining.

17.11.4.3 A riding top of:

- a) Leather, or
- b) Close knit fabric of natural or synthetic fibre; or
- c) Waxed cotton

which leaves no part of the body uncovered when the competitor is in the normal riding position

17.11.4.4 Or a one-piece suit of leather, reinforced nylon, or waxed cotton

17.11.5 Footwear

17.11.5.1 Boots which must be:

- a) Of recognised Motocross type,
- b) Constructed of leather, plastic or other similarly durable material, and
- c) Of a length that must at least cover  $\frac{3}{4}$  of the length of the lower leg, with the rider in a racing position on the machine.

17.11.6 Gloves

17.11.6.1 Gloves of leather or other material of similar or greater durability.

17.11.7 Goggles and Visors

17.11.7.1 Eye protection, including spectacles, protective goggles, and/or helmet visors must be worn provided:

- a) Eye protectors and spectacles are made of non-shattering material,
- b) Eye protectors which cause visual disturbance are not to be used,
- c) Metal or Perspex face shields are not used,
- d) Eye shades or peaks are of a flexible material.

17.11.7.2 Tear-offs on goggles are not permitted for Enduro events.

17.11.7.3 A competitor must, at the start of the event and each 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.

17.11.8 Hair and Jewellery

17.11.8.1 It is recommended that hair longer than shoulder length be confined in the helmet or jacket. Where the competitor chooses not to confine their hair as described, they do so entirely at their own risk.

17.11.8.2 It is recommended that body jewellery is removed or securely covered with tape prior to competition. Where the competitor chooses not to remove or securely cover jewellery with tape, they do so entirely at their own risk.

17.11.9 Footwear in pits

17.11.9.1 Closed footwear must be worn in any fuel control area, pit area, start area, work area or parc fermé at all times.

17.11.10 Junior Clothing

17.11.10.1 In addition to the general requirements for clothing, Juniors must comply as follows:

- a) Protective clothing must not be loose or flapping,
- b) Commercially manufactured body armour must be worn. Soft roost protection is not permitted.

**17.12 MACHINE AND RIDER IDENTIFICATION****17.12.1 Number Plates**

17.12.1.1 For all competitions three number plates must be fitted: one at the front and one on each side.

17.12.1.2 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.

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

17.12.1.4 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.

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

17.12.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

17.12.1.7 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.

**17.13 RACE MEETING PROTOCOLS: GENERAL****17.13.1 Flags and Signals**

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

17.13.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
No Jump Light	Danger, overtaking forbidden, jumping forbidden
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course Clear
Last lap board	The last lap of the race is about to commence
Black and white chequered flag waved	Finish of Race, Practice session or Qualifying

**17.13.2 Measurement of Engines****17.13.3 Measurement at Meetings**

17.13.3.1 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.

17.13.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

17.13.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

**17.13.4 Measurement: Australian and State Championship Events**

17.13.4.1 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 first, second, third and fourth 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.

**17.13.5 Description of Australian Off Road Championships**

17.13.5.1 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.

**17.13.6 Cross Country**

Race Meeting Protocols

17.13.6.1 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 bylaws or the event supplementary regulations.

17.13.6.2 Cross Country is an off road, natural terrain, continuous multi-lap event with each lap being between 10kms and 20kms in length. For State and AORC events the intended lap time should be greater than 20 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.

17.13.6.3 Cross Country events may be run over:

- a) A specified number of laps, or
- b) A specified length of time.

17.13.6.4 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 one minute between rows starting.

17.13.6.5 Prior to competition there may be an escorted preliminary lap of the course.

17.13.6.6 Outside mechanical assistance is permitted in areas designated by the organiser (including receiving tools and parts).

**17.13.7 Cross Country Pony Express**

Race Meeting Protocols

17.13.7.1 Pony Express is a form of Cross Country racing in which usually riders participate under the following conditions:

- a) Two riders and two machines,
- b) Two riders and one machine,
- c) Ironman Class - one rider and one machine.

**17.13.8 Sprint**

Race Meeting Protocols

17.13.8.1 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.

17.13.8.2 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.

17.13.8.3 Sprint heats will adhere to Enduro rules for timed tests (GCR 17.14.14).

17.13.8.4 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.

17.13.8.5 To be considered a finisher, riders must start all heats and complete at least 75% of the heats.

17.13.8.6 A rider who does not complete a heat will be awarded the slowest heat time in their class plus 100 seconds.

17.13.8.7 In National and Open Competitions a rider is only permitted to enter one class of the event.

17.13.8.8 Multiple entry of one machine in the same class is not permitted.

17.13.8.9 Full mechanical assistance is permitted in areas designated by the organiser.

17.13.8.10 A Cross Country Sprint may include a timed enduro loop between each heat.

17.13.8.11 Prior to competition there will be an escorted preliminary lap of the sprint.

**17.13.9 Change of Machine During a Competition**

17.13.9.1 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.

**17.14 RACE MEETING PROTOCOLS: ENDURO****17.14.1 Enduro Flags**

17.14.1.1 For Enduros, 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 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.

**17.14.2 Enduro Courses**

17.14.2.1 Courses must be clearly marked.

17.14.2.2 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 five nor more than 35 kilometres apart,
  - vi) Be indicated by:
    - White flags placed 200 metres, and
    - Yellow flags placed 20 metres



before the control table, and

- Green flags placed two metres after the control table,
- Flags placed on both sides of the course so as to be clearly visible to the competitors.

17.14.2.3 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.

17.14.2.4 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.

17.14.2.5 The area between the yellow and green flags is considered parc fermé concerning access.

### 17.14.3 Entries

17.14.3.1 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.

17.14.3.2 The Race Secretary may grant permission subject to such conditions as he or she thinks fit or may refuse permission.

17.14.3.3 A competitor who is substituted may not compete without the permission of the Race Secretary.

17.14.3.4 No team or competitor may change the capacity of an entered machine.

17.14.3.5 Applications must be delivered to the Race Secretary before the preliminary machine examination.

### 17.14.4 The Starting Area

17.14.4.1 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.

17.14.4.2 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.

17.14.4.3 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.

### 17.14.5 Preliminary Examination

17.14.5.1 Before each event, there must be a preliminary examination of competing machines.

17.14.5.2 At the preliminary examination, each machine may be tested for noise and marked if it does not exceed the prescribed noise emission levels.

17.14.5.3 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.

17.14.5.4 An event commences at the conclusion of the preliminary examination.

### 17.14.6 Starting Order and Numbers

17.14.6.1 The starting order of groups or classes will be as determined by the supplementary regulations.

17.14.6.2 The starting numbers of riders will be determined by a draw for each class.

### 17.14.7 Starting Procedures

17.14.7.1 The start signal for each competitor must be given as nearly as practicable to that competitor's scheduled starting time.

17.14.7.2 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.

17.14.7.3 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.

17.14.7.4 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,
- 17.14.7.5 If the competitor is more than 60 minutes late, they will be excluded for the day.
- 17.14.7.6 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.
- 17.14.7.7 Competitors may have 10 minutes before their starting times to carry out machine preparation.
- 17.14.8 Event Procedures**
- 17.14.8.1 For Enduros, the total time for the day of competition must not exceed 7 1/2 hours, including the 15 minutes at the final time check.
- 17.14.8.2 Competitors must at all times during the event:
- a) Remain on the course,
  - b) Follow the competition direction.
- 17.14.8.3 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.
- 17.14.8.4 Each competitor must be allocated a starting time and a time for each section between time checks.
- 17.14.8.5 The recorded arrival time for each competitor in a section is the starting time for that competitor in the next section.
- 17.14.8.6 During an event the competitor must have all marked parts on the motorcycle at all times when on the course, subject to GCR 17.14.11.
- 17.14.8.7 During an event, a competitor must not stop between the yellow flags and the control table.
- 17.14.8.8 A competitor may pass the final time check at the entrance to the parc fermé early, without penalty.
- 17.14.8.9 When the machine is placed in the parc fermé it must be completely equipped with all the marked parts.
- 17.14.8.10 At the end of any event there may be a final examination at which any of the machines may be impounded for examination.
- 17.14.8.11 If a competitor can convince the Jury he was 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.
- 17.14.8.12 When the case of a rider is under discussion he may continue in the event until the jury makes the final decision.
- 17.14.9 Restarts**
- 17.14.9.1 A competitor who retires, or is excluded from an event for a day:
- a) For multi-day events, may restart 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.
- 17.14.9.2 To be eligible to restart, a competitor must deliver the machine to the parc fermé at least 60 minutes before the amended start time.
- 17.14.10 Time Cards, Route Cards and Itinerary**
- 17.14.10.1 Each competitor must stop at all time-checkpoints and route checkpoints.
- 17.14.10.2 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.
- 17.14.10.3 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.
- 17.14.10.4 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.
- 17.14.10.5 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.
- 17.14.11 Maintenance, Repair, Alteration and Refuelling**
- 17.14.11.1 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 noise tested.
  - iv) The rider may request as many noise tests as he wishes during the 60 minutes allowance.
  - v) After 60 minutes have elapsed, the rider will be required to present his machine to the noise control test official for testing. If the noise level is above the required standard, the rider will be disqualified (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 noise control test will be carried out during the 60 minutes 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 dimensions of the mat or other effective devices must be at least 500mm x 500mm. 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 every 50 km.
- n) Tyres may only be changed:
  - i) At the final service area,
  - ii) In the work area at the start.

#### 17.14.12 Assistance

17.14.12.1 All outside assistance is forbidden, other than the normal assistance given at the official time checks.

17.14.12.2 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.

17.14.12.3 No machine may be moved otherwise than by:

- a) Its engine, or
- b) The actions of its rider.

17.14.12.4 No competitor may be accompanied anywhere on the course.

17.14.12.5 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.

17.14.12.6 In any replenishment area, the chain can be lubricated but only the rider is allowed to do this work.

#### 17.14.13 Inspection and Marking

17.14.13.1 At any time check a relevant official:

- a) Must record the time as displayed on the clock when the competitor's time card is presented,
- 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 noise or other test,
- f) May report any competitor or machine to the jury or a key official.

17.14.13.2 Any competitor required to submit to a noise 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 noise emission levels.

#### 17.14.14 Timed Tests

17.14.14.1 Timed tests must be as follows:

- a) Average speed must not exceed 50 km/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.

#### 17.14.15 Cross Tests and Enduro Tests

17.14.15.1 Cross tests and Enduro tests must be as follows:

- a) Cross test courses must:
  - i) Be between two and five 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 two time checks,
  - iii) Be between three 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.

#### 17.14.16 Final Test

- 17.14.16.1 At the end of an event there may be a final test which must be a closed circuit with a minimum of five laps and a maximum of 10 laps covering a total distance of between 10 and 18 kilometers.
- 17.14.16.2 Before the start of the test all machines must be delivered to a parc fermé.
- 17.14.16.3 Prior to competition, there will be a voluntary escorted preliminary lap of the course.
- 17.14.16.4 Tests will be divided into groups based on classes.
- 17.14.16.5 Should a competitor finish the road test late, the competitor may be transferred to another group.
- 17.14.16.6 Restart competitors must not compete in a test with competitors who are still in the competition. They may compete in a separate test if one is scheduled by the organisers
- 17.14.16.7 For multi-day events, massed starts must be used with grid positions determined by placings at the end of the previous day.
- 17.14.16.8 For one-day events, grid positions must be allocated by the Promoter.
- 17.14.16.9 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 five minutes will be allowed for other riders to complete the lap they are on, after which the test is over.

#### 17.14.17 Finish of Event

- 17.14.17.1 All finishing machines may be impounded for 30 minutes.
- 17.14.17.2 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.
- 17.14.17.3 A rider is considered to have finished the Enduro when he has passed the final time check of the event. Failure to complete the final speed test (if applicable) will incur the maximum penalty as per Rule 17.14.18.

#### 17.14.18 Enduro Penalties

17.14.18.1 Penalty points are incurred as follows:

PENALTY	POINTS
Late arrival at the start line	60 points per minute
Not crossing the 20m line under power within time	10 points
Early and late arrival at a time check	60 points per minute
Stopping between yellow flags and control table at time check	60 points
Starting of engine in starting area prior to start signal	60 points
Starting the engine in the parc fermé or work area	120 points
Uncompleted day for a competitor	7,200 points
Special tests - for each 1/100 sec	1/100 point

Final test – for each uncompleted lap plus the time of the slowest completed test time in the same class	60 points
Individuals who restart – per day plus points for completed special tests	7200 points

**17.14.19 Classification of Individuals and Teams**

17.14.19.1 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 first and so on.

17.14.19.2 For individuals, daily penalty points will be accumulated.

17.14.19.3 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 first and so on,
- b) Daily penalty points will be accumulated.

17.14.19.4 Where a competitor is a member of a team:

- a) The team will incur 7,200 penalty points for each day of the event that that rider does not complete.
- b) If the competitor is permitted to restart after exclusion for a day, the team will incur 7,200 points for the day the competitor was excluded plus 7,200 for each following day.

**17.14.20 Exclusion from an Event**

17.14.20.1 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 17.14.11.
- 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 two 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.

**17.14.21 Exclusion for a Day**

17.14.21.1 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 noise 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) Refueling,
  - ii) Removing, replacing and replenishing:
    - Coolant,
    - Brake fluids,
    - Engine and gearbox lubricating oils and removal and replacement of oil filters.
  - iii) Inflating tubes and tyres.
- f) Arriving more than 15 ~~60~~ minutes late for the start,
- g) Arriving more than 30 ~~60~~ 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.
- 17.14.21.2 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.
- 17.14.22 Explanation of Results**
- 17.14.22.1 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.
- 17.14.23 Junior Enduro Courses**
- 17.14.23.1 Enduro courses for Juniors should have time checks no less than 5km and no more than 20km apart.
- 17.14.23.2 Enduro courses for Juniors must have one refueling stop every 35km.
- 17.14.23.3 For Junior Enduros the total time for the day of competition must not exceed four hours, including the 15 minutes at the final time check.
- 17.14.24 Junior Event Procedures**
- 17.14.24.1 Junior riders may receive assistance starting their machine at the special test start line.
- 17.14.24.2 Junior riders may be given a new start time should they stall their machine on the start line.
- 17.14.24.3 Junior competitors may receive parts anywhere on the course.
- 17.14.24.4 **Junior competitors may receive outside assistance anywhere on the course.**

## SECTION 17D: TECHNICAL REGULATIONS

### 17.15 SOUND EMISSIONS

17.15.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

#### 17.15.1 Specifications

17.15.1.1 Sound emissions are set out in the tables below:

2 Metre Max method	
DISCIPLINE	LIMIT dB(A)
Enduro & Reliability Trials (including Quads)	112 with a 4dB/A allowance

17.15.1.2 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 GCR 17.15.1.

#### 17.15.2 Sound control during competition

17.15.2.1 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.

17.15.2.2 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.

#### 17.15.3 Use of sound level meters

17.15.3.1 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.

17.15.3.2 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,

17.15.3.3 '2 Metre Max' 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 meter radius of the microphone.
- c) The sound meter will be positioned at a distance of two metre behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metre 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, i.e. 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.

17.15.3.4 '2 Metre Max' 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.
- d) For Quad vehicles: the vertical line to the ground from the centre point of the rear axle.
- e) For Quad vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

#### 17.15.3.5 '2 Metre Max' method:

- a) The measurement is made with the motorcycle on its wheels, 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 2 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 himself 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).

17.15.3.6 Tests shall not take place in the rain

#### 17.15.4 Machine testing

17.15.4.1 If a machine fails, it can be represented for re-testing.

17.15.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

17.15.4.3 A machine which does not comply with the sound limits can be presented several times.

### 17.16 FUEL

#### 17.16.1 Fuel Warning

17.16.1.1 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.

17.16.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

17.16.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

17.16.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

#### 17.16.2 Fuel Testing

17.16.2.1 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.

17.16.2.2 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.

#### 17.16.3 Refuelling

17.16.3.1 During refuelling, each machine must be stationary with the engine stopped.

17.16.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

17.16.3.3 Smoking is strictly prohibited in areas where refueling is permitted.

17.16.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 17.16.3.3, and are responsible for the actions of their mechanics and support team members.

#### 17.16.4 Homologation of Fuel

17.16.4.1 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.

17.16.4.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 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.

17.16.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

#### 17.16.5 Fuel: Enduro and Reliability Trials

17.16.5.1 Fuel for all machines must:

- a) Be unleaded; and
- b) Be no more than 100 RON.
- c) Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines.
- d) Be readily available from retail petrol pumps within Australia; or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

17.16.5.2 For Enduro events, it is recommended that fuel containers do not exceed 10 litres and are fitted with a suitable pouring spout.

### 17.17 ENGINES

#### 17.17.1 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.

#### 17.17.2 Engine Capacity Tolerances

17.17.2.1 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 machines manufactured prior to 1/1/95	5%
65cc & 85cc machines	Nil

### 17.18 FRAMES AND PARTS

#### 17.18.1 Fuel Tanks

17.18.1.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

#### 17.18.2 Exhaust Systems

17.18.2.1 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.

#### 17.18.3 Centre and Side Stands

17.18.3.1 Centre and Side Stands which remain on machines must be secured in the closed position.

#### 17.18.4 Footrests

17.18.4.1 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.

#### 17.18.5 Handlebars

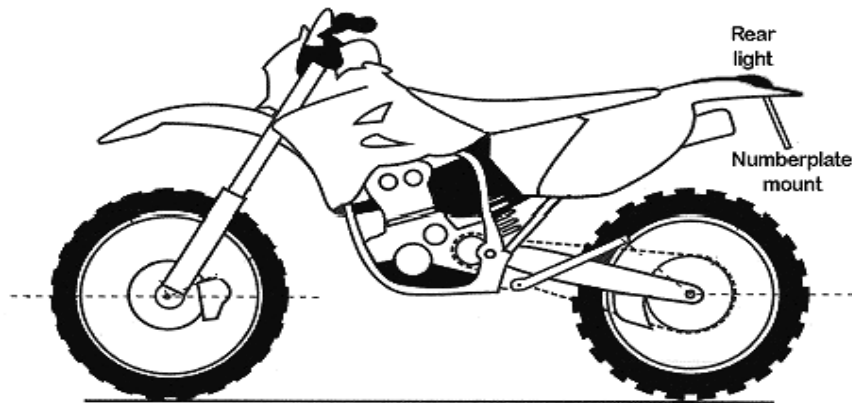
17.18.5.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

17.18.5.2 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.



- 17.18.5.3 Throttle controls must be self-closing.
- 17.18.5.4 Hand lever protectors may be single or double mounted.
- 17.18.5.5 If hand lever protectors are fitted, they must be of shatterproof material.
- 17.18.5.6 All machines must be fitted with an effective ignition cut-off switch located on the handlebars.
- 17.18.5.7 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.
- 17.18.6 Kick Start Levers**
- 17.18.6.1 Kick start levers, other than transverse, must be folding.
- 17.18.7 Drive Chain Protection**
- 17.18.7.1 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.
- 17.18.7.2 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.
- 17.18.7.3 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.
- 17.18.7.4 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.
- 17.18.7.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.
- 17.18.7.6 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.
- 17.18.8 Tyres**
- 17.18.8.1 Tyres must comply with the following:
  - a) Metal studs, spikes, chain, rope or other non-skid attachments 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.
  - d) Paddle or scoop treaded tyres may not be fitted.
- 17.18.8.2 Valve caps must be used for all competitions.
- 17.18.9 Mudguards**
- 17.18.9.1 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.
- 17.18.9.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.
- 17.18.9.3 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. There must be sufficient space below the rear light to mount the numberplate.



**17.19 JUNIOR TECHNICAL REGULATIONS**

17.19.0.1 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 bylaws or by the event supplementary regulations.

**17.19.1 Junior Wheel Sizes**

CLASS	FRONT	REAR
50cc Demo	10" (254mm)	10" (254mm)
50cc Auto	10" or 12" (254 or 305mm)	
65cc	14" to 15" (356 to 381mm)	12" (305mm)
85cc 2- & 150 cc 4-stroke	15" to 17" (381 to 432mm)	14" (356mm)
85cc Big Wheel	18" to 21" (457 to 534mm)	16" to 19" (407mm to 483mm)

100cc	18" to 21" (457 to 534mm)	
125cc - 200cc 2-stroke	17" to 21" (432 to 534mm)	
250cc 4-stroke	17" to 21" (432 to 534mm)	

**17.19.2 Junior Handlebars**

17.19.2.1 Solo handlebars must be securely plugged and have the following widths.

CLASS	WIDTH (mm)
80cc	800
80cc 4-stroke	800
100cc	850
200cc 2-stroke and 250cc 4-stroke	850

**17.19.3 Junior Engines**

17.19.3.1 Maximum capacity of motorcycles for Junior Enduro is 200cc 2-Stroke and 250cc 4-Stroke.

**17.19.4 Junior Trail Bikes**

17.19.4.1 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.

**17.19.5 50cc Demo Class Machines**

17.19.5.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
FMC	PY50, XRX50EY
Honda	CRF50, QR50
HM	Baja Junior
Husqvarna	Husky Boy Junior
Kawasaki	KDX50
Kazuma	Tiger Cat 50
KTM	Mini Adventure, 50ADV Senior, 50SX Mini, 50SX Junior 2008, 50SX Mini 2009
LEM	LX1, CX2, LXR50, RX2-AIR, RX2
Suzuki	JR50
TM	50C1
Yamaha	PW50, TT-R50E

and similarly specified machines as approved by the Board may be used.

17.19.5.2 Machine Requirements:

- Engine capacity must not exceed 50cc,
- The gearbox for 2 stroke machines must have one gear,
- The gearbox for 4 stroke machines may have up to three gears,
- Standard gear ratios must be retained,
- The clutch must be of centrifugal type, and of OEM type,
- Wheels as per GCR 17.19.1 must be fitted,
- The appearance of a machine must remain as manufactured provided that the following may be altered:
  - Colour,
  - Seat,
  - Mudguards,
  - Handlebars,

- v) Grips,
  - vi) Levers,
  - vii) Cables,
  - viii) Chains,
  - ix) Tyre brand and tread pattern,
  - x) Carburettor Jets,
  - xi) Spark Plug.
- h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
  - i) The restricting washer in the exhaust header pipe abutting the cylinder barrel may be removed,
  - j) Throttle limiting devices may be removed,
  - k) A separate kill switch may be installed in place of the standard,
  - l) Steel serrated foot pegs may replace standard rubber pegs,
  - m) Handlebars must be securely plugged and be no wider than 630mm,
  - n) Engine, Carburettor, Fuel system, Exhaust System, Electrics & Air Box must remain as per manufacturers specifications,
  - o) Carburettor size must not exceed 14mm.

### 17.19.6 50cc Auto Class Machines

#### 17.19.6.1 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
<b>Metrakit</b>	<b>MKX50</b>

and similarly specified machines as approved by the Board may be used.

#### 17.19.6.2 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 of OEM type,
- e) 10" rear wheels must be fitted. 10" [254mm] or 12" [304mm] front wheels may be fitted,
- f) 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.
- g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
- 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 and be no wider than 630mm or OEM for the model,
- l) Aftermarket exhaust systems and silencers are permitted.

## SECTION 17E: AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS

### 17.20 DESCRIPTION OF AUSTRALIAN FOUR-DAY ENDURO (A4DE)

- 17.20.0.1 The Australian Enduro Championships will be a four day event known as the Australian Four Day Enduro (A4DE). The A4DE will determine both the Australian Teams and the Australian Individual Championships.

## 17.21 SENIOR AUSTRALIAN FOUR-DAY ENDURO CLASSES

### 17.21.1 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

### 17.21.2 A4DE Veteran Class

- 17.21.2.1 Riders must have turned 35 years before 1st January in the year of competition.  
17.21.2.2 Machines may be of any capacity.

### 17.21.3 A4DE Masters Class

- 17.21.3.1 Riders must have turned 45 years of age before the 1st January in the year of competition.  
17.21.3.2 Machines may be of any capacity.

### 17.21.4 A4DE Women's Class

- 17.21.4.1 Women may ride machines of any capacity.  
17.21.4.2 To constitute a class, the number of contestants entered and competing will be six.  
17.21.4.3 Should there be insufficient numbers in this class, each competitor will compete in the appropriate capacity class

## 17.22 RIDER ELIGIBILITY: A4DE

### 17.22.1 A4DE Entries

- 17.22.1.1 The number of entries, both as to maximum and minimum numbers, will be as specified in the supplementary regulations.  
17.22.1.2 The closing date for entries will be 14 days before the event.  
17.22.1.3 Priority will be given to teams over individuals.  
17.22.1.4 Each team entering for the event may nominate a manager.  
17.22.1.5 Team manager's names must be submitted to the Promoter no later than the end of the preliminary examination.  
17.22.1.6 The team manager is responsible for representing the team.

### 17.22.2 A4DE Jury

- 17.22.2.1 Each State which has entered a Trophy Team or a Junior Trophy Team may nominate a representative for the Jury, subject to GCR 2.5.12.

## 17.23 COMPETITION RULES: A4DE

### 17.23.1 Machine Eligibility

- 17.23.1.1 Only solo machines are eligible for the A4DE.  
17.23.1.2 All machines entered in the A4DE must have:
- Working commercially available headlight and tail light, visible to other road users, either:
    - Permanently wired to illuminate, or
    - Able to be switched on or off by a single switch mounted on the handlebar or headlight assembly.
  - A working brake light, visible to other road users, operated by the brake pedal or handlebar brake lever,
  - Other requirements as specified in the Supplementary Regulations to comply with road traffic laws of the host State.
- 17.23.1.3 No motorcycle may enter the A4DE parc fermé without a fixed stand approved at machine examination.  
17.23.1.4 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.

### 17.23.2 Change of Machine

- 17.23.2.1 After the closing date for entries:
- A competitor may apply in writing to the jury for permission to change machines,
  - A team may apply in writing to the jury for permission:
    - 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,
    - To substitute one entered team member for another.
  - Applications must be delivered to the Clerk of the Course before the preliminary machine examination,
  - The jury may grant permission subject to such conditions as it thinks fit or may refuse permission,
  - No team or competitor may change the class of an entered machine.

### 17.23.3 Cancellation

- 17.23.3.1 MA may, if it considers that there are insufficient entries for an A4DE, cancel the event.  
17.23.3.2 In the event of a cancellation under this Rule, entry fees must be refunded.

### 17.23.4 Preliminary Examination

#### Marking of Parts

- 17.23.4.1 At the preliminary examination, the following parts will be marked with paint or non-removable sticker with competitor's numbers as follows:
- Main section of the frame on the right hand side of steering head - 1
  - Hub of each wheel - 2
  - Right side of crankcase - 1
  - Exhaust system - 1

- 17.23.4.2 The markings on wheel hubs, crankcase and exhaust system must be heat resistant.
- 17.23.4.3 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.
- 17.23.4.4 The rider will sign an agreement certifying that the parts have been properly marked. This declaration must indicate the frame number.
- 17.23.4.5 The use of an environmental mat, or other effective device, is obligatory at the place where assistance and refueling is authorised by the organiser.

## 17.24 A4DE COURSE

### 17.24.1 Requirements of Course

- 17.24.1.1 The course must consist of roads that are passable in all kinds of weather.
- 17.24.1.2 The total distance to be covered will be no less than 600 km nor more than 1,000 km with no more than three laps each day.
- 17.24.1.3 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.
- 17.24.1.4 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 four months before the date of the event.
- 17.24.1.5 The starting order must be established to allow the Trophy, Junior Trophy and selected seeded riders to start first
- 17.24.1.6 Riders not in Trophy Teams may be seeded. The seeded position of riders must be approved by the Enduro Commission.
- 17.24.1.7 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.
- 17.24.1.8 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.

### 17.24.2 Completion of Course

- 17.24.2.1 Subject to the following sub-Rules, each competitor must complete all four runs.
- 17.24.2.2 A competitor who is excluded for one day:
  - a) May restart on the next following day, but
  - b) If excluded for a further one day, may not restart.
- 17.24.2.3 For a team to be classified as finishing, at least one rider must complete the course.
- 17.24.2.4 If the event is stopped prematurely by the jury it cannot be re-run.
- 17.24.2.5 If the event is stopped before the majority of riders have completed half the total distance the event will be declared null and void.
- 17.24.2.6 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.

### 17.24.3 Tests of Course

- 17.24.3.1 On each of the first three 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 three timed tests.

## 17.25 PUBLICATION OF RESULTS

- 17.25.0.1 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.
- 17.25.0.2 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.

## 17.26 A4DE AWARDS

### 17.26.1 A4DE Awards: The Challenge Trophy

- 17.26.1.1 The Trophy is an Australian Championship competition for State teams, and other national invited teams.
- 17.26.1.2 Subject to the following two Rules, each State Controlling Body may enter one team comprising six competitors whose licences must have been issued by that State Controlling Body.
- 17.26.1.3 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.
- 17.26.1.4 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.
- 17.26.1.5 The six motorcycles of each team must belong to at least three different capacity classes.
- 17.26.1.6 The winning team will be awarded the Challenge Trophy.
- 17.26.1.7 Each member of the winning team will be awarded a souvenir trophy.
- 17.26.1.8 The second and third placed teams will receive special awards.
- 17.26.1.9 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.
- 17.26.1.10 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 two riders with the highest number of points will be deducted from the team's total points.
- 17.26.1.11 Riders nominated in the Veterans, Masters and Women's class are not eligible for the Trophy Team.
- 17.26.2 A4DE Awards: The Junior Trophy**
- 17.26.2.1 The Junior Trophy is an Australian Championship for State Teams, and other invited national teams.
- 17.26.2.2 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.
- 17.26.2.3 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.
- 17.26.2.4 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.
- 17.26.2.5 Each competitor must be under the age of 23 years as at January 1st in the year of the event
- 17.26.2.6 A rider nominated for a Trophy Team cannot also be a member of a Junior Trophy Team.
- 17.26.2.7 The four motorcycles in each team must be at least of two different classes.
- 17.26.2.8 Results will be determined as for the Trophy Teams.
- 17.26.2.9 Each member of the winning team will be awarded a souvenir trophy.
- 17.26.2.10 The second and third placed teams will receive special awards.
- 17.26.2.11 Riders nominated in the Women's class are not eligible for the Junior Trophy Team.
- 17.26.3 A4DE Awards: The Club Team Awards**
- 17.26.3.1 The Club Team Awards are a competition into which each State Controlling Body may enter one or more teams.
- 17.26.3.2 A Club Team:
- a) Must be nominated by a motorcycling club affiliated to the State Controlling Body;
  - b) Must consist of three riders each of whom must have their competition licence issued through the nominating club.
- 17.26.3.3 No competitor may be a member of more than one club team.
- 17.26.3.4 Competitors in the Trophy, Junior Trophy or Motorcycle Trade team events are ineligible for this competition.
- 17.26.3.5 Results will be determined as for the Trophy Teams.
- 17.26.3.6 The first three club teams will receive special awards.
- 17.26.4 A4DE Awards: The Trade Team Awards**
- 17.26.4.1 The Trade Team Awards are a competition in which any trader within the motorcycle trade may enter a team consisting of three riders.
- 17.26.4.2 A competitor may not be a member of more than one Trade Team
- 17.26.4.3 A competitor in a Club team is ineligible for this competition.
- 17.26.4.4 Results will be determined as for the Trophy Teams.
- 17.26.4.5 The three best teams will receive special awards.
- 17.26.4.6 Riders nominated as Veterans, Masters and Women's classes are eligible.
- 17.26.5 A4DE Awards: The Individual Riders Medals**
- 17.26.5.1 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.
- 17.26.5.2 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.
- 17.26.5.3 The Souvenir Bronze Medal will be awarded to all riders who complete the A4DE within the allotted time.

## 18 ALL TERRAIN VEHICLES (ATV)

All-Terrain Vehicles (ATVs) were referred to as 'Quads' in the Manual of Motorcycle Sport prior to 2014.

### Chapter contents

Application of Chapter .....	1
SECTION 18A: AUSTRALIAN CHAMPIONSHIPS .....	1
18.1 CATEGORIES FOR SENIOR AUSTRALIAN ATV CHAMPIONSHIPS .....	1
18.2 CATEGORIES FOR JUNIOR AUSTRALIAN ATV CHAMPIONSHIPS .....	1
18.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES .....	2
SECTION 18B: COMPETITION CLASSES.....	2
18.4 CLASSES AND CATEGORIES .....	2
18.5 JUNIOR AGE GROUPS.....	3
SECTION 18C: COMPETITION RULES.....	3
18.6 GENERAL ELIGIBILITY.....	4
18.7 JUNIOR ELIGIBILITY.....	4
18.8 GENERAL RULES.....	4
18.9 PROTECTIVE CLOTHING AND HELMETS.....	4
18.10 MACHINE AND RIDER IDENTIFICATION.....	6
18.11 RACE MEETING PROTOCOLS .....	6
SECTION 18D: TECHNICAL REGULATIONS.....	7
18.12 SOUND EMISSIONS .....	7
18.13 FUEL .....	8
18.14 ENGINES .....	9
18.15 FRAMES AND PARTS.....	9

### Application of Chapter

The Rules set out in this chapter are for the competition events using ATVs.  
Everything that is not authorised and prescribed in this chapter is strictly prohibited.

### SECTION 18A: AUSTRALIAN CHAMPIONSHIPS

#### 18.1 CATEGORIES FOR SENIOR AUSTRALIAN ATV CHAMPIONSHIPS

SENIOR AUSTRALIAN ATV CHAMPIONSHIPS	
<b>SUPERMOTO</b>	
S4: Open	
<b>MOTOCROSS</b>	
Pro	} Open
Intermediate	
Women	
Veterans	
Masters	
<b>DIRT TRACK</b>	
Pro	
Open	
Women (Open)	
<b>SPEEDWAY</b>	
Pro	
Open	
<b>TRACK</b>	
Pro 450	
Open	
Women (Open)	
<b>ENDURO</b>	
Open	
Up to 850cc	

#### 18.2 CATEGORIES FOR JUNIOR AUSTRALIAN ATV CHAMPIONSHIPS

JUNIOR AUSTRALIAN ATV CHAMPIONSHIPS
<b>MOTOCROSS</b>
90cc 2-stroke & 110cc 4-stroke Limited 7 to under 11 years
60cc – 90cc 2-stroke & 85cc – 125cc 4-stroke Comp 8 to under 12 years

200cc 2-stroke & 300cc 4-stroke Comp 12 to under 16 years
---

200cc 2-stroke & 300cc 4-stroke Comp Girls 12 to under 16 years
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### 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.

#### 18.3.2 All Competitions

18.3.2.1 At least the first three 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.

#### 18.3.3 Other Australian Championships

18.3.3.1 Medallions and points will be awarded in all other Australian Championships where there are:

- 8 or more starters for ATV classes which actually participate in practice, qualifying or races,
- 6 or more starters for all female classes which actually participate in practice, qualifying or races,
- 6 or more starters for Junior ATV classes which actually participate in practice, qualifying or races.

## SECTION 18B: COMPETITION CLASSES

### 18.4 CLASSES AND CATEGORIES

#### 18.4.1 Motocross and Club Level Racing

JUNIOR CLASSES	RACING
50cc Limited	Recreational
90cc 2-stroke Limited 110cc 4-stroke Limited	Race Together
90cc 2-stroke Comp 125cc 4-stroke Comp	Race Together
200cc 2-stroke Comp 300cc 4-stroke Comp	Race Together
SENIOR CLASS(ES)	RACING
Open	
Pro	Skill Based
Intermediate	Skill Based
Clubmen	Skill Based
Women	
Production	
Vets 35+	
Masters 45+	
Jumbos	

#### 18.4.2 Pro

Australian Championship Class. Championship status can only be awarded if eight or more riders start in the event. Race duration for Championships is 15 minutes plus one lap. Riders entering this class cannot enter any other race class at the same event. Event promoters can only offer either Pro or Open (either one class per event).

#### 18.4.3 Open

Riders entering this class cannot enter any other race class at the same event. Race duration for Championship is 12 minutes plus one lap. Event promoters can only offer either Pro or Open (either one class per event).

#### 18.4.4 Intermediate

Australian Championship Class. Championship status can only be awarded if eight or more riders start in the event. This is a skill-based class for experienced riders. Race duration for Championship is 12 minutes plus one lap. Event promoters cannot offer this class if offering an Open class at the same event.

#### 18.4.5 Clubmen

This is a skill-based class. Recommended race duration is four laps.

#### 18.4.6 Women

Australian Championship Class. Championship status can only be awarded if six or more riders start in the event. Race duration for Championships is 10 minutes plus one lap.

#### 18.4.7 Production

Standard, OEM as available through Australian dealer network. Machines must satisfy 18.15.1.1.

Rider's choice of:

- Tyres to same specified dimensions as OEM fitment,
- Handle bar grip replacements to OEM style,
- Lubricants and fluids,
- Decals and sign writing,
- Drive chain and gearing changes allowed,
- Recommended race duration is five laps.

#### 18.4.8 Vets

Australian Championship Class. Championship status can only be awarded if eight or more riders start in the event. Age group 35+ years. Race duration for Championships either four laps or over eight minutes in time.



**18.4.9 Masters**

Australian Championship Class. Championship status can only be awarded if eight or more riders start in the event. Age group 45+ years. Entrants can only enter either Vets or Masters in any event. Race duration for Championships either three laps or over six minutes in time.

**18.4.10 Jumbos**

18.4.10.1 90cc 2-stroke and 125cc 4-stroke.

18.4.10.2 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.

18.4.10.3 Sub-classes run together and may be scored separately if minimum of three riders in each class.

18.4.10.4 Recommended race duration is three laps.

**18.4.11 Stadium Classes (Arena Cross)**

18.4.12.1 Open engine capacities as per 18.14.3.1 and 18.14.3.2.

**18.4.12 Dirt Track and Track Classes**

18.4.12.2 Open engine capacity as per 18.14.3.1 and 18.14.3.2.

**18.4.13 Speedway**

CLASSES	RACING
Pro <del>450</del> (Senior) 450cc 4-stroke 350cc 2-stroke	Race together
Open (Senior) <del>450cc</del> Up to 700cc 4-stroke <del>350cc</del> Up to 550cc 2-stroke	Race together
Junior 12 to under 16 years 300cc 4-stroke Comp 200cc 2-stroke Comp	Race together
Junior 8 to under 12 years 125cc 4-stroke Comp 90cc 2-stroke Comp	Race together
Junior 7 to under 11 years 110cc 4-stroke Limited 90cc 2-stroke Limited	Race together
Junior 4 to under 9 years 50cc Limited	Non-competition class

**18.4.14 Enduro/Cross Country, Desert Classes**

ENDURO/CROSS COUNTRY, DESERT ONLY
Up to 850cc 2WD/4WD
Women up to 850cc 2WD/4WD

**18.4.15 Sand Drags Classes (Off Road)**

18.4.15.1 Pro

18.4.15.2 Up to 850cc

Note: Pro and Up to 850cc may be run and scored together

18.4.15.3 Outlaw (experimental) specs.

Displacement not limited, but machine must be fitted with a motorcycle-based engine. Nerf bars should 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.

**18.4.16 Hill Climb Classes**

18.4.16.1 Pro

18.4.16.2 Up to 850cc

**18.5 JUNIOR AGE GROUPS**

18.5.0.1 Junior competitors in the following age groups may compete in the corresponding classes:

AGE RANGE	CLASSES
5 4 to under 9 years	50cc non-competition <del>mini</del> -Limited
7 to under 11 years	60cc to 90cc 2-stroke and 85cc to 110cc 4-stroke Limited
8 9 to under 12 13 years Riders 12 years on 1 January 2014 may continue to compete in this class until 31 December 2014	60cc to 90cc 2-stroke and 85cc to 125cc 4-stroke Comp
12 to under 16 years	up to 200cc 2-stroke and 300cc 4-stroke – Comp

**18.6 GENERAL ELIGIBILITY**

- 18.6.0.1 No person may participate in an Australian Championship unless and until:
- That person's clothing and machine have been examined and approved by the Scrutineer for that meeting, or
  - If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the clothing and machine have been self-scrutineered.
- 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 clothing, 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.
- 18.6.0.5 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.

**18.7 JUNIOR ELIGIBILITY**

- 18.7.0.1 In Junior competition,
- A rider's age on 1st January will determine their age for competition purposes for that year,
  - 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,
  - Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
  - This General Competition Rule applies to all riders up to and including the age of 16 years.
- 18.7.0.2 Endorsements will be issued for:
- 50cc ATVs
  - 90cc 2-stroke 125cc 4-stroke ATVs
  - 200cc 2-stroke 250/300cc 4-stroke ATVs
- 18.7.0.3 Subject to GCR 18.7.0.1 and GCR 18.5.0.1, no person who:
- Has attained the age of 16 years, or
  - Is unable to right their machine may compete in any junior competition, or
  - 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 competition. Raised footboards or footrests are also allowed in 'Limited' junior classes.
- 18.7.0.4 The following applies to junior competitions:
- Junior competitors in the age groups listed in the tables above may compete in the corresponding classes:
  - No applicant will be issued with their first competition licence if they are under the age of 7 years,
  - 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,
  - No participant in the 50cc automatic class may compete in any other class other than at Club level competitions,
  - In the 4 years to under 9 years 50cc Demo Class automatic non-competitive class, all riders are entitled to receive a prize or award of the same size/value,
  - A relevant controlling body may permit age group racing, graded racing, or a combination of both,
  - A relevant controlling body may grade Junior competitors according to their respective skills,
  - Demo class is a non-competitive class.

**18.8 GENERAL RULES****18.8.1 Helmet Cameras**

- 18.8.1.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

**18.8.2 Fees**

ACTIVITY	FEE (INC GST)
Protest Lodgement	\$70
Appeal to State Controlling Body lodgement	\$500
Appeal to MA lodgement	\$1000
Fuel Homologation fee First year	\$2500
Fuel Homologation fee Subsequent years	\$2000
All other fees	Apply at MA office

**18.9 PROTECTIVE CLOTHING AND HELMETS**

- 18.9.0.1 All ATV competitors must wear commercially manufactured body armor. Soft roost protection alone is unacceptable. No competitor may practice, start or compete in any Motocross, Enduro, Speedway, Dirt Track, Hill Climb, Motokhana, drifting or non-speed related bitumen event unless wearing the following protective equipment and clothing.
- 18.9.1 Helmet**
- 18.9.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must:
- Carry the Standards Association of Australia 'AS 1698' label; or
  - Be approved under FIM Technical Rules.

**18.9.2 Approval Labels for Helmets**

- 18.9.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE .3 – 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

**18.9.3 International Helmet Standards**

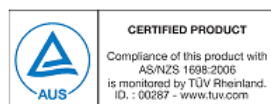
Refer also [www.fim.ch](http://www.fim.ch)

**18.9.3.1 ECE 22 – 05 'P', 'NP' or 'J' [EUROPE]**

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovinia	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

**18.9.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:****BSI****SAI Global****Global-Mark****TUV RA****18.9.4 Minimum Requirements of Protective Clothing**

**Rider responsibility:** It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection. 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. In addition, all ATV competitors must wear commercially manufactured body armour. Soft roost protection alone is unacceptable.

18.9.4.1 Trousers of leather or synthetic material of similar durability.

18.9.4.2 Trousers of other than leather must be non-combustible and be fitted with a lining.

18.9.4.3 Where permitted in motocross or off-road type events, a jersey which must be:

- Made of close-knit fabric of natural or synthetic fibre, and
- Must be a snug fit and provide protection against abrasion to the body and arms.

18.9.4.4 For Dirt Track, Hill Climb, Motokhana, Drifting and non-speed related bitumen events, a commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers, or a full Kevlar suit.

18.9.4.5 For Road Race, Dirt Track and Track events, in the case of competitor's wearing apparel as described in 18.9.4.1 and 18.9.4.2 and 18.9.4.3:

- Commercially manufactured armour which protects the shoulders and the back or a leather or similar jacket with in-built back protection or a jacket and commercially manufactured back protector,
- Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine,
- Where the armour is not constructed as a one-piece suit type, knee and elbow guards must be used in Dirt Track.

**18.9.5 Footwear**

18.9.5.1 Boots which must be:

- Of recognised motorcycle or ATV type,
- Constructed of leather, plastic or other similarly durable material, and
- Of a length that must at least overlap the trousers with the rider in a racing position on the machine.

**18.9.6 Gloves**

18.9.6.1 Gloves of leather or other material of similar or greater durability.

**18.9.7 Goggles and Visors**

18.9.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- Eye protectors and spectacles are made of non-shattering material,
- Eye protectors which cause visual disturbance are not to be used,
- Metal or Perspex face shields are not used,
- Eye shades or peaks are of a flexible material.

**18.9.8 Hair and Jewellery**

18.9.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

18.9.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

**18.9.9 Footwear in pits**

18.9.9.1 Closed footwear must be worn in the pit area at all times.

**18.10 MACHINE AND RIDER IDENTIFICATION**

18.10.0.1 Number plates are to:

- Display numbers in contrasting Black on White colours with a minimum size of 125mm height and 20mm width of stroke,
- Be mounted centrally at the front and rear of the machine,
- Not necessary for racing where helmet colours are worn, such as Speedway

18.10.0.2 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.

**18.11 RACE MEETING PROTOCOLS****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 have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
Yellow with Black diagonal cross	Last lap flag for Speedway only
No Jump Light	Danger, overtaking forbidden, jumping forbidden
Yellow flag with red stripes held stationary	Deterioration of adhesion of the track
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Purple Flag	Protest flag for all junior competitors
Black and white chequered flag waved	Finish of race, practice session or qualifying

18.11.1.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

18.11.1.4 The National flag signifying the start of an event may be replaced by:

- A light signal,
- A starting tape,
- A rubber band, or
- A dropping gate.

**18.11.2 Measurement of Engines****18.11.3 Measurement at Meetings**

18.11.3.1 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.

18.11.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

18.11.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

**18.11.4 Measurement: Australian and State Championship Events**

18.11.4.1 For all Australian and State championship events:

- The first, second, third and fourth 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,
- At the conclusion of that period, if no protest is received, the result will be final,
- 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,
- If no protest is received within that period, the seals or markings may be removed,

- e) 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,
- f) No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

**18.11.5 Starting**

- 18.11.5.1 Unless otherwise determined in the supplementary regulations, massed starts must be used.
- 18.11.5.2 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.
- 18.11.5.3 The starting grid for all Motocross and Dirt Track events will:
- Have not less than two metre space for each ATV,
  - Be in a straight line,
  - Allow for no more than 20 competitors.

18.11.5.4 The maximum number of starters must be specified in the supplementary regulations.

18.11.5.5 Unless otherwise determined in the supplementary regulations:

- All competitors must be called to the start line at least two minutes before each start,
- At the end of the two minutes, and when the starter is ready, the starter will hold up a 15 second sign for a full 15 seconds,
- At the end of 15 seconds a five second sign will be displayed,
- The gate will drop between five and 10 seconds after the five second sign is shown.

**18.11.6 Finishing**

18.11.6.1 The finish line must be:

- Marked with a flexible post at each side of the track,
- Clearly visible to the judge.

**SECTION 18D: TECHNICAL REGULATIONS****18.12 SOUND EMISSIONS**

18.12.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

**18.12.1 Specifications**

18.12.1.1 Sound emissions are set out in the tables below:

30 meters (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Speedway	95
Dirt Track & Track	95
Record Attempts	No limit

2 Metre Max method	
DISCIPLINE	LIMIT dB(A)
Motocross & Supercross non Australian Championships	112 with a 4dB(A) allowance
Motocross & Supercross Australian Championships	112 with a 2dB(A) allowance
Supermoto	112 with a 4dB(A) allowance
Enduro & Reliability Trials	112 with a 4dB(A) allowance

18.12.1.2 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 GCR 18.2.1.1.

**18.12.2 Sound control during competition**

18.12.2.1 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.

18.12.2.2 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.

**18.12.3 Use of sound level meters**

18.12.3.1 Sound testing apparatus must:

- Comply with international standard IEC 651, Type 1 or Type 2.
- 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.

18.12.3.2 Sound testing apparatus must be set to:

- 'Fast response'
- 'A' weighted,
- Select range High 80-130 dB,
- Activate the function MAX MIN - set on MAX,

18.12.3.3 '30 Meter ride by' test

- The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 meters from the edge of the track at a high speed point.

18.12.3.4 '2 Metre Max' Set up of the sound meter and the motorcycle:

- 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.
- For the place and position of the motorcycle, ensure that there are no solid obstacles within a 10 meter radius of the microphone.
- The sound meter will be positioned at a distance of two metre behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metre above the ground, with the sound meter level.
- The two metre distance is measured from the point where the centre of rear tyre touches the ground.
- It is preferred that the tests are conducted on soft ground, to prevent reverberation, i.e. grass or fine gravel.
- In other than moderate wind, machines should face forward in to the wind direction.
- The ambient sound level must remain lower than 100 dB(A).

- 18.12.3.5 '2 Metre Max' Positioning of the motorcycle:  
The reference points:
- For a motorcycle: the contact point of the rear wheel on the ground.
  - 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.
  - For Sidecars: the contact point of the side wheel on the ground.
  - For ATVs vehicles: the vertical line to the ground from the centre point of the rear axle.
  - For ATVs vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.
- 18.12.3.6 '2 Metre Max' method:
- The measurement is made with the motorcycle on its wheels, with a hot engine.
  - During a sound test, machines not equipped with a gear box neutral must be placed on a stand.
  - 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.
  - 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.
  - If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle a maximum of two more times.
  - 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.
  - 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.
  - If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
  - If detonations appear, the measurement must be started again.
  - The numbers obtained from the test shall not be rounded down.
  - For the sound level measurement, the handling of the throttle is limited only to the SCO, who shall open the throttle himself 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).
- 18.12.3.7 Tests shall not take place in the rain
- 18.12.4 Machine testing**
- 18.12.4.1 If a machine fails, it can be represented for re-testing.
- 18.12.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.
- 18.12.4.3 A machine which does not comply with the sound limits can be presented several times.
- 18.13 FUEL**
- 18.13.1 General**
- 18.13.2 Warning**
- 18.13.2.1 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.
- 18.13.2.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 18.13.2.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 18.13.2.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.
- 18.13.3 Fuel Testing**
- 18.13.3.1 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.
- 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,
  - The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.
- 18.13.3.2 Fuel tests must comply with the following procedures:
- 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,
  - Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,
  - 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,
  - 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,
  - Both samples must remain in the control of the official who administered the test.
  - The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,
  - 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,
  - The Relevant Controlling Body must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,
  - 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.
- 18.13.4 Refueling**
- 18.13.4.1 During refueling, each machine must be stationary with the engine stopped.
- 18.13.4.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 18.13.4.3 Smoking is strictly prohibited in areas where refueling is permitted.
- 18.13.4.4 Riders are liable for exclusion from an event for failing to adhere to General Competition Rule 18.13.4.3, and are responsible for the actions of their mechanics and support team members.
- 18.13.5 Homologation of Fuel**
- 18.13.5.1 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.
- 18.13.5.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 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 \$2500 in the first year and \$2000 per year thereafter.
- 18.13.5.3 Fuels approved under this General Competition Rule will be published at [www.ma.org.au](http://www.ma.org.au).

**18.13.6 Fuel: ATVs**

18.13.6.1 Fuel for all machines must:

- a) Be Unleaded, and
- b) Be no more than 100 RON, and
- c) Contain no additives other than those added at the point of manufacture except for:
- d) Lubricating oil for 2-stroke engines
- e) Upper cylinder lubricant for 4-stroke engines,
- f) Be readily available from retail petrol pumps within Australia, or
- g) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000

**18.14 ENGINES****18.14.1 Reciprocating Engines**

18.14.1.1 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.

**18.14.2 Superchargers and Turbochargers**

18.14.2.1 Superchargers and turbochargers must not be fitted to any ATV in any competition.

**18.14.3 Engines: ATVs**

18.14.3.1 Capacities

18.14.3.2 The maximum engine capacity for a 2-stroke engine ATV shall not exceed 550cc, and be no more than two cylinders.

18.14.3.3 The maximum capacity for a 4-stroke engine ATV shall not exceed 700cc for Stadium Classes, Dirt Track Classes, Motocross and Club Level Racing and 850cc for Enduro/Cross Country, Desert Classes and Sand Drags classes and be no more than two cylinders.

18.14.3.4 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 five percent with the exception of the 450cc 4-stroke class and the 350cc 2-stroke class where no engine displacement increase tolerance is allowed.

**18.14.3.5 'Pro' class is capacity limited to 450cc 4-stroke or 350cc 2-stroke with no oversizing tolerance.**

18.14.3.6 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.

18.14.3.7 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 18.14.3.6.

18.14.3.8 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.

18.14.3.9 NOTE: Junior ATV racing classes 200cc 2-stroke to 300cc 4-stroke will undergo a machine eligibility and capacity review in ~~2013~~ 2014, e.g. ~~Water cooled~~, OEM / Hybrid / non-hybrid 250cc, etc.

**18.15 FRAMES AND PARTS****18.15.1 General**

18.15.1.1 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 (1) 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 18.15.1.1: g), i), iv), vi), l).

18.15.1.2 Mudguards which:

- a) Must be fitted over the rear wheels,

- b) May be fitted over the front wheels.
- 18.15.1.3 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 18.14.3.6 for exceptions.
- 18.15.1.4 ~~Reducing the capacity of larger machines or changing engines to suit the class capacity is not permitted.~~ **200cc 2-stroke and 300cc 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 chassis ATV (limited to 250cc 4-stroke for 2014).**  
**Note: From 1st January 2015, the capacity limit for all junior ATV machines will be 200cc 2-stroke and 250cc 4-stroke, plus five percent tolerance.**
- 18.15.2 Tyres: ATVs
- 18.15.2.1 Rear tyres may be prescribed in the supplementary regulations.



# 19 SPEEDWAY

## Chapter contents

Application of Chapter .....	1
SECTION 19A: AUSTRALIAN CHAMPIONSHIPS .....	1
19.1 CATEGORIES FOR SENIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS.....	1
19.2 CATEGORIES FOR JUNIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS.....	1
19.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES.....	1
19.4 COMPETITION CLASSES.....	2
SECTION 19B: AUSTRALIAN SPEEDWAY CHAMPIONSHIP .....	3
19.5 PROTOCOLS.....	3
SECTION 19C: AUSTRALIAN TEAM CHAMPIONSHIPS .....	5
19.6 PROTOCOLS.....	5
SECTION 19D: COMPETITION RULES.....	7
19.7 GENERAL COMPETITION RULES.....	7
19.8 PROTECTIVE CLOTHING AND HELMETS.....	7
19.9 RIDER IDENTIFICATION .....	9
19.10 RACE MEETING PROTOCOLS.....	9
19.11 TEST MATCHES .....	12
19.12 WORLD CHAMPIONSHIP SELECTION.....	13
SECTION 19E: TECHNICAL REGULATIONS.....	14
19.13 SOUND EMISSIONS .....	14
19.14 FUEL: GENERAL.....	14
19.15 ENGINES.....	15
19.16 FRAMES AND PARTS.....	16
19.17 CLASS TECHNICAL REGULATIONS: SOLO .....	17
19.18 250CC INTERMEDIATE SPEEDWAY.....	19
19.19 250/350CC SOLO SPEEDWAY.....	19
19.20 JUNIOR SPEEDWAY: SOLO .....	19
19.21 125CC SOLO.....	20
19.22 CLASS TECHNICAL REGULATIONS: SIDECAR.....	20
19.23 CLASS TECHNICAL REGULATIONS: CLASSIC SPEEDWAY .....	23

### Application of Chapter

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

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

### SECTION 19A: AUSTRALIAN CHAMPIONSHIPS

#### 19.1 CATEGORIES FOR SENIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS

##### SPEEDWAY SOLO & SIDECAR

Solo Individual

Solo Pairs

Under 21

Sidecar

Pro ATV

Open ATV

#### 19.2 CATEGORIES FOR JUNIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS

##### JUNIOR SPEEDWAY CHAMPIONSHIPS

125 Solo Under 16 years - Individual

125 Solo Under 16 years - Teams

250 Solo 13 to Under 16 years- Individual

250cc Sidecar 11 to Under 16 years-Rider  
9 to Under 16 years - Passenger

#### 19.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

##### 19.3.1 Individual Competitions

19.3.3.1 MA medallions will be presented to the first, second and third placed riders in each championship solo class and first, second and third placed 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 three 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.

**19.3.3 Duke of Edinburgh Trophies**

19.3.3.1 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:  
Australian Speedway Championship Series – Solo and Sidecar

19.3.3.2 Medallions and points will be awarded in Australian Speedway Championships where there are:

Senior & Under 21 Solo - 16 starters

Senior Sidecar - 16 starters

Junior 250 Solo - 13 starters

Junior Sidecar – ~~12~~ 9 starters

Junior 125 Solo - 16 starters

19.3.3.3 The winners of the Duke of Edinburgh Trophy will be entitled to have a photograph taken of them with the trophy.

19.3.3.4 The cost of the photograph will be subject to price approval by the State Controlling Body and recoverable from MA.

19.3.3.5 The trophies will be held by MA.

**19.4 COMPETITION CLASSES****19.4.1 Junior Speedway**

19.4.1.1 Junior - age groups and capacities - solo and sidecar

AGE GROUP	CLASSES AND CAPACITY
4 to under 9 years	50cc 2-stroke & 4-stroke solo non-competitive
7 to under 9 years	50cc 2-stroke & 4-stroke solo
7 to under 9 years	125cc single 4-stroke solo
9 to under 16 years	125cc single 4-stroke solo
13 to under 16 years	250cc solo
14 to under 16 years	350cc solo
11 to under 16 years	250cc 4-stroke sidecar
9 to under 16 years	250cc 4-stroke sidecar passenger

**19.4.2 Junior Eligibility**

Endorsements will be issued for:

- 50cc
- 125cc 4-stroke
- 250cc 4-stroke
- 350cc 4-stroke
- Speedway
- Slider 250cc 4-stroke
- Slider 350cc 4-stroke
- 125cc 4-stroke
- 150cc 4-stroke
- Sidecar rider 250 4-stroke
- Sidecar passenger 250 4-stroke

19.4.2.1 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 General Competition Rule applies to all riders up to and including the age of 16 years.

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

19.4.2.3 Subject to General Competition Rule 19.4.2.1 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.

- a) Junior competitors in the age groups listed in the table 19.4.1.1 may compete in the corresponding classes.
- b) No applicant will be issued with their first competition licence if they are under the age of 7 years,
- c) Unless otherwise permitted in writing by the relevant controlling body, for any event there must be no greater age variation between competitors than four (4) years,
- d) No participant in the 50cc automatic class may compete in any other class other than at Club level competitions,
- e) In the 4 years to under 9 years 50cc Demo non-competitive class, all riders are entitled to receive a prize or award of the same size/value,
- f) Subject to the following two General Competition Rules, a relevant controlling body may permit age group racing, graded racing, or a combination of both,
- g) Age group racing: Only competitors in the same age groups may compete against each other,
- h) A relevant controlling body may grade Junior competitors according to their respective skills,
- i) Demo class is a non-competitive class.

**SECTION 19B: AUSTRALIAN SPEEDWAY CHAMPIONSHIP****19.5 PROTOCOLS****19.5.1 Applications to Conduct**

19.5.1.1 Applications for the conduct of Australian Championships must be received by MA by February 1st in the preceding year.

19.5.1.2 The permit fees for Australian Speedway Championship events be set and released by November 30th of the previous year.

**19.5.2 Dates for Conduct**

19.5.2.1 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 at the Easter weekend in each year.

**19.5.3 Selection Committee**

19.5.3.1 The selection committee will be the Commission which must:

- a) Forward the competitor and reserve selections to MA,
- b) MA will notify the competitors and the Promoter of the selections.

**19.5.3.2 Selection and Qualification**

19.5.3.3 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, 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, or
- c) Competitors who are not Australian citizens may nominate to compete in the Australian Speedway Championships and may be considered by the Speedway Commission for inclusion.
- d) Medallions and points will be awarded in Australian Speedway Championships where there are:
  - Senior & Under 21 Solo - 16 starters
  - Senior Sidecar - 16 starters
  - Junior 250/350 Solo - 13 starters
  - Junior Sidecar - ~~12~~ 9 starters
  - Junior 125 Solo - 16 starters.

19.5.3.4 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.

19.5.3.5 The team for a State will be selected by that State's speedway sub-committee.

19.5.3.6 The selected competitors must notify the Promoter of their acceptance of the conditions and the anticipated time of arrival at the track concerned.

**19.5.4 Alternate Qualification**

19.5.4.1 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.

**19.5.5 Practice**

19.5.5.1 Practice must be conducted for all Australian Championships.

19.5.5.2 Practice times and format must be stipulated in the supplementary regulations for each Championship.

**19.5.6 Examination Before an Event**

19.5.6.1 Before an event, the Promoter must set a time and place, giving reasonable notice to every competitor, for:

- a) Identification and examination of licenses,
- b) Examination of motorcycles,
- c) Noise testing,
- d) Checking of helmets and protective clothing, and
- e) Such other examinations as are necessary.

19.5.6.2 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.

**19.5.7 Carburettor Examination**

19.5.7.1 All solo machine carburettors must be checked, measured and sealed before the meeting.

19.5.7.2 The carburettor seal must be secured to the cylinder head by wire and official seal.

19.5.7.3 During the meeting carburettors may not be measured, but the seals may be checked.

19.5.7.4 Every machine at the end of the meeting must have the seal of the carburettor checked by the machine examiner as the competitors come out for the last four rides.

**19.5.8 Twenty Two Race Format**

19.5.8.1 There will be 20 heats and an A & B final.

19.5.8.2 The three competitors who accumulate the most points during the course of the heats will compete in the A Final. 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.

19.5.8.3 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.

19.5.8.4 In case of riders being tied on points for the A & B Final, all final places will be determined by count back.

19.5.8.5 There must be 16 competitors with the heat format according to the following table:

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

#### 19.5.9 Twelve Race Format

19.5.9.1 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

19.5.9.2 The above format must be used where the track is over 450 metres in length and is licensed for six competitors.

19.5.9.3 In races 10 and 11, the highest 12 point scorers in heats 1 to 9 must participate as follows:

- Race 10: Competitors finishing in 1st, 4th, 5th, 8th, 9th & 12th places,
- Race 11: Competitors finishing in 2nd, 3rd, 6th, 7th, 10th & 11th places,
- Final: The highest six point scorers.

19.5.9.4 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.

19.5.9.5 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.

19.5.9.6 Starting positions for races 10 and 11 must be balloted in the presence of the Referee or Clerk of Course.

19.5.9.7 Starting positions for the Final will be offered to the six 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.

19.5.9.8 In the case of competitors being tied on points at the conclusion of heats:

- Finalists will be determined by run off,
- Other places will be determined by countback.

19.5.9.9 The finishing order of each competitor in the final will determine Championship placings. After completion of the series if any of the four point scorers are tied the respective positions shall be decided by a run-off.

#### 19.5.10 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

#### 19.5.11 Prize Money

19.5.11.1 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.

19.5.11.2 Prize money will be as follows:

PLACING	\$AUD	PLACING	\$AUD
First	\$3,000	Ninth	\$1,000
Second	\$2,500	Tenth	\$900
Third	\$2,000	Eleventh	\$800
Fourth	\$1,700	Twelfth	\$750
Fifth	\$1,500	Thirteenth	\$700
Sixth	\$1,300	Fourteenth	\$700
Seventh	\$1,200	Fifteenth	\$700
Eighth	\$1,050	Sixteenth	\$700

### SECTION 19C: AUSTRALIAN TEAM CHAMPIONSHIPS

#### 19.6 PROTOCOLS

##### 19.6.1 Qualifying

19.6.1.1 Teams championships will consist of qualifying rounds run in each State and one final.

19.6.1.2 Seven teams will take part in each meeting.

19.6.1.3 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.

19.6.1.4 The Commission must send the names of the seven qualifying teams to the Promoter of the event as well as the relevant controlling body.

19.6.1.5 For championship qualifying rounds, the State Controlling Body must, within 48 hours after the meeting, send the results to MA and to the State Controlling Body organising the final.

##### 19.6.2 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

HEAT NUMBER		HELMET COLOURS		
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

19.6.2.1 This format allows members of the same team to change positions at the starting gate.

#### 19.6.3 Heat Format: Teams

19.6.3.1 There must be fourteen heats with three 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

19.6.3.2 The above format must be used where the track is over 400 metres in length and is licensed for more than four competitors.

19.6.3.3 Heats must be as follows:

- There must be seven teams with each team having six heats and each team meeting all teams twice,
- Between each heat there must be either another event or a four minute break,
- Competitors cannot change gate position **in this format only**.

19.6.3.4 Ties

19.6.3.5 A tie for 1st, 2nd or 3rd places will be resolved by one heat with one rider from each tied team taking part.

**19.6.4 Finals**

- 19.6.4.1 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.
- 19.6.4.2 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.
- 19.6.4.3 Inability to take part in the final must be notified to the relevant controlling body as soon as possible.
- 19.6.4.4 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.

**SECTION 19D: COMPETITION RULES****19.7 GENERAL COMPETITION RULES****19.7.1 Homologation**

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

**19.7.2 Helmet Cameras**

- 19.7.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

**19.7.3 Fees**

ACTIVITY	FEE \$ (INC GST)
Protest lodgement	70.00
Appeal to State Controlling Body lodgement	500.00
Appeal to MA lodgement	1000.00
Fuel Homologation fee First year	2500.00
Fuel Homologation fee Subsequent years	2000.00
All other fees	Apply at MA office

**19.7.4 General Eligibility**

- 19.7.4.1 No person may participate in an Australian Championship unless and until:
- That person's clothing and machine have been examined and approved by the Scrutineer for that meeting, or
  - If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the clothing and machine have been self-scrutineered.
- 19.7.4.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 19.7.4.3 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 19.7.4.4 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.
- 19.7.4.5 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.

**19.8 PROTECTIVE CLOTHING AND HELMETS**

- 19.8.0.1 No competitor may practice, start or compete in any Speedway or Track competition on a Speedway machine unless wearing the following protective equipment and clothing:

**19.8.1 Helmets**

- 19.8.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must:
- Carry the Standards Association of Australia "AS 1698" label, or
  - Be approved under FIM Technical Rules.

**19.8.2 Approval Labels for Helmets**

- 19.8.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

**19.8.3 International Helmet Standards**

Refer also [www.fim.ch](http://www.fim.ch)

- 19.8.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned

E31	Bosnia & Herzegovina	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

#### 19.8.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:



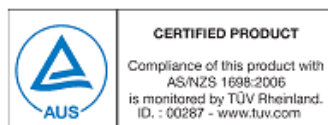
**BSI**



**SAI Global**



**Global-Mark**



**TUV RA**

#### 19.8.4 Clothing

19.8.4.1 A one-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability,

19.8.4.2 Where jackets or one-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,

19.8.4.3 When jackets and trousers are worn, provision must be made to securely attach the jacket to the trousers by press studs, buttons, laces, Velcro or zippers. The trousers and jacket must be attached while competing.

19.8.4.4 The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick at the:

- Shoulders,
- Elbows,
- Both sides of torso and hip joint, and
- Knees.

19.8.4.5 Alternative Solo & Sidecar clothing can be:

- Trousers of leather or synthetic material of similar durability
- Trousers of other than leather must be non-combustible and fitted with a lining
- 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
- Full body armour must be worn under clothing.

19.8.4.6 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine.

#### 19.8.5 Footwear

19.8.5.1 Boots with ankle and calf protection which must be:

- Constructed of leather or other material of similar or greater durability but must not be constructed of rubber,
- At least overlap the suit or trousers when the rider is in the normal riding position, 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.

#### 19.8.6 Gloves

19.8.6.1 Gloves of non-split leather or other material of similar or greater durability and having the following properties:

- A minimum thickness of 1.5mm,
- Be fire retardant,
- Be resistant to abrasion,
- Have perspiration absorbing qualities,
- Be medically non-toxic and non-allergenic.

#### 19.8.7 Goggles and Visors

19.8.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- Eye protectors and spectacles are made of non-shattering material,
- Eye protectors which cause visual disturbance are not to be used,
- Visors are an integral part of the helmet,
- Metal or Perspex face shields are not used,
- Eye shades or peaks are of a flexible material.

19.8.7.2 Visors mounted on the helmet or peak may not be used unless:

- The visor is made of a flexible material that will not shatter on impact,
- 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.

#### 19.8.8 Hair and Jewellery

19.8.8.1 Hair longer than shoulder length must be confined in the helmet or jersey.



19.8.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

### 19.8.9 Footwear in Pits

19.8.9.1 Closed footwear must be worn in the pit area at all times.

19.8.9.2 Mechanics must be dressed in pit uniforms for a specific rider, team, dealer team, factory team or dress in clean overalls. A promoter may specify pit attire.

## 19.9 RIDER IDENTIFICATION

### 19.9.1 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:

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 19.8.1 ✓ means available, X means unavailable.

- b) At all race meetings, wear racing numbers as allocated to the competitor 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<sup>2</sup>.
- 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.

- c) Not have advertising on clothing within 25mm of number backgrounds.

19.9.1.1 The helmet colour of each competitor must be clearly visible to the Referee, the Judge and the Timekeeper throughout each event.

19.9.1.2 A competitor who has a helmet of the specified colour for an event may wear the helmet in that event without a helmet cover.

## 19.10 RACE MEETING PROTOCOLS

### 19.10.1 General

19.10.1.1 Competitions may be solo events or team events.

### 19.10.2 Change of Machines

19.10.2.1 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 the machine on which another rider has qualified for the same heat or final.

### 19.10.3 Identification of Machines

19.10.3.1 All machines must have the competitor's name displayed on the rear mudguard, seat or valance, in letters with a minimum height of 25mm.

19.10.3.2 All sidecars must have the competitor's race number on the side wing of the machine. The number must be 150mm (min.) high with a contrasting background.

### 19.10.4 Log Books

19.10.4.1 Each competitor must possess a prescribed log book which must:

- a) Be produced by the competitor at Scrutineering,  
 b) Be available for production at any other time during the meeting,  
 c) Contain provision for the following entries:  
 i) The meeting date and place,  
 ii) The Scrutineer's report as to any defects or faults in the machine,  
 iii) Any penalties imposed by the Referee.

19.10.4.2 A competitor must correct any machine defects noted in the log book before being permitted to compete on that machine again.

### 19.10.5 Measurement of Engines

### 19.10.6 Measurement at Meetings

19.10.6.1 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.

19.10.6.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

19.10.6.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

### 19.10.7 Measurement Australian and State Championship Events

19.10.7.1 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 first, second, third and fourth 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.

#### 19.10.8 Competitors

19.10.8.1 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.

19.10.8.2 The Referee may require any:

- a) Newly licensed competitor, or
- b) Competitor 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.

#### 19.10.9 Radio Communication

19.10.9.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

#### 19.10.10 Juniors

19.10.10.1 Where a Junior track is situated on the infield of a Senior track, Junior Speedway event may be conducted in conjunction with a Senior meeting.

19.10.10.2 Demonstrations, Coaching and Practice

- a) A Junior licence holder who has turned 15 years of age and who 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 one 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 one 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 one time.

#### 19.10.11 Late Arrival

19.10.11.1 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.

#### 19.10.12 Sidecar Passenger

19.10.12.1 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 forms and is authorised by the Clerk of Course and Referee prior to taking part.

#### 19.10.13 Starting

19.10.13.1 Competitors must be ready for the start when called upon to do so by the relevant official.

- a) The Referee may sound a two minute warning signal 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 two minutes after the signal will 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 five minutes.

19.10.13.2 Competitors who are members of the same team or pair may exchange their starting positions.

19.10.13.3 Standing starts, operated by the Referee, are to be used.

19.10.13.4 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 two 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 restarted.

19.10.13.5 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 restarted,
- e) A machine is deemed to have crossed the starting line when its rear wheel axle passes over the line.

19.10.13.6 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.

19.10.13.7 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, other than if:

- a) The engine has stalled,

- b) The assistance is from authorised pushers,
  - c) The assistance is given before the machine reaches the 30 metre marker.
- 19.10.13.8 For the purposes of the preceding sub-Rule:
- a) A marker must be placed on the track 30 metres from the starting line,
  - b) A machine will be deemed to have reached the 30 metre marker when the front wheel axle passes it.
- 19.10.13.9 A competitor will be excluded if, in the opinion of the Referee:
- a) The competitor's machine is not moving under its own power at the 30 metre marker,
  - b) The competitor fails to ride directly and without delay from the pits to the starting line,
  - c) The competitor touches the tapes or crosses the applicable starting line at the start.
- 19.10.13.10 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,
  - d) must leave the track without delay and return to the pits as soon as the race finishes or is stopped.
- 19.10.14 Leaving the Course**
- 19.10.14.1 A rider whose machine crosses the inner edge of the track with two 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.
- 19.10.14.2 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.
- 19.10.14.3 A rider who returns to the track and continues to race when not entitled to shall be excluded.
- 19.10.15 Retirements**
- 19.10.15.1 A competitor who, in the opinion of the Timekeeper:
- a) Has not completed the race distance within three minutes of the start,
  - b) Has not started the last lap before the winner has crossed the finish line;
  - c) will be deemed to have retired from the race.
- 19.10.15.2 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.
- 19.10.16 Reserves**
- 19.10.16.1 The Referee may direct a reserve to replace a competitor who has failed to start in an event.
- 19.10.16.2 Reserves will be used in rotation.
- 19.10.16.3 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.
- 19.10.16.4 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.
- 19.10.17 Re-Runs**
- 19.10.17.1 When a chequered flag is displayed before the race distance has been completed by the leading competitor, the Referee must order a re-run.
- 19.10.17.2 In a re-run:
- a) Competitors must start from their original starting positions, and
  - b) Reserves must occupy the position of the replaced competitors.
- 19.10.17.3 Any competitor who has failed to start in or been excluded from any race may not compete in the re-run.
- 19.10.17.4 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.
- 19.10.18 Scoring**
- 19.10.18.1 In every heat, unless otherwise prescribed by the supplementary regulations:
- a) The winner receives three points,
  - b) The second receives two points,
  - c) The third receives one point.
  - d) The fourth receives 0 points
  - e) 0 for last place is better than M,R,F,T,E and N where:  
O= For last place,  
M= Excluded for two minute rule,  
R= Retired from the race,  
F= Fall but not excluded,  
T= Excluded for false start,  
E= Excluded,  
N= No start.
- 19.10.18.2 In individual events, ties will be resolved by a run-off between the tied competitors.
- 19.10.18.3 Alternatively, in individual events ties may be resolved as follows:
- a) The competitor who attains the highest number of firsts in the heats will be the winner,
  - b) If there is still a tie, the competitor who attains the highest number of seconds in the heats will be the winner,
  - c) If there is still a tie, the competitor who receives the highest number of thirds in the heats will be the winner,
  - d) If there is still a tie, an "O" for the last place is better than M,R,F,T,E or N, where:  
M= Excluded for two minute rule,  
R= Retired from the race,  
F= Fall but not excluded,  
T= Excluded for false start,  
E= Excluded,

N= No start.

19.10.18.4 In team events, ties will be resolved by a run-off with one competitor from each team.

19.10.18.5 All competitors taking part in a run-off in the event of tied scores must be paid prize money for the run-off.

#### 19.10.19 Dead Heats

19.10.19.1 In the event of a dead heat between two or more competitors, the combined points will be shared between the tied competitors.

#### 19.10.20 Flags and Signals

19.10.20.1 The dimensions of flags must be 600 x 600 mm.

19.10.20.2 All control lights:

- a) Must be visible to all competitors,
- b) May only be operated by the Referee or the Referee's nominee.

19.10.20.3 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.

#### 19.10.21 Pit Control

19.10.21.1 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 or pit Marshal

19.10.21.2 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 direct any person as to that person's mode of dress or behaviour,
- c) The Pit Marshal may eject any person who, in their opinion is behaving in an unsafe or unsatisfactory manner.

19.10.21.3 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.

19.10.21.4 A mechanic may not attend any riders' briefing without the permission of the Referee.

19.10.21.5 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.

#### 19.10.22 Payments

19.10.22.1 Prize monies and traveling expenses must be prescribed in the supplementary regulations.

19.10.22.2 All traveling monies must be paid in cash unless the competitor otherwise agrees.

19.10.22.3 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.

19.10.22.4 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.

#### 19.10.23 Referee

19.10.23.1 In Speedway, the functions and authority of Steward and Clerk of Course, as described in Chapter 2 will be exercised by the Referee.

19.10.23.2 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 telephone,
- 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.

### 19.11 TEST MATCHES

#### 19.11.1 Definition

19.11.1.1 A test match is an International event between two or more countries appointed by their respective FMNs.

#### 19.11.2 Format

19.11.2.1 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.

### 19.11.3 Bonus Points

19.11.3.1 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.

### 19.11.4 Starting Positions

19.11.4.1 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.

19.11.4.2 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.

19.11.4.3 The relative positions of the two competitors of each team in each heat may be changed.

### 19.11.5 Reserves

19.11.5.1 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.

19.11.5.2 A reserve may not ride in more than six events.

19.11.5.3 Only one reserve may participate in each event.

## 19.12 WORLD CHAMPIONSHIP SELECTION

### 19.12.1 Open Solo Eligibility and Qualifying

19.12.1.1 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 third and any additional positions (where applicable) will be chosen by the Speedway Commission of Motorcycling Australia.
- d) Should a rider who qualifies choose to forfeit his or her right to participate in the subsequent rounds, again the Commission will choose the replacement riders/s.

19.12.1.2 World Championship selection - Under 21 Solo and Sidecar

19.12.1.3 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 third and any additional positions (where applicable) will be chosen by the Speedway Commission of Motorcycling Australia.
- d) Should a rider who qualifies choose to forfeit his or her right to participate in the subsequent rounds, again the Commission will choose the replacement rider/s.

19.12.1.4 World Cup

The riders for the FIM World Cup teams will be chosen by the MA Speedway Commission in consultation with the Australian Speedway Manager. To be eligible for selection in the World Cup Teams, both Senior & Junior, effective for the 2011 events, riders must participate in the Australian Senior Solo or the Under 21 Championships for that year. Rule 19.15.1.5 will be taken into account. 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.**

19.12.1.5 FIM Gold Trophy Selection - Under 16 solo.

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 third and any additional positions (where applicable) will be chosen by the Speedway Commission of Motorcycling Australia,
- d) Should a rider who qualifies choose to forfeit his or her right to participate in the subsequent event, again the Commission will choose the replacement rider/s.

19.12.1.6 Inability to compete - (Applies to Open, Under 21 and Gold Trophy events)

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.

- 19.12.1.7 The Australian Speedway Team Manager 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 19E: TECHNICAL REGULATIONS

### 19.13 SOUND EMISSIONS

Sound testing must be carried out at all permitted events; however, it is not mandatory to test all machines.

#### 19.13.1 Specifications

- 19.13.1.1 Sound emissions are set out in the table below:

30 meters (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Speedway (including ATVs)	95
Record Attempts	No limit

- 19.13.1.2 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 GCR 19.13.1.1.

#### 19.13.2 Sound Control During Competition

- 19.13.2.1 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.

- 19.13.2.2 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.

#### 19.13.3 Use of Sound Level Meters

- 19.13.3.1 Sound testing apparatus must:

- Comply with international standard IEC 651, Type 1 or Type 2.
- 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.

- 19.13.3.2 Sound testing apparatus must be set to

- 'Fast response'
- 'A' weighted,
- Select range High 80-130 dB,
- Activate the function MAX MIN - set on MAX

#### 19.13.4 '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 meters from the edge of the track at a high speed point.

- 19.13.4.1 Tests shall not take place in the rain

#### 19.13.5 Machine Testing

- 19.13.5.1 If a machine fails, it can be represented for re-testing.

- 19.13.5.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

- 19.13.5.3 A machine which does not comply with the sound limits can be presented several times.

## 19.14 FUEL: GENERAL

### 19.14.1 Fuel Warning

- 19.14.1.1 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.

- 19.14.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

- 19.14.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

- 19.14.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

### 19.14.2 Fuel Testing

- 19.14.2.1 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.

- 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,
- The Referee, Race Director or Chief Scrutineer may direct the administration of fuel tests.

- 19.14.2.2 Fuel tests must comply with the following procedures:

- 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,
- Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,
- 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,
- 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,
- Both samples must remain in the control of the official who administered the test.
- 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.

**19.14.3 Refuelling**

- 19.14.3.1 During refuelling, each machine must be stationary with the engine stopped.
- 19.14.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 19.14.3.3 Smoking is strictly prohibited in areas where refueling is permitted.
- 19.14.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 19.14.3.3, and are responsible for the actions of their mechanics and support team members.

**19.14.4 Homologation of Fuel**

- 19.14.4.1 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.
- 19.14.4.2 Organisations seeking homologation of fuel must provide MA with:
  - j) Two one-litre sealed containers of the fuel for analysis,
  - k) Details of the fuels characteristics,
  - l) The distribution network,
  - m) The price structure,
  - n) A homologation fee of \$2,500 in the first year and \$2,000 per year thereafter.
- 19.14.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

**19.14.5 Fuel: Speedway**

- 19.14.5.1 Fuel must:
  - a) Be unleaded, and
  - b) Be no more than 100 RON; and
  - c) Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines; and
  - d) Be readily available from retail petrol pumps within Australia; or
  - e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".
- 19.14.5.2 For Senior and Classic competition, and 250cc and 350cc Junior machines, the following fuels are permitted:
  - a) Commercially available pure Methanol with no additives other than lubricating oil, or

**19.15 ENGINES****19.15.1 Reciprocating Engines**

- 19.15.1.1 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.

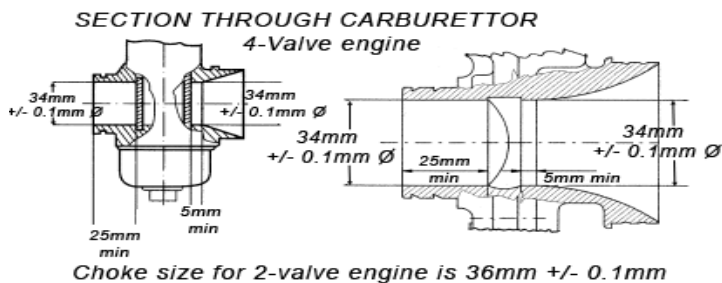
**19.15.2 Engine Capacity Tolerances**

- 19.15.2.1 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
Sidecar Cycle car machines except Road Race	5%
80cc 2 stroke machines manufactured prior to 1/1/95	5%
Record attempts and senior Speedway / Track.	Nil
65cc & 85cc machines	Nil

**19.15.3 250/350/500 Solo**

- 19.15.3.1 Engine capacity must not exceed 250cc, 350cc, or 500cc.
- 19.15.3.2 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.
- 19.15.3.3 2-valve engines may use a carburettor of 36mm +/- 0.1mm diameter.
- 19.15.3.4 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,  
Be taken from the edges of the throttle valve or throttle butterfly.



**Figure 19.15.3.4 Carburettor dimensions**

19.15.3.5 The fuel output section of the carburettor must be of circular shape.

19.15.3.6 Direct injection must comply with the above carburettor sizes.

19.15.3.7 Supercharging and turbocharging are not permitted.

#### 19.15.4 Sidecar Engines

19.15.4.1 An event may be restricted to machines of a capacity of no more than 500cc, which will be known as a 500cc class event.

19.15.4.2 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, The engine may not be turbocharged or supercharged.

19.15.4.3 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.

#### 19.16 FRAMES AND PARTS

##### 19.16.1 Streamlining

19.16.1.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.

19.16.1.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

##### 19.16.2 Fuel Tanks

19.16.2.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

##### 19.16.3 General Frames and Parts

19.16.3.1 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.

19.16.3.2 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

19.16.3.3 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.

19.16.3.4 Throttle controls and mechanical carburettor linkages must:

- a) Be self-closing,
- b) Be enclosed so as to prevent jamming.

19.16.3.5 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.

19.16.3.6 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.

19.16.3.7 Steering must be:

- a) Direct,
- b) Through the front wheel,
- c) By a classic telescopic fork, leading link, earles, or girder type.

19.16.3.8 Light alloys may not be used for wheel axles.

19.16.3.9 The front wheel must be fitted with a knockout spindle or an approved clamp to fasten on the fork tips.

19.16.3.10 Brakes may not be fitted.

19.16.3.11 For any cast or welded wheel, the gaps between the spokes must be filled in.

19.16.3.12 Machines need not carry number plates.

19.16.3.13 FIM homologated 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.



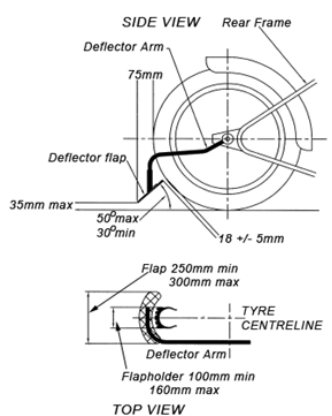


Figure 19.16.3.13 Dirt deflector detail

19.16.3.14 Primary chain guard protection must be provided by:

- Fully enclosing the chain with a steel guard, or
- 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.

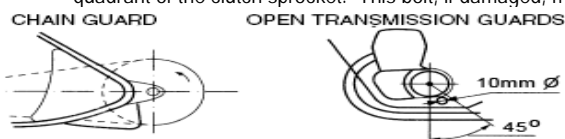


Figure 19.16.3.14 Chain guard detail

19.16.3.15 Mechanical carburettor linkages must be:

- Enclosed by a suitable material, or
- Fully enclosed by a box.

## 19.17 CLASS TECHNICAL REGULATIONS: SOLO

### 19.17.1 Solo

19.17.1.1 Rear chain guards must:

- Be fitted to the back end of the rear assembly of machines,
- Provide protection where the rear chain enters onto the rear wheel sprocket.

19.17.1.2 Exhaust systems must not extend beyond the outer circumference of the rear wheel rim and tyre.

19.17.1.3 The gap between the silencers and the tyre must not exceed 60mm.

19.17.1.4 Exhaust gases must be discharged from the system horizontally and parallel to the centre line of the machine.

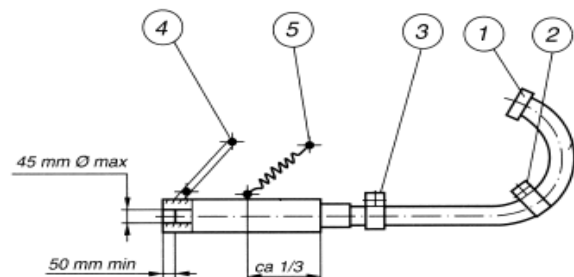


Figure 19.17.1.4 250/350/500 Solo exhaust detail

19.17.1.5 The exhaust pipe must be fixed to the cylinder head and frame with a minimum of three clips, one of which must be attached to the cylinder head.

19.17.1.6 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.

19.17.1.7 The diameter of the exhaust pipe must not exceed 50mm or an equivalent area and must remain constant up to the silencer.

19.17.1.8 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.

19.17.1.9 The outside shell of the silencer must form one unit. The end of the pipe must be cut at right angles.

19.17.1.10 Where turbo or similar types of approved silencers are fitted:

- 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,
- 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,
- The maximum internal outlet diameter must be 47mm and must remain as manufactured.

19.17.1.11 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.

19.17.1.12 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.

19.17.1.13 Rear tyre requirements are as follows:

- Subsequent modification of tyres is not permitted,
- The overall width must not exceed 100mm,
- The tyre must be mounted and inflated to 14psi at Scrutineering,
- The tread depth must not exceed 8mm measured at right angles to the face of the tread,
- All blocks in the same circumference must be of the same depth,
- The space between the blocks must not exceed 9.5mm across the tyre or 13mm in a circumferential direction,
- 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.

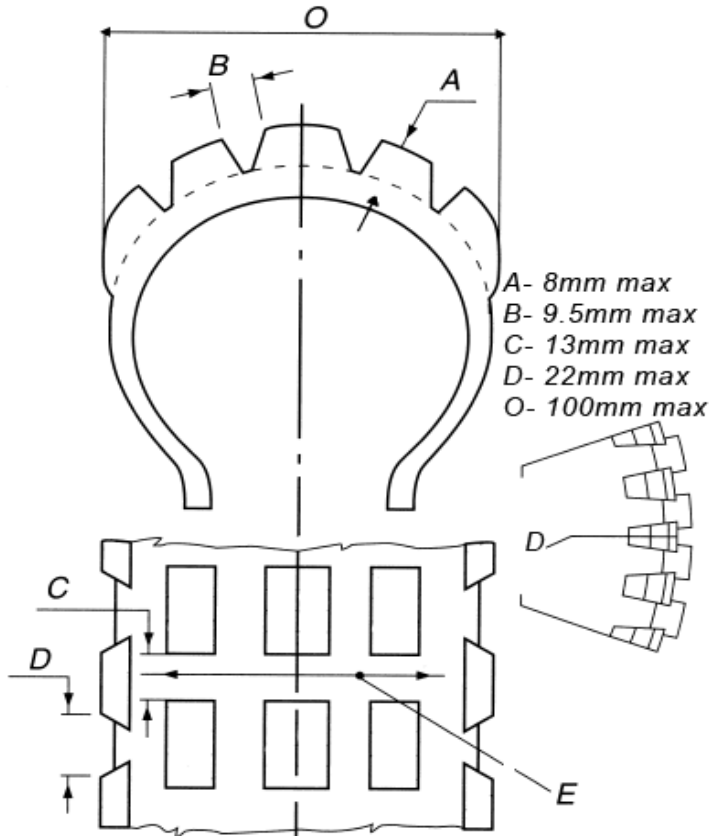


Figure 19.17.1.13 Solo tyre details

19.17.1.14 The front tyre may be of any size or type but limited to an overall width of 80mm.

19.17.1.15 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.

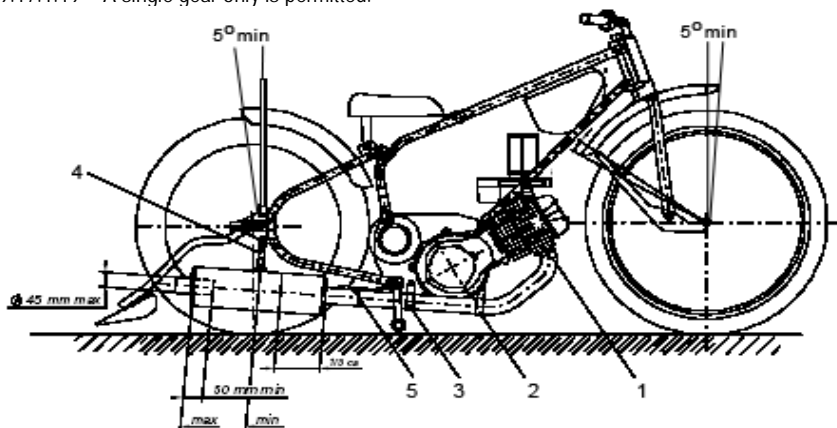
19.17.1.16 The minimum weight, without fuel, is 77kg.

19.17.1.17 Footrests:

- 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,
- Must have metal protection at the end of at least 8mm radius,
- May be folding and, if so, must be fitted with a device which automatically returns them to the normal position.

19.17.1.18 Rear suspension is prohibited.

19.17.1.19 A single gear only is permitted.



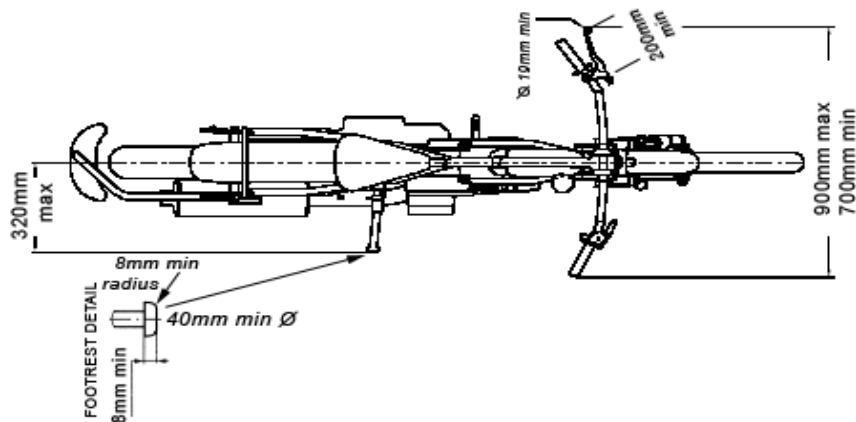


Figure 19.17.1.19 Solo speedway machine: Side and top view

#### 19.18 250CC INTERMEDIATE SPEEDWAY

19.18.0.1 This class is for State level competition only.

19.18.0.2 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.

#### 19.18.1 250cc Intermediate Speedway Engines

19.18.1.1 4-stroke single cylinder engine up to 250cc.

19.18.1.2 If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in one gear during racing.

#### 19.18.2 250cc Intermediate Speedway Frames and Parts

19.18.2.1 Frames and parts must be in accordance with GCR19.16.

#### 19.19 250/350CC SOLO SPEEDWAY

19.19.0.1 Competition for 250cc and 350cc machines is allowed under Speedway Rules.

19.19.0.2 Junior/senior must be assessed by an MA accredited coach prior to competition.

19.19.0.3 Riders using these machines must be:

- a) A minimum age 250cc 13 years to under 16 years, minimum age 350cc 14 years to under 16 years,
- b) Junior riders can practice **or demonstrate** on a 250cc machine from the age of 12 years and 9 months,
- c) Junior riders can practice on a 350cc machine from the age of 13 years and 9 months,
- d) Senior riders can ride 250cc or 350cc machines,
- e) No juniors are permitted on track with seniors.

19.19.0.4 350cc machines are not eligible to enter the Australian Championship from 1<sup>st</sup> January 2014.

19.19.0.5 Other special conditions will apply to the use of these machines and these conditions will be made available from MA upon request.

19.19.0.6 Tracks must be no more than ~~450~~ 350 metres in length, and licensed by MA or the relevant State Controlling Body.

19.19.0.7 Engines:

- a) must be OEM 250cc and 350cc;
- b) carburettor size 34mm +/- 0.1mm;
- c) Valves and valve springs may be changed but must be the same size as OEM;
- d) Pistons may be changed, replacement pistons must be the same compression as OEM;
- e) Use of Titanium is not permitted.

#### 19.20 JUNIOR SPEEDWAY: 50cc and 125cc SOLO (other junior classes are as above)

##### 19.20.1 Engines

19.20.1.1 The use of Titanium in junior Speedway engines is prohibited.

##### 19.20.2 50cc Solo

19.20.2.1 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 other than 12" (304mm)
- f) A lanyard kill switch must be fitted
- g) Working brakes must be retained

19.20.2.2 The following may be altered.

- a) Parts equivalent to OEM may be fitted.
- b) Seat
- c) Colour
- d) Mudguards
- e) Handlebars
- f) Grips
- g) Levers

- h) Cables
- i) Chains
- j) External gearing
- k) Tyre brand and pattern
- l) Foot pegs and foot peg position
- m) Rear shock absorber may be removed and replaced with a solid replacement
- n) Throttle limiting devices may be removed
- o) Restrictor washers in the header pipe abutting cylinder barrel may be removed.

#### 19.21 125cc SOLO

19.21.0.1 Wheelbase must not exceed 1375mm.

19.21.0.2 Rear rim diameter must not exceed 17" (432mm).

19.21.0.3 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.

19.21.0.4 Front rim diameter must not exceed 482mm (19").

19.21.0.5 Front tyres must:

- a) Have Trial pattern or Speedway tread,
- b) Have a diameter not exceeding 19" (482mm),
- c) Not be modified.

#### 19.21.1 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 to the frame with a steel cable of at least 3mm or a strong steel spring.

19.21.1.1 If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in one gear while racing.

19.21.1.2 The engine capacity must not exceed 125cc with a +1mm tolerance of the bore diameter.

19.21.1.3 A single cylinder, 4-stroke engine, fitted with one carburettor, of a mass produced type must be used.

19.21.1.4 The cylinder head must be as follows:

- a) 2-, 3- or 4-valve cylinder heads can be fitted, but 3- and 4-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 2-valve heads, maximum valve size must be:
  - iv) Exhaust - 25mm, and
  - Inlet - 30mm.

19.21.1.5 Carburettors no bigger than 24mm can be fitted.

19.21.1.6 Inlet manifold must be round for entire length.

19.21.1.7 Early model crankcases may be used with late model heads but the compression ratio must not exceed 9.7:1.

19.21.1.8 Any type of ignition system may be used.

19.21.1.9 Later model parts, or parts of different manufacture, may be installed.

19.21.1.10 The "Shupa" brand junior Speedway machine is approved for competition in the Junior 125 Solo class when the machine is fitted with the 2- or 3-valve head.

#### 19.22 CLASS TECHNICAL REGULATIONS: SIDECAR

##### 19.22.1 Sidecar: General

19.22.1.1 The overall width must not exceed 1500mm.

19.22.1.2 The length from the leading edge of the front tyre to the outside of the rear mudguard must not exceed 2600mm.

19.22.1.3 Overall height must not exceed 1200mm.

19.22.1.4 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.

19.22.1.5 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.

19.22.1.6 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.

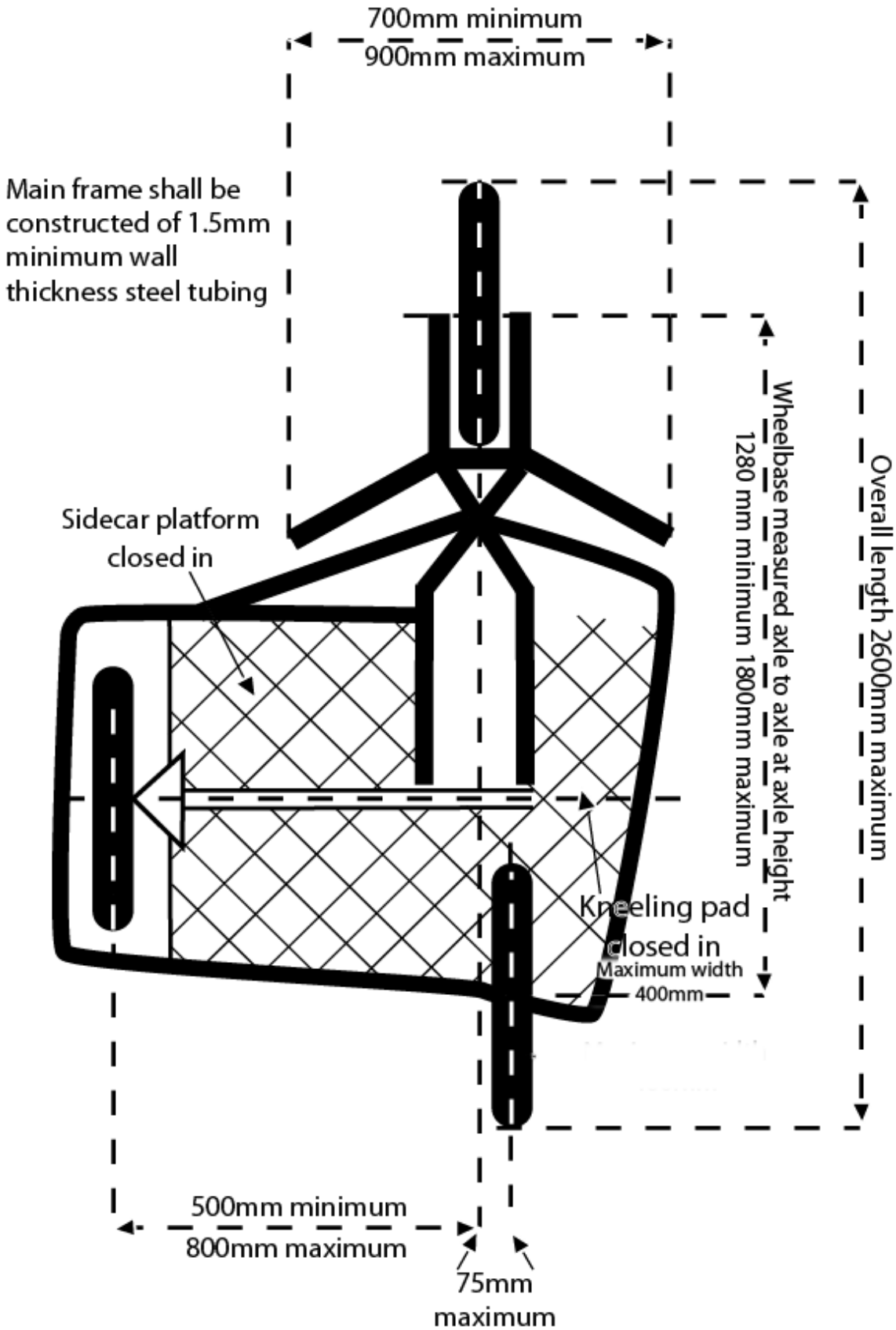
19.22.1.7 The width of the kneeling pad on the offside of the machine must not exceed 400mm.

19.22.1.8 The tubing used in the construction of the main frame of a sidecar motorcycle must have a minimum wall thickness of 1.5mm.

19.22.1.9 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.

19.22.1.10 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.

19.22.1.11 The sidecar frame must have a continuous bar along the exterior of the sidecar wheel.



Plan of Sidecar indicating allowable dimensions  
Not drawn to scale

Figure 19.22.1.11 Speedway sidecar dimensions

- 19.22.1.12 The streamlining:
- Must not be in front of a vertical line drawn through the leading edge of the front tyre,
  - Must not be to the rear of a vertical line drawn through the exterior edge of the rear rim,
  - May come into contact with the ground with the rear wheel raised 300mm from the ground.
- 19.22.1.13 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.
- 19.22.1.14 Aero panels, side panels and similar attachments may be used provided they are:
- Constructed of metal, fibreglass or polycarbonate material,
  - Free of sharp or protruding edges, and
  - Not dangerous to the rider or other competitors.
- 19.22.1.15 Horizontal wings and aerodynamic friction assisting devices are prohibited.
- 19.22.1.16 Fuel tanks must be of a material approved by the Australian Standards Association for fuel containers.
- 19.22.1.17 Drive must only be transmitted through the rear wheel of the motorcycle.
- 19.22.1.18 Wheel, rim and tyres must be the following:
- Solo two ply and four ply 75mm (3") tyres may not be used on rear rims exceeding 127mm (5") in width,
  - The rear wheels minimum 450mm (18") maximum 475mm (19") diameter, rim width maximum 125mm (5"),
  - Knobby tyres may not be used,
  - Speedway or universal trial block pattern tyres only to be used,
  - Tyres may be cut or grooved.
- 19.22.1.19 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.
- 19.22.1.20 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.
- 19.22.1.21 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.
- 19.22.1.22 Where the sidecar wheel is mounted with a bracket on one side only, the axle diameter must be at least 20mm.
- 19.22.1.23 Stub axles must have a minimum diameter at the base plate of 40mm.
- 19.22.1.24 The sidecar wheel must be covered by a non-rotating shield which must:
- Be constructed of sheet metal, fibreglass or similar material and be flat or nearly so,
  - Be securely fitted to the sidecar,
  - Incorporate a 25mm horizontal crash bar surrounding the outer side of the sidecar wheel at floor level,
  - Cover at least the outward facing spoked area, and,
  - If trials tyres are fitted, cover the tyre area as well.

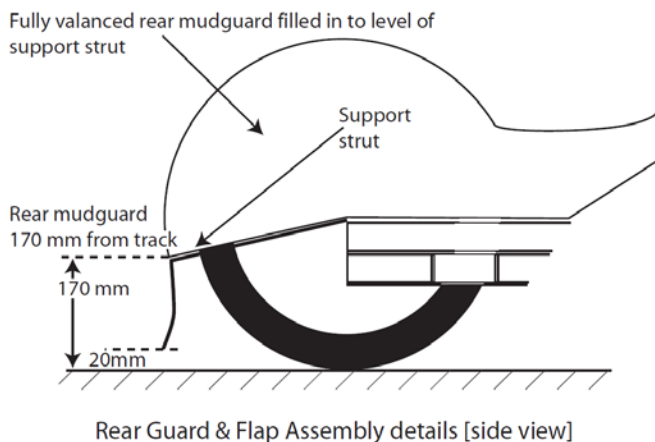


Figure 19.22.1.24 Rear guard and flap assembly details

- 19.22.1.25 The sidecar wheel must be either spoked, moulded type mag, or other approved wheel. Riveted type mag wheels are not permitted.
- 19.22.1.26 The fitting of a front mudguard is not compulsory.
- 19.22.1.27 Rear mudguards:
- Must be valenced on both sides down to axle level, to a maximum of 170mm from ground level
  - Must be fitted with a one piece flexible mud flap without any slots, which:
    - Is a minimum thickness of 6mm and be of a reinforced belting type rubber,
    - Is attached to the rear mudguard,
    - Ends no more than 20 mm above ground level,
    - Is attached to three sides of the mudguard and projects forward by a minimum of 75 mm on each side,
    - Is a consistent width from top to bottom,
    - And/or be fitted with an FIM homologated dirt deflector,
  - May be incorporated into the passenger's seat moulding,

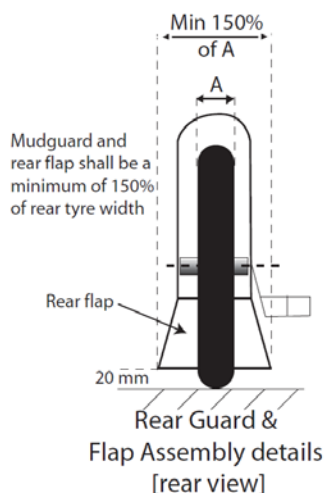


Figure 19.22.1.27 Rear mudguard

- 19.22.1.28 Promoters may require additional specifications for the protection of spectators.
- 19.22.1.29 Footrests must be on the right hand side to the direction of travel and linked by a continuous bar.
- 19.22.1.30 All exterior barwork and tubework ends must be plugged or capped so as to present a flush or convex end.
- 19.22.1.31 A suitable handhold must be provided for the passenger on the offside of the machine and near the front.
- 19.22.1.32 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.
- 19.22.1.33 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.
- 19.22.2 Sidecar: Junior**
- 19.22.2.1 Engine capacity must not exceed 250cc. Motors must be 4-stroke only.
- 19.22.2.2 Machines must be fitted with an unmodified 4-stroke production engine and may be fitted with an operating gearbox. OEM engine electrics must also be used.
- 19.22.2.3 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.
- 19.22.2.4 Overall length from the leading edge of the front tyre to the outside edge of the rear mudguard must not exceed 2100mm.
- 19.22.2.5 Overall width must not exceed 1250mm.
- 19.22.2.6 Wheelbase, taken at axle height and from the centre of the front axle to the centre of the rear axle, must measure between 1,500mm and 1,200mm.
- 19.22.2.7 Stub axles must have a minimum diameter at the base plate of 25mm.
- 19.22.2.8 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.
- 19.22.2.9 The width of the kneeling pad on the off side of the motorcycle must not exceed 300mm.
- 19.22.2.10 The sidecar wheel must be covered by a non-rotating shield which must:
- Be fitted securely to the sidecar,
  - Incorporate a 20mm horizontal crash bar surrounding the outer side of the sidecar wheel at floor level,
  - Cover at least the outward facing spoked area, and
  - If trials tyres are fitted, the tyres.
- 19.22.2.11 Rear mudguards:
- Must be valanced on both sides down to axle level,
  - Must be fitted with a one piece flexible mud flap without any slots, which:
    - Is a minimum thickness of 6mm and be of a reinforced belting type rubber,
    - Is attached to the rear mudguard,
    - Ends no more than 20mm above ground level,
    - Is attached to three sides of the mud-guard and projects forward by a minimum of 75mm on each side,
- 19.22.2.12 Front and rear rim diameter for the motorcycle must not exceed 19" (482mm).
- 19.22.2.13 Rear rim width for the motorcycle must not exceed 102mm and trial or Speedway pattern tread tyres must be fitted.
- 19.22.2.14 Hand holds and footrests must comply with the requirements for senior Speedway sidecars.
- 19.22.2.15 Sidecar wheels and tyres:
- Knobby tyres are not permitted,
  - Cutting or grooving tyres is permitted,
  - The sidecar wheel must be either spoked, moulded type mag, or other approved type wheel. Riveted type mag wheels are not permitted.

## 19.23 CLASS TECHNICAL REGULATIONS: CLASSIC SPEEDWAY

### 19.23.1 Classic Speedway

#### 19.23.2 Eligibility: Solo

- 19.23.2.1 Engines must have been manufactured before 31st December 1976.

- 19.23.2.2 Competitors must be aged at least 30 years at the date of the competition.
- 19.23.3 Frame: Classic Speedway**
- 19.23.3.1 The frame must:
- Have a front wheel diameter of 23" (594mm),
  - Have a rear wheel diameter of 19" (482mm),
  - Have rear tyres with a maximum tread pattern depth of 8mm,
  - Not be fitted leading-link front forks.
- 19.23.4 Engine Specifications: Solo**
- 19.23.4.1 The engine must:
- Be single cylinder,
  - Be 2-valve with push rod operation,
  - Have a single spark plug,
  - Have a maximum capacity of 500cc +/- 2% tolerance,
  - Be vertical in the chassis,
  - Be fitted with a round slide carburettor of 38mm maximum bore,
  - Not be fitted with a centre port cross flow cylinder head.
- 19.23.5 Eligibility: Classic and Post Classic Sidecars**
- 19.23.5.1 For the Classic Class - British, European & American and Classic Class - Japanese Sidecar riders must be aged 30 years or over at the date of competition, Sidecar passengers must be 16 years or over at the date of competition,
- 19.23.5.2 Machines and all parts used in their construction are to be commercially available in their selected era ONLY
- 19.23.5.3 All machines must comply with GCR 19.16.3.5 c)(kill switch).
- 19.23.5.4 Maximum standard engine capacity of 1020cc and no reconditioning tolerance is allowed.
- 19.23.5.5 Only machines of the type raced on Australian Speedways in the selected era will be eligible.
- 19.23.6 Classic Class: British, European & American Sidecars**
- 19.23.6.1 This class will cover machines using original factory motorcycle frames and standard forks, i.e. one made by a recognised motorcycle manufacturer.
- Motors will be 4-stroke 2 valves per cylinder, air cooled and a maximum of two cylinders, manufactured and raced prior to Dec 31st 1974,
  - Rules and regulations covering this class as per SCB 1975 rule book appendix J,
  - Riders of machines in this class must be at least 30 years of age at the date of competition.
- 19.23.6.2 This class will cover machines with factory motorcycle frames and standard forks, i.e. one made by a recognised motorcycle manufacturer:
- Motors will be Japanese 2-stroke and 4-stroke SOHC multi cylinder engines with a maximum of 2 valves per cylinder,
  - Engines must be manufactured and raced prior to Dec 31st 1974,
  - Rules and regulations covering this class as per SCB 1975 rule book appendix J,
  - Riders of machines in this class must be at least 30 years of age at the date of competition.
- 19.23.7 Post Classic Class Sidecars**
- 19.23.7.1 This class will cover machines using original factory frames and standard forks, i.e. one made by a recognised motorcycle manufacturer:
- Motors will be 2-stroke and 4-stroke 2 valve DOHC multi cylinder air cooled engines,
  - Rules and regulations covering this class as per MA rule book.
- 19.23.8 Evolution Class Sidecars**
- 19.23.8.1 Low Line and custom frames fitted with 2 valve DOHC multi cylinder air cooled engines:
- Rules and regulations covering this class as per MA rule book.



## 20 DIRT TRACK

### Chapter contents

Application of Chapter .....	1
SECTION 20A: AUSTRALIAN CHAMPIONSHIPS .....	1
20.1 CATEGORIES FOR SENIOR AUSTRALIAN DIRT CHAMPIONSHIPS.....	1
20.2 CATEGORIES FOR JUNIOR AUSTRALIAN DIRT TRACK CHAMPIONSHIPS.....	1
20.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES .....	2
SECTION 20B: COMPETITION CLASSES.....	2
20.4 SENIOR COMPETITION CLASSES.....	2
20.5 JUNIOR COMPETITION CLASSES .....	2
SECTION 20C: COMPETITION RULES.....	3
20.6 GENERAL ELIGIBILITY.....	3
20.7 JUNIOR ELIGIBILITY.....	3
20.8 GENERAL RULES.....	4
20.9 PROTECTIVE CLOTHING AND HELMETS.....	4
20.10 MACHINE AND RIDER IDENTIFICATION.....	6
20.11 RACE MEETING PROTOCOLS .....	7
20.12 AUSTRALIAN SENIOR AND JUNIOR DIRT TRACK CHAMPIONSHIPS FORMAT .....	10
SECTION 20D: TECHNICAL REGULATIONS.....	10
20.13 SOUND EMISSIONS .....	10
20.14 FUEL .....	11
20.15 ENGINES .....	12
20.16 FRAMES AND PARTS.....	12
20.17 JUNIOR COMPETITION.....	14

### Application of Chapter

The Rules set out in this chapter are for the discipline of Dirt Track.

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

### SECTION 20A: AUSTRALIAN CHAMPIONSHIPS

20.0.0.1 The Australian Senior Dirt Track Championship shall where possible be conducted on the June long weekend.

20.0.0.2 The Australian Junior Dirt Track Championship shall where possible be conducted in the July school holidays.

20.0.0.3 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.

20.0.0.4 Venues for Australian Senior and Junior Dirt Track Championship will be closed to competitors for a minimum of seven days prior to the event.

### 20.1 CATEGORIES FOR SENIOR AUSTRALIAN DIRT CHAMPIONSHIPS

CLASSES	CAPACITIES
**under 19	150 2-stroke/250 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)
500cc Slider	Up to 500cc Slider
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

20.1.0.1 Where there are insufficient entries for the 250cc Slider class, these machines may be combined with the events marked with asterisks in the table above. Machines must have front and rear brakes.

### 20.2 CATEGORIES FOR JUNIOR AUSTRALIAN DIRT TRACK CHAMPIONSHIPS

CLASSES	AGE GROUPS (YEARS)
50cc Auto Division 2	7 to under 9
65cc	7 to under 9 9 to under 13
85cc 2-stroke & 150cc 4-stroke, Standard Wheel	9 to under 11 11 to under 13 13 to under 16
**85cc 2-stroke & 150cc 4-stroke, Big Wheel	11 to under 13 13 to under 16
85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Girls	11 to under 16

**85cc 2-stroke & 150cc 4-stroke, Slider Only	13 to under 16
85cc 4-stroke Modified	7 to under 10 10 to under 14
**100cc 2-stroke 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	13 to under 16

20.2.0.1 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 are fitted with front and rear brakes (applicable only to riders 13 to under 16 years and at the discretion of the relevant controlling body).

## 20.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

### 20.3.1 Individual Competitions

20.3.1.1 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.

### 20.3.2 All Competitions

20.3.2.1 At least the first three 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.

20.3.2.2 Medallions and points will be awarded in all other Australian Championships where there are:

- 10 or more starters for solo classes which actually participate in practice, qualifying or races,
- 6 or more starters for sidecar classes which actually participate in practice, qualifying or races,
- 6 or more starters for all female classes which actually participate in practice, qualifying or races.

### 20.3.3 Duke of Edinburgh Trophies

20.3.3.1 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 Australian Dirt Track Championships: ~~250cc 2-stroke & 450cc 4-stroke Pro Open~~ 450 Solo and Up to 1100cc Dirt Track Sidecar.

20.3.3.2 The winners of the Duke of Edinburgh Trophy will be entitled to have a photograph taken of them with the trophy.

20.3.3.3 The cost of the photograph will be subject to price approval by the State Controlling Body and recoverable from MA.

20.3.3.4 The trophies will be held by MA.

## SECTION 20B: COMPETITION CLASSES

### 20.4 SENIOR COMPETITION CLASSES

20.4.0.1 The capacity classes for senior machines are:

CLASSES	CAPACITIES
**Under 19	150 2-stroke/250 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)
500cc Slider	Up to 500cc Slider
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

20.4.0.2 Where there are insufficient entries for the 250cc Slider class, these machines may be combined with events marked with asterisks in the above table. Machines must have front and rear brakes.

20.4.0.3 Riders are eligible to enter one class above capacity of the machine entered for senior riders only.

### 20.5 JUNIOR COMPETITION CLASSES

20.5.0.1 The capacity classes for junior machines are:

CLASSES	AGE GROUPS (YEARS)
50cc Demo Division 1	4 to under 9
50cc Auto Division 2	7 to under 9
65cc	7 to under 9 9 to under 13
85cc 2-stroke & 150cc 4-stroke, Standard Wheel	9 to under 11 11 to under 13 13 to under 16

85cc 2-stroke & 150cc 4-stroke, Big Wheel	11 to under 13 13 to under 16
85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Girls	11 to under 16
**85cc 2-stroke & 150cc 4- stroke, Slider Only	13 to under 16
85cc 4-stroke Modified	7 to under 10 10 to under 14
**100cc 2-stroke 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	13 to under 16

20.5.0.2 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 front and rear brakes (applicable only to riders 13 to under 16 years and at the discretion of the relevant controlling body).

## SECTION 20C: COMPETITION RULES

### 20.6 GENERAL ELIGIBILITY

- 20.6.0.1 No person may participate in any competition unless and until that person's clothing and machine have been examined and approved by the scrutineer for that competition.
- 20.6.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 20.6.0.3 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 20.6.0.4 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.
- 20.6.0.5 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.

### 20.7 JUNIOR ELIGIBILITY

#### 20.7.1 Junior Competitions

No person who is under the age of 16 years may compete in other than a junior competition in the discipline of Dirt Track

##### 20.7.1.1 In Junior competition,

- A rider's age on 1st January will determine their age for competition purposes for that year,
- 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,
- Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
- This General Competition Rule applies to all riders up to and including the age of 16 years.

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

20.7.1.3 Subject to General Competition Rule 20.7.1.1a) 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.

- Junior competitors in the age groups listed may compete in the corresponding classes.
- No applicant will be issued with their first competition licence if they are under the age of 7 years,
- 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,
- No participant in the 50cc automatic class may compete in any other class other than at Club level competitions,
- In the 4 years to under 9 years 50cc Demo non-competitive class, all riders are entitled to receive a prize or award of the same size/value,
- Subject to the following two General Competition Rules, a relevant controlling body may permit age group racing, graded racing, or a combination of both,
- Age group racing:
  - Subject to sub-rule ii), only competitors in the same age groups may compete against each other,
  - Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
    - 85cc 2-stroke big wheels and 100cc–150cc 4-stroke single cylinder,
    - 100cc–150cc single cylinder & 250cc 4-stroke,
    - Sidecars,
- A relevant controlling body may grade Junior competitors according to their respective skills,
- Demo class is a non-competitive class.

20.7.1.4 4-stroke non-motocross type machines 80cc to 160cc (excluding 80cc 4-stroke Modified for Dirt Track and Track) are approved for competition under the following conditions:

- Use limited to natural terrain Motocross (no man-made jumps), Enduro and Dirt Track competitions only,
- Exhaust systems may be modified or changed,
- External gearing and carburettor jetting may also be altered,

d) No other modifications are allowed.

20.7.1.5 4-stroke 150cc motocross-type machines may compete against 85cc 2-stroke motocross-type machines in Junior competition.

## 20.7.2 Junior Endorsements

Junior Endorsements will be issued for the following:

- 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 /150 4 Stroke
- Sidecar Rider & Passenger 200cc 2 Stroke & 250cc 4 Stroke

## 20.7.3 Junior Trail Bikes

20.7.3.1 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.

## 20.8 GENERAL RULES

### 20.8.1 Homologation

20.8.1.1 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.

### 20.8.2 Helmet Cameras

20.8.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

### 20.8.3 Fees

ACTIVITY	FEE (inc GST)
Replacement licence	\$25
Protest lodgement	\$70
Appeal to State Controlling Body lodgement	\$500
Appeal to MA lodgement	\$1000
Fuel homologation fee First year	\$2500
Fuel homologation fee Subsequent years	\$2000
All other fees	Apply at MA office

## 20.9 PROTECTIVE CLOTHING AND HELMETS

20.9.0.1 No competitor may practice, start or compete in any Dirt Track competition unless wearing the following protective equipment and clothing:

### 20.9.1 Helmet

20.9.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must:

- a) Carry the Standards Association of Australia "AS 1698" label; or
- b) Be approved under FIM Technical Rules.

**20.9.2 Approval labels for helmets**

20.9.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

**20.9.3 International Helmet Standards**

Refer also [www.fim.ch](http://www.fim.ch)

**20.9.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]**

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovina	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

**20.9.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:**



**BSI**



**SAI Global**



**Global-Mark**



**TUV RA**

**20.9.4 Clothing**

Rider responsibility: It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection. 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 for protection and durability.

20.9.4.1 Minimum requirements are as follows:

20.9.4.2 Trousers of leather or synthetic material of similar durability.

20.9.4.3 Trousers of other than leather must be non-combustible and be fitted with a lining,

20.9.4.4 jersey which must be:

- a) Made of close knit fabric of natural or synthetic fibre, and
- b) Must be a snug fit and provide protection against abrasion to the body and arms.

20.9.4.5 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers, or a full Kevlar suit.

20.9.4.6 In the case of competitor's wearing apparel as described in 20.9.4.1 and 20.9.4.2 and 20.9.4.3:

- a) Commercially manufactured armour which protects the elbows, shoulders and the back or a leather or similar jacket with in-built back protection or a jacket and commercially manufactured back protector,
- b) Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine,
- c) Where the armour is not constructed as a one-piece suit type, knee and elbow guards must be used in Dirt Track.

**20.9.5 Footwear**

20.9.5.1 Boots which must be:

- a) Of recognised Dirt Track type,
- b) Constructed of leather, plastic or other similarly durable material, and
- c) Of a length that must at least cover ¾ of the length of the lower leg, with the rider in a racing position on the machine.

**20.9.6 Gloves**

20.9.6.1 Gloves of leather or other material of similar or greater durability.

20.9.6.2 Fingerless gloves may be worn by passengers on sidecars.

**20.9.7 Goggles and Visors**

20.9.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- a) Eye protectors and spectacles are made of non-shattering material,
- b) Eye protectors which cause visual disturbance are not to be used,
- c) Metal or Perspex face shields are not used,
- d) Eye shades or peaks are of a flexible material.

**20.9.8 Hair and Jewellery**

20.9.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

20.9.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

**20.9.9 Footwear in pits**

20.9.9.1 Closed footwear must be worn in the pit area at all times.

**20.10 MACHINE AND RIDER IDENTIFICATION****20.10.1 Number Plates**

20.10.1.1 For all competitions three number plates must be fitted: one at the front and one on each side.

20.10.1.2 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.

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

20.10.1.4 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,

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

20.10.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

**20.10.2 Number Plates: Juniors**

20.10.2.1 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.

20.10.2.2 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.

**20.10.3 Number Plate Colours**

20.10.3.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
Up to 250cc 2-stroke, up to 250cc 4-stroke, MX/SX only	Black	White
126cc to 250cc	Dark Green	White
501cc to 750cc	White	Black
Long Track 500cc	White	Black
Dirt Track 251 to 450cc 4-stroke	Mid Blue	White
Dirt Track over 450cc 4-stroke	White	Black
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black

**20.10.4 Colours for Junior age group racing:**

AGE GROUP	BACKGROUND COLOUR	FIGURE COLOUR
under 9 years	Mid Blue	White

9 to under 12 years	Canary Yellow	Black
12 to under 14 years	Mail Box Red	White
14 to under 16 years	Black	Yellow

20.10.4.1 Additional colour combinations may be used, at the discretion of the relevant controlling body.

20.10.4.2 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.

#### 20.10.5 Back Numbers: Seniors and Juniors

20.10.5.1 No senior or junior 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.

### 20.11 RACE MEETING PROTOCOLS

#### 20.11.1 Flags and signals

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

20.11.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
No Jump light	Danger, overtaking forbidden, jumping forbidden
Yellow flag with red stripes held stationary	Deterioration of adhesion of the track
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Purple Flag	Protest flag for all junior competitors
Black and white chequered flag waved	Finish of Race, Practice session or Qualifying

20.11.1.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

- 20.11.1.4 The National flag signifying the start of an event may be replaced by:
- A light signal,
  - A starting tape,
  - A rubber band, or
  - A dropping gate
- 20.11.2 **Measurement of Engines**
- 20.11.3 **Measurement at Meetings**
- 20.11.3.1 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.
- 20.11.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.
- 20.11.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.
- 20.11.4 **Measurement: Australian and State Championship Events**
- 20.11.4.1 For all Australian and State championship events:
- All machines must have provision for the placement of sealing wire,
  - 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,
  - The first, second, third and fourth 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,
  - At the conclusion of that period, if no protest is received, the result will be final,
  - 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,
  - If no protest is received within that period, the seals may be removed,
  - 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,
  - No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days, whichever occurs first.
- 20.11.5 **Entries**
- 20.11.5.1 No machine may be entered more than once in a class.
- 20.11.5.2 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.
- 20.11.6 **Practice and Qualifying**
- 20.11.6.1 Practice and qualifying shall be as prescribed in supplementary regulations.
- 20.11.7 **Starts and finishes**
- 20.11.8 **Starts**
- 20.11.8.1 The method of starting will be prescribed in supplementary regulations.
- 20.11.8.2 Starting positions will be prescribed in supplementary regulations.
- 20.11.8.3 Unless otherwise determined in the supplementary regulations all competitors must be called to the start line at least two minutes before each start.
- 20.11.8.4 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:
- Delay a start,
  - Direct a restart,
  - Direct a competitor to start from:
    - The back of the starting grid,
    - The pit lane,
    - The rear of the field, or
    - Such other position as shall be required for the safe, fair and orderly start of the event.
  - Exclude a competitor who is late for the start.
- 20.11.8.5 The method of starting will be as prescribed by the supplementary regulations.
- 20.11.8.6 The start of an event occurs:
- When the order to start is given, or
  - For flying starts, when the starting line is crossed.
- 20.11.9 **Finishes**
- 20.11.9.1 For events where speed is the determinant:
- A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
    - To the first to complete the event, who will, subject to the results of any protests, be the winner, and
    - 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.
  - The finish of the event occurs when the flag is displayed to the last competitor under GCR 20.11.9.1 a),
  - The finish occurs for each machine when the foremost part of the machine crosses the line,
  - Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on the machine,
  - 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.

#### 20.11.10 Juniors: Starts and Finishes

20.11.10.1 In addition to the general start requirements for all competitors, juniors must comply as follows:

- a) Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm high and must be able to start in the event unaided while sitting on the machine, This does not apply to Road Racing.
- 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 with the exception of junior road racing. Riders/pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition. Refer GCR 7.1.7
- 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.

#### 20.11.11 Stopping Events

20.11.11.1 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.

20.11.11.2 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.

#### 20.11.12 Stopping and re-running events

20.11.12.1 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.

20.11.12.2 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.

20.11.12.3 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.

20.11.12.4 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.

20.11.12.5 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.

#### 20.11.13 Scoring

20.11.13.1 Dirt Track points scoring:

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

20.11.13.2 An alternative points scoring system may be approved for an MA series event.

20.11.13.3 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.

- 20.11.13.4 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.
- 20.11.14 Change of Machine during a Competition**
- 20.11.14.1 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.
- 20.11.15 Radio communication**
- 20.11.15.1 Radio communication with riders is not allowed, and will be classed as outside assistance.
- 20.12 AUSTRALIAN SENIOR AND JUNIOR DIRT TRACK CHAMPIONSHIPS FORMAT**
- 20.12.1 Solo Format where there are more than 12 entries per class**
- 20.12.1.1 The championship comprises:
- Three qualifying heats of three laps,
  - One repechage of four laps,
  - One final of four laps.
- 20.12.1.2 Heats and Final:
- The number of heat positions must not exceed 12.
  - The right to compete in the final will be filled by:
    - The 10 competitors accumulating the highest number of points during the course of heats,
    - The first two placings of the repechage.
- 20.12.1.3 Competitors who finish in 11th to 22nd inclusive during the course of the heats will contest the repechage.
- 20.12.1.4 The finishing order of each competitor in the final will determine Championship placings.
- 20.12.1.5 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.
- 20.12.2 Solo Format where there are 12 or less entries per class**
- 20.12.2.1 The championship comprises five races of four laps.
- 20.12.2.2 Points accumulated by each competitor in the five races will determine the Championship placings.
- 20.12.3 Sidecar Format where there are more than six entries per class**
- 20.12.3.1 The Championship comprises:
- Three qualifying heats of three laps,
  - One repechage of four laps,
  - One final of four laps.
- 20.12.3.2 Heats and Final:
- The number of heat positions must not exceed six.
  - The right to compete in the final will be filled by:
    - The 5 competitors accumulating the highest number of points during the course of heats;
    - The winner of the repechage.
- 20.12.3.3 Competitors who finish in 6th to 11th places inclusive during the course of the heats will contest the repechage.
- 20.12.3.4 The finishing order of each competitor in the final will determine Championship placings.
- 20.12.4 Sidecar Format where there are six entries or less per class**
- 20.12.4.1 The Championship comprises five races of four laps.
- 20.12.4.2 Points accumulated by each competitor in the five races will determine Championship placings.

## SECTION 20D: TECHNICAL REGULATIONS

### 20.13 SOUND EMISSIONS

20.13.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

#### 20.13.1 Specifications

20.13.1.1 Sound emissions are set out in the tables below:

30 meters (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Dirt Track & Track (including Quads)	95
Record Attempts	No limit

20.13.1.2 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 GCR 20.13.1.1.

#### 20.13.2 Sound control during competition

20.13.2.1 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.

20.13.2.2 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.

#### 20.13.3 Use of sound level meters

20.13.3.1 Sound testing apparatus must:

- Comply with international standard IEC 651, Type 1 or Type 2.
- 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.

20.13.3.2 Sound testing apparatus must be set to:

- 'Fast response'

- b) 'A' weighted,
  - c) Select range High 80~130 dB,
  - d) Activate the function MAX MIN - set on MAX,
- 20.13.3.3 '30 Meter ride by' test
- a) The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 meters from the edge of the track at a high speed point.
- 20.13.3.4 Tests shall not take place in the rain
- 20.13.4 Machine testing**
- 20.13.4.1 If a machine fails, it can be represented for re-testing.
- 20.13.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.
- 20.13.4.3 A machine which does not comply with the sound limits can be presented several times.
- 20.14 FUEL**
- 20.14.1 Fuel Warning**
- 20.14.1.1 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.
- 20.14.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 20.14.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 20.14.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.
- 20.14.2 Fuel Testing**
- 20.14.2.1 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.
- 20.14.2.2 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.
- 20.14.3 Refueling**
- 20.14.3.1 During refueling, each machine must be stationary with the engine stopped.
- 20.14.3.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 20.14.3.3 Smoking is strictly prohibited in areas where refueling is permitted.
- 20.14.3.4 Riders are liable for exclusion from an event for failing to adhere to General Competition Rule 20.14.3.3, and are responsible for the actions of their mechanics and support team members.
- 20.14.4 Homologation of Fuel**
- 20.14.4.1 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.
- 20.14.4.2 Organisations seeking homologation of fuel must provide MA with:
- a) Two 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.
- 20.14.4.3 Fuels approved under this General Competition Rule will be published at [www.ma.org.au](http://www.ma.org.au).
- 20.14.5 Fuel: Dirt Track**
- 20.14.5.1 Fuel for Dirt Track machines must:
- a) Be unleaded, and
  - b) Be no more than 100 RON, and
  - c) Contain no additives other than those added at the point of manufacture except for:
    - i) lubricating oil for 2-stroke engines
    - ii) Upper cylinder lubricant for 4-stroke engines.
  - d) Be readily available from retail petrol pumps within Australia; or

- e) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000,
- 20.14.5.2 In addition, for senior and classic competition, commercially manufactured pure Methanol with no additives other than lubricating oil may be used.
- 20.14.5.3 Environmental protection: An absorbent mat that measures 500x500mm minimum must be placed underneath the engine/gearbox and fuel tank of any solo or sidecar while parked in the pit, paddock or work area.

## 20.15 ENGINES

### 20.15.1 Reciprocating Engines

20.15.1.1 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.

### 20.15.2 Engine Capacity Tolerances

20.15.2.1 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 machines manufactured prior to 1/1/95	5%

## 20.16 FRAMES AND PARTS

### 20.16.1 Streamlining

- 20.16.1.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.
- 20.16.1.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.
- 20.16.1.3 All forward streamlining attached to solo and sidecar machines must have a minimum of three attachment points:
- At least one supporting the forward section of the shell, and
  - One on each side supporting the rear portion of the shell.

20.16.1.4 Identification plates must have corners and edges smoothed.

### 20.16.2 Fuel Tanks

20.16.2.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

### 20.16.3 Exhaust Systems

20.16.3.1 Exhaust systems must:

- Be fitted with silencers,
- Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,
- 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,
- 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,
- Where silencers are re-packable, have safety wired securing bolts.

### 20.16.4 Centre and Side Stands

- 20.16.4.1 Centre and side stands must be removed for all types of competition other than the 50cc classes.
- 20.16.4.2 Centre and Side Stands which remain on machines under the previous GCR must be secured in the closed position.

### 20.16.5 Footrests

20.16.5.1 Footrests must:

- Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
- Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

### 20.16.6 Handlebars

20.16.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

20.16.6.2 Handlebar levers must:

- Have ball ends with a minimum diameter of:
  - 15mm, for levers longer than 76mm,
  - 10mm, for levers shorter than 76mm.
- Measure no more than 200mm from the fulcrum to the extremity of the ball.

20.16.6.3 Throttle controls must be self-closing.

20.16.6.4 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.

### 20.16.7 Kick Start Levers

20.16.7.1 Kick start levers, other than transverse, must be folding.

### 20.16.8 Drive Chain Protection

20.16.8.1 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.

20.16.8.2 The guard must be constructed of:

- Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or
- Fibreglass having a minimum thickness of 3mm.

- 20.16.8.3 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.
- 20.16.8.4 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.
- 20.16.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.
- 20.16.8.6 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.
- 20.16.9 Tyres**
- 20.16.9.1 Tyres must comply with the following:
- 20.16.9.1.1 Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant Supplementary Regulations.
  - 20.16.9.1.2 Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.
  - 20.16.9.1.3 The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.
  - 20.16.9.1.4 Paddle or scoop treaded tyres may not be fitted.
- 20.16.9.2 Valve caps must be used for all competitions.
- 20.16.10 Mudguards**
- 20.16.10.1 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.
- 20.16.10.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.
- 20.16.11 Senior Solo**
- 20.16.11.1 For Dirt Track competition, a machine:
- 20.16.11.1.1 May be constructed as either a slider type or motocross type,
  - 20.16.11.1.2 Must have a gearbox with a minimum of two gear ratios,
  - 20.16.11.1.3 Must have rear suspension,
  - 20.16.11.1.4 Must have a minimum of two working brakes,
  - 20.16.11.1.5 Carbon fibre or carbon composite brake discs and/or carriers are not permitted,
  - 20.16.11.1.6 Aluminum or Titanium brake discs are not permitted.
- 20.16.11.2 Tyres
- 20.16.11.2.1 The rear tyre must be a maximum width of 150mm when measured at a point on the tyre located at 90° to where the tyre contacts the ground and at a pressure inflated to 14psi (9.6KPa),
  - 20.16.11.2.2 Tyre pressure may be adjusted after measurement.
- 20.16.11.3 If hand protectors are used, they must be of a shatterproof material.
- 20.16.12 Senior Sidecar**
- 20.16.12.1 Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1,100mm.
- 20.16.12.2 Ground clearance must be at least 75mm unladen.
- 20.16.12.3 The lean of the motorcycle at saddle height must be no more than 50mm.
- 20.16.12.4 When multiple tyres on one wheel are used, the maximum collective width of the tyres must not exceed 280mm.
- 20.16.12.5 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:
- 20.16.12.5.1 At least 760mm long adjacent to the sidecar wheel,
  - 20.16.12.5.2 At least 300mm wide, having at least 25mm radius to all corners.
- 20.16.12.6 The leading edge of the sidecar floor must be protected by a nose cone or a rail of at least 50mm height.
- 20.16.12.7 The drive must be transmitted to the track through the rear wheel of the motorcycle.
- 20.16.12.8 One efficient rear wheel brake must be fitted.
- 20.16.12.9 Safety chains must be fitted to all machines equipped with girder type front forks.
- 20.16.12.10 A passenger must be carried in a suitably constructed sidecar.
- 20.16.12.11 There must be no less than four sidecar mounting points.
- 20.16.12.12 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.
- 20.16.12.13 Handholds on the sidecar:
- 20.16.12.13.1 Must be finished with a loop of at least 100mm,
  - 20.16.12.13.2 Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
  - 20.16.12.13.3 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,
- 20.16.12.14 A suitable passenger handhold must be provided on the off side of the rear wheel.
- 20.16.12.15 Stirrup fittings for the passenger's feet are not permitted.
- 20.16.12.16 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.
- 20.16.12.17 The sidecar mudguard must cover at least 180° of the periphery of the wheel and be valanced to baseboard level on both sides.
- 20.16.12.18 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.
- 20.16.12.19 Any open area between the footrests, the continuous bar and the offside of the motorcycle must be filled in with a suitable material.
- 20.16.12.20 Machines competing in any 1100cc sidecar event:
- 20.16.12.20.1 Supercharged and turbocharged engines must not exceed 500cc,
  - 20.16.12.20.2 On liquid-cooled engines, an overflow pipe must direct any overflow of coolant away from the rider and passenger.
- 20.16.12.21 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to Dirt Track sidecars. The lanyard can be up to one metre in length.

**20.17 JUNIOR COMPETITION****20.17.1 50cc Demo Class Machines****20.17.1.1 Eligible Machines are:**

MANUFACTURER	MODEL(s)
FMC	PY50, XRX50EY
Honda	CRF50, QR50
HM	Baja Junior
Husqvarna	Husky Boy Junior
Kawasaki	KDX50
Kazuma	Tiger Cat 50
KTM	Mini Adventure, 50ADV Senior, 50SX Mini, 50SX Junior 2008, 50SX Mini 2009
LEM	LX1, CX2, LXR50, RX2-AIR, RX2
Suzuki	JR50
TM	50C1
Yamaha	PW50, TT-R50E

and similarly specified machines as approved by the Board may be used.

**20.17.1.2 Machine Requirements:**

- a) Engine capacity must not exceed 50cc,
- b) The gearbox for 2-stroke machines must have one gear,
- c) The gearbox for 4-stroke machines may have up to three gears,
- d) Standard gear ratios must be retained,
- e) The clutch must be of centrifugal type, and of OEM type,
- f) Wheels as per General Competition Rule 20.17.3 must be fitted,
- g) 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,
  - xi) Spark Plug.
- h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
- i) The restricting washer in the exhaust header pipe abutting the cylinder barrel may be removed,
- j) Throttle limiting devices may be removed,
- k) A separate kill switch may be installed in place of the standard,
- l) Steel serrated foot pegs may replace standard rubber pegs,
- m) Handlebars must be securely plugged and be no wider than 630mm,
- n) Engine, Carburettor, Fuel system, Exhaust System, Electrics & Air Box must remain as per manufacturers specifications,
- o) Carburettor size must not exceed 14mm.

**20.17.2 50cc Auto Class Machines****20.17.2.1 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
Metakit	MKX50

and similarly specified machines as approved by the Board may be used.

## 20.17.2.2 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) 10" rear wheels must be fitted. 10" [254mm] or 12" [304mm] front wheels may be fitted,
- f) 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.
- g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
- 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 and be no wider than 630mm or OEM for the model,
- l) After market exhaust systems and silencers are permitted.

## 20.17.3 Junior Solo: Wheel Sizes

CLASS	FRONT [Approx. Metric Equiv. in mm]	REAR [Approx. Metric Equiv.in mm]
50cc Demo Class	10" [254] or OEM for the model	10" [254]
50cc Auto 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]

## 20.17.4 Junior Solo: Handlebars

20.17.4.1 Solo handlebars must be plugged and have no greater than the following widths:

CAPACITY	HANDLEBAR WIDTH
50cc Automatic	630mm or OEM for the model
65cc	750mm
85cc 2-stroke / 150cc 4-stroke	800mm
Over 85cc / 150cc 4-stroke	850mm

## 20.17.5 Junior Dirt Track

20.17.5.1 Type of tyre to be used in Junior Dirt Track competition must be stipulated in the supplementary regulations

20.17.5.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are not allowed.

20.17.5.3 4-stroke non-motocross type machines 80cc to 160cc, 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

20.17.5.4 85cc 4-stroke modified. OEM Frame, two valve cylinder head, standard gearbox and number of gears to be retained.

## 21 TRACK

### Chapter contents

SECTION 21A: AUSTRALIAN CHAMPIONSHIPS .....	1
21.1 CATEGORIES FOR SENIOR AUSTRALIAN TRACK CHAMPIONSHIPS .....	1
21.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRACK CHAMPIONSHIPS .....	1
21.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES .....	2
SECTION 21B: COMPETITION CLASSES .....	2
21.4 SENIOR COMPETITION CLASSES .....	2
21.5 JUNIOR COMPETITION CLASSES .....	2
SECTION 21C: COMPETITION RULES .....	3
21.6 GENERAL ELIGIBILITY .....	3
21.7 JUNIOR ELIGIBILITY .....	3
21.8 GENERAL RULES .....	4
21.9 PROTECTIVE CLOTHING AND HELMETS .....	4
21.10 MACHINE AND RIDER IDENTIFICATION .....	6
21.11 RACE MEETING PROTOCOLS .....	7
21.12 AUSTRALIAN TRACK CHAMPIONSHIPS PROTOCOLS .....	10
SECTION 21D: TECHNICAL REGULATIONS .....	10
21.13 SOUND EMISSIONS .....	10
21.14 FUEL .....	11
21.15 ENGINES .....	12
21.16 FRAMES AND PARTS .....	12
21.17 TECHNICAL REGULATIONS: CLASSIC TRACK .....	14
21.18 TECHNICAL REGULATIONS: JUNIOR TRACK .....	15

### Application of Chapter

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

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

### SECTION 21A: AUSTRALIAN CHAMPIONSHIPS

21.0.0.1 The Australian Senior Track Championship will be conducted as a single meeting at a venue selected by the Dirt Track Commission.

21.0.0.2 Venues for Australian Senior and Junior Track Championship will be closed to competitors for a minimum of seven days prior to the event.

21.0.0.3 The amount of prize money for Australian Championships will be included in the supplementary regulations.

### 21.1 CATEGORIES FOR SENIOR AUSTRALIAN TRACK CHAMPIONSHIPS

CLASSES	CAPACITIES
**Under 19	150cc 2-stroke & 250cc 4-stroke
**Pro 250	100cc to 150cc 2-stroke and 200cc to 250cc 4-stroke
Pro 450	250cc 2-stroke and 450cc 4-stroke
250cc Slider	150cc 2-stroke & 4-stroke
Pro Open	Unlimited (MX & Slider)
**500cc Slider	Up to 500cc slider
Pro Open Women	Unlimited
Dirt Track Sidecar	Up to 1100cc
Track (Speedway) Sidecar	Up to 1100cc
Quad 450	Up to 350cc 2-stroke and 450cc 4-stroke
Quad Open	Up to 550cc 2-stroke and 750cc 4-stroke
Quad Open Women	Up to 550cc 2-stroke and 750cc 4-stroke

21.1.0.1 Where there are insufficient entries for the 250cc Slider class, these machines may be combined with the events marked with asterisks in the table above. Machines must have one effective brake for the Under 19 and Pro 250 classes. Brakes are not fitted for the 500cc slider class.

### 21.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRACK CHAMPIONSHIPS

JUNIOR TRACK	
50cc Auto Division 2	7 to under 9 years
65cc	7 to under 9 years 9 to under 13 years
85cc 2-stroke & 150cc 4-stroke, Standard Wheel	9 to under 11 years 11 to under 13 years 13 to under 16 years
**85cc 2-stroke & 150cc 4-stroke, Big Wheel	11 to under 13 years 13 to under 16 years
85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Junior Girls	11 to under 16 years
**85cc 2-stroke & 150cc 4-stroke, Slider only	13 to under 16 years
85cc 4-stroke Modified	7 to under 10 years 10 to under 14 years



**100cc 2-stroke to 150cc 2-stroke	13 to under 16 years
100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Junior Girls	13 to under 16 years
**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke	13 to under 16 years
**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Slider only	13 to under 16 years
**200cc to 250cc 4-stroke	13 to under 16 years

21.2.0.1 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 are fitted with front and rear brakes (applicable only to riders 13 to under 16 years and at the discretion of the relevant controlling body).

## 21.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

### 21.3.1 Individual Competitions

21.3.1.1 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.

### 21.3.2 All Competitions

21.3.2.1 At least the first three 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.

21.3.2.2 Medallions and points will be awarded in all other Australian Championships where there are:

- 10 or more starters for solo classes which actually participate in practice, qualifying or races,
- 6 or more starters for sidecar classes which actually participate in practice, qualifying or races,
- 6 or more starters for all female classes which actually participate in practice, qualifying or races.

## SECTION 21B: COMPETITION CLASSES

### 21.4 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
**500cc Slider	Up to 500cc Slider
Pro Open Women	Unlimited
Dirt Track Sidecar	Up to 1100cc
Track (Speedway) Sidecar	Up to 1100cc
Quad 450	Up to 350cc 2-stroke & 450cc 4-stroke
Quad Open	Up to 550cc 2-stroke & 700cc 4-stroke
Quad Open Women	Up to 550cc 2-stroke & 700cc 4-stroke

21.4.0.1 Where there are insufficient entries for the 250cc Slider class, these machines may be combined with the events marked with asterisks in the table above. Machines must have one effective brake for the Under 19 and Pro 250 classes. Brakes are not fitted for the 500cc slider class.

21.4.0.2 Riders are eligible to enter one class above capacity of the machine entered (senior riders only).

### 21.5 JUNIOR COMPETITION CLASSES

21.5.0.1 50cc machines are to comply with GCR 21.18.

21.5.0.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are prohibited.

21.5.0.3 The capacity classes for junior machines are:

CLASSES	AGES
50cc Demo (Division 1)	4 to under 9 years
50cc Auto (Division 2)	7 to under 9 years
65cc	7 to under 9 years 9 to under 13 years
85cc 2-stroke & 150cc 4-stroke, Standard Wheel	9 to under 11 years 11 to under 13 years 13 to under 16 years
**85cc 2-stroke & 150cc 4-stroke, Big Wheel	11 to under 13 years 13 to under 16 years
85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Girls	11 to under 16 years
**85cc 2-stroke & 150cc 4-stroke, Slider only	13 to under 16 years

85cc 4-stroke Modified	7 to under 10 years 10 to under 14 years
100cc 2-stroke to 150cc 2-stroke	13 to under 16 years
100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls	13 to under 16 years
100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke	13 to under 16 years
100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Slider only	13 to under 16 years
200cc to 250cc 4-stroke	13 to under 16 years

21.5.0.4 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 front and rear brakes (applicable only to riders 13 to under 16 years and at the discretion of the relevant controlling body).

## SECTION 21C: COMPETITION RULES

### 21.6 GENERAL ELIGIBILITY

- 21.6.0.1 No person may participate in any competition unless and until that person's clothing and machine have been examined and approved by the Scrutineer for that competition.
- 21.6.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 21.6.0.3 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 21.6.0.4 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.
- 21.6.0.5 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.

### 21.7 JUNIOR ELIGIBILITY

#### 21.7.1 Junior Competitions

- 21.7.1.1 No person who is under the age of 16 years may compete in other than a junior competition in the discipline of Track
- 21.7.1.2 In Junior competition,
- A rider's age on 1st January will determine their age for competition purposes for that year,
  - 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,
  - Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
  - This General Competition Rule applies to all riders up to and including the age of 16 years.
- 21.7.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.
- 21.7.1.4 Subject to General Competition Rule 21.7.1.2 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.
- Junior competitors in the age groups listed may compete in the corresponding classes.
  - No applicant will be issued with their first competition licence if they are under the age of 7 years,
  - 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,
  - No participant in the 50cc Auto class may compete in any other class other than at Club level competitions,
  - In the 4 years to under 9 years 50cc Demo non-competitive class, all riders are entitled to receive a prize or award of the same size/value,
  - Subject to the following two General Competition Rules, a relevant controlling body may permit age group racing, graded racing, or a combination of both,
  - Age group racing:
    - Subject to sub-rule ii), only competitors in the same age groups may compete against each other,
    - Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
      - 85cc 2-stroke big wheels and 100cc–150cc 4-stroke single cylinder,
      - 100cc–150cc single cylinder & 250cc 4-stroke,
      - Sidecars,
  - A relevant controlling body may grade Junior competitors according to their respective skills,
  - 50cc Demo class is a non-competitive class.
- 21.7.1.5 4-stroke 150cc motocross-type machines may compete against 85cc 2-stroke machines in Junior competition.

#### 21.7.2 Junior Endorsements

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/150 4-stroke
- Sidecar rider and passenger 200cc 2-stroke/250 4-stroke

**21.7.3 Junior Trail Bikes**

21.7.3.1 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.

**21.8 GENERAL RULES****21.8.1 Homologation**

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

**21.8.2 Helmet Cameras**

21.8.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

**21.8.3 Fees**

ACTIVITY	FEE (INC GST)
Replacement licence	\$25
Protest Lodgement	\$70
Appeal to State Controlling Body lodgement	\$500
Appeal to MA lodgement	\$1000
Fuel Homologation fee First year	\$2500
Fuel Homologation fee Subsequent years	\$2000
All other fees	Apply at MA office

**21.9 PROTECTIVE CLOTHING AND HELMETS**

21.9.0.1 No competitor may practice, start or compete in any Track competition unless wearing the following protective equipment and clothing:

**21.9.1 Helmet**

21.9.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must:

- a) Carry the Standards Association of Australia "AS 1698" label; or
- b) Be approved under FIM Technical Rules.

**21.9.2 Approval labels for helmets**

21.9.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

**21.9.3 International Helmet Standards**

Refer also [www.fim.ch](http://www.fim.ch)

21.9.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovina	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

#### 21.9.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:



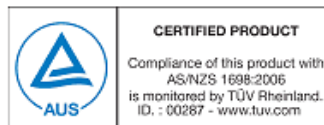
BSI



SAI Global



Global-Mark



TUV RA

#### 21.9.4 Clothing

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

21.9.4.1 A one-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability which meets FIM requirements for Track racing.

21.9.4.2 Where jackets or one-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,

21.9.4.3 In the case of jackets and trousers, provision must be made to attach the rear of the jacket securely to the trousers,

21.9.4.4 The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick at the:

- Shoulders,
- Elbows,
- Both sides of torso and hip joint, and
- Knees.

21.9.4.5 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine:

- Where the armour is not constructed as a one-piece suit type, knee and elbow guards must be used.

#### 21.9.5 Clothing: Motocross or Enduro Machines

21.9.5.1 No competitor may practice, start or compete on any Motocross or Enduro type machine in any Track competition unless wearing the following protective equipment and clothing:

21.9.5.2 Trousers of leather or synthetic material of similar durability,

21.9.5.3 Trousers of other than leather must be non-combustible and be fitted with a lining,

21.9.5.4 A jersey which must be:

- Made of close knit fabric of natural or synthetic fibre, and
- Must be a snug fit and provide protection against abrasion to the body and arms.

21.9.5.5 Commercially manufactured armour which protects the elbows, shoulders and the back or a leather or similar jacket with in-built back protection or a jacket and commercially manufactured back protector,

21.9.5.6 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers, or a full Kevlar suit.

21.9.5.7 In the case of competitor's wearing apparel as described in 21.9.5.1 and 21.9.5.2 and 21.9.5.3:

- Commercially manufactured armour which protects the elbows, shoulders and the back,
- Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine.

#### 21.9.6 Footwear

21.9.6.1 Boots with ankle and calf protection which must be:

- Of recognised Motorcycle type,
- Constructed of leather, plastic or other similarly durable material,
- At least overlap the suit or trousers when the rider is in the normal riding position,

- d) For solo track slider 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.

### 21.9.7 Gloves

21.9.7.1 Gloves of non-split leather or other material of similar or greater durability and having the following properties:

- A minimum thickness of 1.5mm,
- Be fire retardant,
- Be resistant to abrasion,
- Have perspiration absorbing qualities,
- Be medically non-toxic and non-allergenic.

### 21.9.8 Goggles and Visors

21.9.8.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- Eye protectors and spectacles are made of non-shattering material,
- Eye protectors which cause visual disturbance are not to be used,
- Visors are an integral part of the helmet,
- Metal or Perspex face shields are not used,
- Eye shades or peaks are of a flexible material.

21.9.8.2 Visors mounted on the helmet or peak may not be used unless:

- The visor is made of a flexible material that will not shatter on impact,
- 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.

### 21.9.9 Hair and Jewellery

21.9.9.1 Hair longer than shoulder length must be confined in the helmet or jersey,

21.9.9.2 Body jewellery is to be removed or securely covered with tape prior to competition.

### 21.9.10 Footwear in pits

21.9.10.1 Closed footwear must be worn in the pit area at all times.

## 21.10 MACHINE AND RIDER IDENTIFICATION

### 21.10.1 Number Plates

21.10.1.1 For all competitions three number plates must be fitted: One at the front and one on each side.

21.10.1.2 Number plates must:

- Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- In the case of rectangular plates, have the corners formed to a 38mm radius,
- In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

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

21.10.1.4 Side number plates must:

- Be fitted above a horizontal line drawn through the rear axle,
- 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,

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

21.10.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

### 21.10.2 Number Plates: Juniors

21.10.2.1 Number plates for Juniors must be as follows:

- A minimum plate size of 225mm width and 200mm height,
- Figures with minimum sizes of 100mm height and 20mm width of stroke.

21.10.2.2 For 50cc automatic:

- A minimum plate size of 200mm wide and 150mm high,
- The figures on the plates must be 100mm high and 20mm wide,
- The front plate must be fitted so that it does not extend above the height of the handlebars or grips.

### 21.10.3 Number Plate Colours

21.10.3.1 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
751cc and over	Mail Box Red	White
Long Track 500cc	White	Black
Over 500cc Sidecar	White	Black

### 21.10.3.2 Colours for Junior age group racing

AGE GROUP	BACKGROUND COLOUR	FIGURE COLOUR
Under 9 years	Mid Blue	White
9 to under 12 years	Canary Yellow	Black
12 to under 14 years	Mail Box Red	White

14 to under 16 years	Black	Yellow
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21.10.3.3 Additional colour combinations may be used, at the discretion of the relevant controlling body.

#### 21.10.4 Number Plate Figures

21.10.4.1 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

21.10.4.2 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.

#### 21.10.5 Back Numbers: Seniors and Juniors

21.10.5.1 No senior or junior may compete in any open 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.

### 21.11 RACE MEETING PROTOCOLS

#### 21.11.1 Flags and signals

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

21.11.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
No Jump light	Danger, overtaking forbidden, jumping forbidden
Yellow flag with red stripes held stationary	Deterioration of adhesion of the track
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Purple Flag	Protest flag for all junior competitors
Black and white chequered flag waved	Finish of Race, Practice session or Qualifying

21.11.1.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing	Yellow flag

yellow lights	
Green light	Green flag
Red light	Red flag

21.11.1.4 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

#### 21.11.2 Measurement of Engines

#### 21.11.3 Measurement at Meetings

21.11.3.1 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.

21.11.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

21.11.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

#### 21.11.4 Measurement: Australian and State Championship Events

21.11.4.1 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 first, second, third and fourth 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.

#### 21.11.5 Starts and finishes

#### 21.11.6 Starts

21.11.6.1 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 restart,
- 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.

21.11.6.2 The method of starting will be as prescribed by the supplementary regulations.

21.11.6.3 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.

21.11.6.4 All starts, other than handicap starts will be single row.

21.11.6.5 Grid positions will be pre-drawn and listed in the program for heats and/or rounds.

21.11.6.6 Riders choice for grid positions in the finals will apply; top scorer has first choice down through points score.

21.11.6.7 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.

21.11.6.8 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.

21.11.6.9 Unless otherwise determined in the supplementary regulations all competitors must be called to the start line at least two minutes before each start.

21.11.6.10 Classes must be consistent with those for Track competition in open and championship events.

#### 21.11.7 Finishes

21.11.7.1 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,
  - 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 21.11.7.1 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 on the machine. On a solo machine the competitor must finish the event on 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.

### 21.11.8 Juniors: Starts and Finishes

21.11.8.1 In addition to the general start requirements for all competitors, juniors must comply as follows:

- a) Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm high 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 Track competition. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition. Refer GCR 7.1.7
- 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.

### 21.11.9 Stopping Events

21.11.9.1 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.

21.11.9.2 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.

### 21.11.10 Stopping and Re-Running Events

21.11.10.1 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.

21.11.10.2 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.

21.11.10.3 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.

21.11.10.4 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.

21.11.10.5 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.

### 21.11.11 Scoring

21.11.11.1 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

- 21.11.11.2 An alternative points scoring system may be approved for an MA series event.
- 21.11.11.3 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.
- 21.11.11.4 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.
- 21.11.12 Stewards and Clerks**
- 21.11.12.1 A minimum of one Steward and two Clerks of Course is required at all track meetings where the track length exceeds 500 metres.
- 21.11.13 Change of Machine During a Competition**
- 21.11.13.1 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.
- 21.11.14 Radio communication**
- 21.11.14.1 Radio communications with riders is not allowed, and will be classed as outside assistance.
- 21.12 AUSTRALIAN TRACK CHAMPIONSHIPS PROTOCOLS**
- 21.12.1 Solo Format where there are more than 12 entries per class.**
- 21.12.1.1 The championship comprises:
- Three qualifying heats of three laps,
  - one repechage of four laps,
  - one final of four laps.
- 21.12.1.2 Heats and Final
- 21.12.1.3 The number of heat positions must not exceed 12.
- 21.12.1.4 The right to compete in the final will be filled by:
- The 10 competitors accumulating the highest number of points during the course of heats,
  - The first two placings of the repechage.
- 21.12.1.5 Competitors who finish in 11 to 22nd inclusive during the course of the heats will contest the repechage.
- 21.12.1.6 The finishing order of each competitor in the final will determine Championship placings.
- 21.12.1.7 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.
- 21.12.2 Solo format where there are 12 or less entries per class.**
- 21.12.2.1 The championship comprises five races of four laps.
- 21.12.2.2 Points accumulated by each competitor in the four races will determine the Championship placings.
- 21.12.3 Sidecar Format where there are more than six entries per class**
- 21.12.3.1 The Championship comprises:
- three qualifying heats of three laps,
  - one repechage of four laps,
  - one final of four laps.
- 21.12.4 Heats and Final**
- 21.12.4.1 The number of heat positions must not exceed six.
- 21.12.4.2 The right to compete in the final will be filled by:
- The five competitors accumulating the highest number of points during the course of heats;
  - The winner of the repechage.
- 21.12.4.3 Competitors who finish in 6th to 11th places inclusive during the course of the heats will contest the repechage.
- 21.12.4.4 The finishing order of each competitor in the final will determine Championship placings.
- 21.12.5 Sidecar Format where there are six entries or less per class**
- 21.12.5.1 The Championship comprises: five races of four laps.
- 21.12.5.2 Points accumulated by each competitor in the five races will determine Championship placings.

## SECTION 21D: TECHNICAL REGULATIONS

### 21.13 SOUND EMISSIONS

- 21.13.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

#### 21.13.1 Specifications

- 21.13.1.1 Sound emissions are set out in the tables below:

30 meters (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Track (including Quads)	95
Record Attempts	No limit

- 21.13.1.2 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 GCR 21.13.1.1.

**21.13.2 Sound control during competition**

21.13.2.1 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.

21.13.2.2 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.

**21.13.3 Use of sound level meters**

21.13.3.1 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.

21.13.3.2 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,

21.13.3.3 '30 Meter ride by' test

- a) The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 meters from the edge of the track at a high speed point.

21.13.3.4 Tests shall not take place in the rain

**21.13.4 Machine testing**

21.13.4.1 If a machine fails, it can be represented for re-testing.

21.13.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

21.13.4.3 A machine which does not comply with the sound limits can be presented several times.

**21.14 FUEL****21.14.1 Fuel Warning**

21.14.1.1 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.

21.14.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

21.14.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

21.14.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

**21.14.2 Fuel Testing**

21.14.2.1 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.

21.14.2.2 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.

**21.14.3 Refuelling**

21.14.3.1 During refuelling, each machine must be stationary with the engine stopped.

21.14.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

21.14.3.3 Smoking is strictly prohibited in areas where refuelling is permitted.

21.14.3.4 Riders are liable for exclusion from an event for failing to adhere to General Competition Rule 21.14.3.3, and are responsible for the actions of their mechanics and support team members.

**21.14.4 Homologation of Fuel**

21.14.4.1 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.

21.14.4.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 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.
- 21.14.4.3 Fuels approved under this General Competition Rule will be published at [www.ma.org.au](http://www.ma.org.au).
- 21.14.5 Fuel: Track**
- 21.14.5.1 Fuel must be:
- Be unleaded, and
  - Be no more than 100 RON; and
  - Contain no additives other than those added at the point of manufacture except for:
    - Lubricating oil for 2-stroke engines
    - Upper cylinder lubricant for 4-stroke engines
  - Be readily available from retail petrol pumps within Australia; or
  - Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.
- 21.14.5.2 For Senior and Classic competition, the following fuels are permitted:
- Commercially available pure Methanol with no additives other than lubricating oil
  - Unleaded fuel that complies with rule 21.14.5.1.
- 21.14.5.3 Environmental Protection: An absorbent mat that measures 500 x 500mm minimum must be placed underneath the engine/gearbox and fuel tank of any solo or sidecar while parked in the pit, paddock or work area.

## 21.15 ENGINES

### 21.15.1 Reciprocating Engines

- 21.15.1.1 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.

### 21.15.2 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.

### 21.15.3 Wankel System Engines With a Triangular Piston

$$\text{Cubic capacity} = 2 \times V \times D$$

Where: V = capacity of a single chamber,  
 D = the number of rotors.

Wankel system engines are classified as 4 strokes.

### 21.15.4 Engine Capacity Tolerances

- 21.15.2.1 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 machines manufactured prior to 1/1/95	5%
85cc 4-stroke (Track and Dirt Track Modified)	Nil
Record attempts and senior Track	Nil
65cc & 85cc machines	Nil

### 21.15.5 Superchargers and Turbochargers

- 21.15.3.1 Superchargers and turbochargers may only be used as follows:
- In drag racing or record attempts,
  - The nominal cubic capacity of an engine as calculated under GCR 21.15.1, 21.15.2 or 21.3.3 that is fitted with a supercharger or a turbocharger shall be multiplied by two for the purposes of engine classification.

## 21.16 FRAMES AND PARTS

### 21.16.1 Streamlining

- 21.16.1.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.  
 21.16.1.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.  
 21.16.1.3 All forward streamlining attached to solo and sidecar machines must have a minimum of three attachment points:
  - At least one supporting the forward section of the shell, and
  - One on each side supporting the rear portion of the shell.
- 21.16.1.4 Identification plates must have corners and edges smoothed.

**21.16.2 Fuel Tanks**

21.16.2.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

**21.16.3 Exhaust Systems**

21.16.3.1 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.

**21.16.4 Centre and Side Stands**

21.16.4.1 Centre and side stands must be removed for all types of competition other than the 50cc class.

21.16.4.2 Centre and Side Stands which remain on machines under the previous GCR must be secured in the closed position.

**21.16.5 Footrests**

21.16.5.1 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.

**21.16.6 Handlebars**

21.16.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

21.16.6.2 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.

21.16.6.3 Throttle controls must be self-closing.

21.16.6.4 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to Track sidecars.

**21.16.7 Kick Start Levers**

21.16.7.1 Kick start levers, other than transverse, must be folding.

**21.16.8 Drive Chain Protection**

21.16.8.1 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.

21.16.8.2 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.

21.16.8.3 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.

21.16.8.4 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.

21.16.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot must be covered.

21.16.8.6 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.

**21.16.9 Tyres**

21.16.9.1 Tyres must comply with the following:

- a) Metal studs, spikes, chain, rope or other non-skid attachments 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.
- d) Paddle or scoop treaded tyres may not be fitted.

21.16.9.2 Valve caps must be used for all competitions.

**21.16.10 Mudguards**

21.16.10.1 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.

21.16.10.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

**21.16.11 Senior Solo**

21.16.11.1 Brakes must not be fitted to track slider type machines of 500cc. All other solo classes must be fitted with at least one effective brake.

21.16.11.2 Rear suspension and swingarm must be fitted.

21.16.11.3 Must have a minimum of two gears.

21.16.11.4 Minimum weight of 85 kg.

21.16.11.5 For long track only, the rear wheel rim must have a maximum width of 100 mm, be 19" or 22" in diameter, as defined in the supplementary regulations.

21.16.11.6 If hand protectors are used, they must be of a shatterproof material.

**21.16.12 Sidecar: General**

21.16.12.1 Left hand and right hand sidecars may not compete against each other.

21.16.12.2 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.

### 21.16.13 Sidecar: Track

- 21.16.13.1 The wheel track must be between 635mm and 1000mm measured between the longitudinal centres of the rear and sidecar wheels.
- 21.16.13.2 The ground clearance must be at least 75mm unladen.
- 21.16.13.3 The stagger at the top of the sidecar wheel must be:
  - a) Inwards, no more than 300mm.
  - b) Outwards, nil.
- 21.16.13.4 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.
- 21.16.13.5 All edges of the sidecar floor, not otherwise protected, must be protected by a nose cone or a rail of at least 50mm height.
- 21.16.13.6 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.
- 21.16.13.7 The drive must be transmitted to the track through the rear wheel of the motorcycle.
- 21.16.13.8 Safety chains must be fitted to all machines equipped with girder type front forks.
- 21.16.13.9 A passenger must be carried in a suitably constructed sidecar.
- 21.16.13.10 The sidecar must be attached to the left hand side of the motorcycle.
- 21.16.13.11 There must be no less than four sidecar mounting points.
- 21.16.13.12 Stirrup fittings for the passenger's feet are not permitted.
- 21.16.13.13 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.
- 21.16.13.14 A suitable passenger handhold must be provided on the off-side of the rear wheel.
- 21.16.13.15 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.
- 21.16.13.16 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.
- 21.16.13.17 A sidecar wheel disc may be fitted instead of a sidecar mudguard.
- 21.16.13.18 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.
- 21.16.13.19 Where Harley-type forks are used, an approved bolt must be fitted to lock the triple clamp.
- 21.16.13.20 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.
- 21.16.13.21 Sidecar engines: 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.

## 21.17 TECHNICAL REGULATIONS: CLASSIC TRACK

### 21.17.1 Classic Track Eligibility

- 21.17.1.1 Engines must have been manufactured before 31st December 1976.
- 21.17.1.2 Competitors must be aged at least 30 years at the date of the competition.

### 21.17.2 Classic Track Frames and Parts

- 21.17.2.1 The frame:
  - a) Must have conventional swingarm rear suspension with twin shock absorbers,
  - b) Must have a front wheel diameter of 23" (594mm),
  - c) Must have a rear wheel diameter of 19" (482mm) or 22" (560mm), as specified in the supplementary regulations,
  - d) Must have rear tyres with a maximum tread pattern depth of 8mm,
  - e) Must not be fitted with leading-link front forks.

### 21.17.3 Classic Track Engine Specifications

- 21.17.3.1 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,
- g) Must not be fitted with a centre port cross flow cylinder head.

#### 21.17.4 Classic Track Gearbox

21.17.4.1 The gearbox must have at least two gears.

### 21.18 TECHNICAL REGULATIONS: JUNIOR TRACK

#### 21.18.1 50cc Demo Class Machines

21.18.1.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
FMC	PY50, XRX50EY
Honda	CRF50, QR50
HM	Baja Junior
Husqvarna	Husky Boy Junior
Kawasaki	KDX50
Kazuma	Tiger Cat 50
KTM	Mini Adventure, 50ADV Senior, 50SX Mini, 50SX Junior 2008, 50SX Mini 2009
LEM	LX1, CX2, LXR50, RX2-AIR, RX2
Suzuki	JR50
TM	50C1
Yamaha	PW50, TT-R50E

and similarly specified machines as approved by the Board may be used.

21.18.1.2 Technical requirements: 50cc Demo

21.18.1.3 Machine Requirements:

- a) Engine capacity must not exceed 50cc,
- b) The gearbox for 2-stroke machines must have 1 gear,
- c) The gearbox for 4-stroke machines may have up to 3 gears,
- d) Standard gear ratios must be retained,
- e) The clutch must be of centrifugal type, and of OEM type,
- f) 10" [254mm] wheels must be fitted,
- g) 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,
  - xi) Spark Plug.
- h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
- i) The restricting washer in the exhaust header pipe abutting the cylinder barrel may be removed,
- j) Throttle limiting devices may be removed,
- k) A separate kill switch may be installed in place of the standard,
- l) Steel serrated foot pegs may replace standard rubber pegs,
- m) Handlebars must be securely plugged and be no wider than 630mm,
- n) Engine, Carburettor, Fuel system, Exhaust System, Electrics & Air Box must remain as per manufacturers specifications,
- o) Carburettor size must not exceed 14mm.

#### 21.18.2 50cc Auto Class Machines

21.18.2.1 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
<b>Metrakit</b>	<b>MKX50</b>

and similarly specified machines as approved by the Board may be used.

#### 21.18.2.2 Technical Requirements: 50cc Auto:

- 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) 10" rear wheels must be fitted. 10" [254mm] or 12" [304mm] front wheels may be fitted,
- f) 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.
- g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,
- 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 and be no wider than 630mm,
- l) After-market exhaust systems and silencers are permitted.

#### 21.18.2.3 85cc 4-stroke modified. OEM Frame, 2 valve cylinder head, standard gearbox and number of gears to be retained.

#### 21.18.3 Junior Solo: Wheel Sizes

CLASS	FRONT [Approx. Metric Equiv. in mm]	REAR [Approx. Metric Equiv.in mm]
50cc Demo Class	10" [254]	10" [254]
50cc Auto 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]

#### 21.18.4 Junior Sidecar: Wheel Sizes

21.18.4.1 The maximum wheel rim sizes for all relevant classes are:

WHEEL	SIZE [Approx. Metric Equivalent]
Front	19" [482mm]
Rear	16" [407mm]
Sidecar	14" [356mm]

#### 21.18.5 Junior Solo: Handlebars

21.18.5.1 Solo handlebars must be plugged and have no greater than the following widths:

CAPACITY	HANDLEBAR WIDTH
50cc Automatic	630mm or OEM for the model
65cc	750mm
85cc 2 stroke / 150cc 4 stroke	800mm
Over 85cc / 150cc 4 stroke	850mm

#### 21.18.6 Junior Tyres

21.18.6.1 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke and 150cc 4-stroke are prohibited.



## 22 SUPERMOTO

### Chapter contents

Application of Chapter .....	1
SECTION 22A: AUSTRALIAN CHAMPIONSHIPS .....	1
22.1 AUSTRALIAN SUPERMOTO CHAMPIONSHIP .....	1
22.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS .....	1
22.3 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS .....	1
22.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES .....	2
SECTION 22B: COMPETITION CLASSES .....	2
22.5 SENIOR COMPETITION CLASSES .....	2
22.6 JUNIOR COMPETITION CLASSES .....	2
SECTION 22C: COMPETITION RULES .....	2
22.7 GENERAL ELIGIBILITY .....	2
22.8 GENERAL RULES .....	3
22.9 PROTECTIVE CLOTHING AND HELMETS .....	3
22.10 MACHINE AND RIDER IDENTIFICATION .....	4
22.11 RACE MEETING PROTOCOLS .....	5
22.12 MEASUREMENT OF ENGINES .....	6
22.13 STARTS AND FINISHES .....	6
22.14 STOPPING EVENTS .....	7
22.15 SCORING .....	8
22.16 CHANGE OF MACHINE DURING A COMPETITION .....	8
22.17 RADIO COMMUNICATION .....	8
SECTION 22D: TECHNICAL REGULATIONS .....	8
22.18 SOUND EMISSIONS .....	8
22.19 FUEL .....	9
22.20 FUEL: SUPERMOTO .....	10
22.21 ENGINES .....	10
22.22 FRAMES AND PARTS .....	10

### Application of Chapter

The Rules set out in this chapter are for the discipline of Supermoto.  
Everything that is not authorised and prescribed in this chapter is strictly prohibited.

### SECTION 22A: AUSTRALIAN CHAMPIONSHIPS

#### 22.1 AUSTRALIAN SUPERMOTO CHAMPIONSHIP

22.1.0.1 The Australian Supermoto Championships are to be conducted annually.

22.1.0.2 The method of conducting this Championship will be listed in the supplementary regulations for the event(s).

#### 22.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS

CLASS	CAPACITY
S1	Over 250cc 2-stroke & over 450cc to 700cc 4-stroke
S2	Up to 250cc 2-stroke & up to 450cc 4-stroke
S3	125cc to 200cc 2-stroke & up to 250cc 4-stroke
S4 Clubman	Open class
S5 Clubman	250cc 2-stroke Up to 450cc 4-stroke
S6 Clubman	125cc 2-stroke Up to 250cc 4-stroke
S10 Women's	Senior unlimited
S4 ATV Pro	450cc 4-stroke

#### 22.3 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS

CLASS	AGE GROUP & CAPACITY
S7 Junior	13-15 years, up to 125cc 2-stroke
S8 Junior	13-15 years, up to 250cc 4-stroke
S9 Junior	9-13 years, 85cc 2-stroke/150cc 4-stroke

**22.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES****22.4.1 Individual Competitions**

22.4.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each championship solo class.

22.4.1.2 At least the first three 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.

22.4.1.3 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 22B: COMPETITION CLASSES****22.5 SENIOR COMPETITION CLASSES**

CLASS	CAPACITY
S1	Over 250cc 2-stroke Over 450cc to 700cc 4-stroke
S2	Up to 250cc 2-stroke Up to 450cc 4-stroke
S3	125cc to 200cc 2-stroke Up to 250cc 4-stroke
S4 Clubman	Open class
S5 Clubman	250cc 2-stroke Up to 450cc 4-stroke
S6 Clubman	125cc 2-stroke Up to 250cc 4-stroke
S10 Women's	Senior unlimited
ATV Pro	450cc 4-stroke

**22.6 JUNIOR COMPETITION CLASSES**

22.6.0.1 Junior Classes and Age Groups

22.6.0.2 The capacity classes for junior machines are:

CLASS	AGE GROUP & CAPACITY
S7 Junior	13-15 years, up to 125cc 2-stroke
S8 Junior	13-15 years, up to 250cc 4-stroke
S9 Junior	9-13 years, 85cc 2-stroke/150cc 4-stroke

**SECTION 22C: COMPETITION RULES****22.7 GENERAL ELIGIBILITY**

22.7.0.1 No person may participate in any competition unless and until that person's clothing and machine have been examined and approved by the Scrutineer for that competition.

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

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

22.7.0.4 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.

22.7.0.5 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.

**22.7.1 Junior Eligibility**

22.7.1.1 Juniors only to compete in junior competitions

22.7.1.2 No person who is under the age of 16 years may compete in other than a junior competition in the discipline of Supermoto.

22.7.1.3 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.

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

22.7.1.5 Unless otherwise permitted in writing by the relevant controlling body, for any event there must be no greater age variation between competitors than four (4) years.

**22.7.2 Junior Endorsements**

Junior 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

**22.8 GENERAL RULES****22.8.1 Homologation**

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

**22.8.2 Helmet Cameras**

22.8.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

**22.8.3 Fees**

	FEE (INC GST)
Replacement licence	\$20
Protest lodgement	\$70
Appeal to State Controlling Body lodgement	\$500
Appeal to MA lodgement	\$1000
Fuel homologation fee First year	\$2500
Fuel homologation fee Subsequent years	\$2000
All other fees	Apply at MA office

**22.9 PROTECTIVE CLOTHING AND HELMETS**

22.9.0.1 No competitor may practice, start or compete in any Supermoto competition unless wearing the following protective equipment and clothing:

**22.9.1 Helmet**

22.9.1.1 An approved and correctly fitting full-face helmet (see Appendix B: Helmet Fitting Guide) which must:

- Carry the Standards Association of Australia "AS 1698" label; or
- Be approved under ~~relevant Rule 01.69 & 01.70 of the Road Racing FIM Technical Rules.~~

**22.9.2 Approval Labels for Helmets**

22.9.2.1 Helmets must carry one of the following approval labels: ~~as listed in Rule 01.70 of the FIM Technical Rules.~~

a)	Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b)	USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c)	Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d)	Australia	Standards Association of Australia AS1698

**22.9.3 International Helmet Standards**

Refer also [www.fim.ch](http://www.fim.ch).

**22.9.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]**

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovinia	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

22.9.3.2 Australia: AS 1698 label must be affixed to helmet.



BSI



SAI Global



Global-Mark



TUV RA

## 22.9.4 Clothing

22.9.4.1 A one-piece leather suit or jacket and trousers constructed of leather or other material of similar or greater durability, which meets FIM requirements,

- a) Where jackets or one-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,
- b) In the case of a jacket and trousers, provision must be made to attach the rear of the jacket securely to the trousers,
- c) 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 and hip joint, and
  - iv) Knees.

22.9.4.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine.

## 22.9.5 Footwear

22.9.5.1 Boots with ankle and calf protection which must:

- a) Be constructed of leather or other material of similar or greater durability, but not constructed of rubber,
- b) At least overlap the suit or trousers when the rider is in the normal riding position,
- c) Not have soft leather soles.

22.9.5.2 Motocross boots are approved.

## 22.9.6 Gloves

22.9.6.1 Gloves of leather or other material of similar or greater durability.

## 22.9.7 Goggles and Visors

22.9.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- 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 are an integral part of the helmet,
- d) Metal or Perspex face shields are not used,
- e) Eye shades or peaks are of a flexible material.

## 22.9.8 Hair and Jewellery

22.9.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

22.9.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

## 22.9.9 Footwear in Pits

22.9.9.1 Closed footwear must be worn in the pit area at all times.

22.9.9.2 Machine and rider identification

## 22.10 MACHINE AND RIDER IDENTIFICATION

### 22.10.1 Number Plates

22.10.1.1 For all competitions three number plates must be fitted; one at the front and one on each side.

22.10.1.2 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

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

22.10.1.4 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,
- These numbers must be the same size as the front numbers

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

22.10.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

### 22.10.2 Number Plates: Juniors

22.10.2.1 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.

**22.10.3 Number Plate Colours**

22.10.3.1 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
751cc and over	Mail Box Red	White
S3 Supermoto	Black	White
S2 Supermoto	White	Black
S1 Supermoto	Canary Yellow	Black

22.10.3.2 Colours for Junior age group racing:

AGE GROUP	BACKGROUND COLOUR	FIGURE COLOUR
Under 9 years	Mid Blue	White
9 to under 12 years	Canary Yellow	Black
12 to under 14 years	Mail Box Red	White
14 to under 16 years	Black	Yellow

22.10.3.3 Additional colour combinations may be used, at the discretion of the relevant controlling body.

22.10.3.4 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.

**22.11 RACE MEETING PROTOCOLS**

22.11.0.1 Senior classes of the same capacity may be combined if provided for in supplementary regulations.

**22.11.1 Flags and Signals**

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

22.11.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
No Jump Light	Danger, overtaking forbidden, jumping forbidden
Yellow flag with red stripes held stationary	Deterioration of adhesion of the track
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Purple Flag	Protest flag for all junior competitors
Black and white chequered flag waved	Finish of race, practice session or qualifying

22.11.1.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

22.11.1.4 The National flag signifying the start of an event may be replaced by:

- A light signal,
- A starting tape,

- c) A rubber band, or
- d) A dropping gate

## 22.12 MEASUREMENT OF ENGINES

### 22.12.1 Measurement at Meetings

22.12.1.1 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.

22.12.1.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

22.12.1.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.

### 22.12.2 Measurement: Australian and State Championship Events

22.12.2.1 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 first, second, third and fourth 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.

## 22.13 STARTS AND FINISHES

### 22.13.1 Grid Positions

22.13.1.1 There must be a maximum of four riders per row with a minimum of one metre between riders.

22.13.1.2 There must be a minimum of four metres between rows.

### 22.13.2 Starts

22.13.2.1 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 restart,
- 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.

22.13.2.2 The method of starting will be as prescribed by supplementary regulations.

22.13.2.3 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.

22.13.2.4 Unless otherwise provided for in the supplementary regulations, massed starts must be used.

22.13.2.5 Unless otherwise provided for in the supplementary regulations, qualifying for starting grid positions must be held.

22.13.2.6 In the absence of qualifying, the Clerk of Course must allocate starting grid positions.

### 22.13.3 Finishes

22.13.3.1 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 22.13.3.1 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 on 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.

### 22.13.4 Juniors: Starts and Finishes

22.13.4.1 In addition to the general start requirements for all competitors, juniors must comply as follows:

- a) Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm high and must be able to start in the event unaided while sitting on the machine, This does not apply to Road Racing.

- 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 with the exception of junior road racing. 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.

#### 22.14 Stopping Events

- 22.14.0.1 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.
- 22.14.0.2 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.

#### 22.14.1 Stopping and Re-Running Events

- 22.14.1.1 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,
  - c) may declare the event void and order a re-run.
- 22.14.1.2 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.
- 22.14.1.3 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.
- 22.14.1.4 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,
    - 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.
- 22.14.1.5 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% of the race distance, have been completed:
    - i) The race may be re-started, but only once,
    - ii) The restart 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 (1) 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% of the scheduled race distance is completed full points will be awarded,
    - xi) If less than 75% of the scheduled race distance is completed half points will be awarded.

- 22.14.1.6 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

**22.14.2 Jump Start**

- 22.14.2.1 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.
- 22.14.2.2 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.
- 22.14.2.3 The penalty for a jump start is a mandatory 15 seconds to be added to the infringing rider(s) time(s).

**22.15 Scoring**

Supermoto point scoring:

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

- 22.15.0.1 An alternative points scoring system may be approved for an MA series or event.
- 22.15.0.2 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.
- 22.15.0.3 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.
- 22.16 Change of Machine During a Competition**
- 22.16.0.1 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.
- 22.17 Radio Communication**
- 22.17.0.1 Radio communications with riders is not allowed, and will be classed as outside assistance.
- 22.17.0.2 Technical regulations

**SECTION 22D: TECHNICAL REGULATIONS****22.18 SOUND EMISSIONS**

- 22.18.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

**22.18.1 Specifications**

- 22.18.1.1 Sound emissions are set out in the tables below:

30 meters (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Record Attempts	No limit

2 Metre Max method	
DISCIPLINE	LIMIT dB(A)
Supermoto	112 with a 4dB(A) allowance

- 22.18.1.2 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 GCR 22.18.1.1.
- 22.18.2 Sound control during competition**
- 22.18.2.1 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.
- 22.18.2.2 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.
- 22.18.3 Use of sound level meters**
- 22.18.3.1 Sound testing apparatus must:
- Comply with international standard IEC 651, Type 1 or Type 2.
  - Include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary action may be imposed.
- 22.18.3.2 Sound testing apparatus must be set to:
- 'Fast response'
  - 'A' weighted,
  - Select range High 80-130 dB,
  - Activate the function MAX MIN - set on MAX,
- 22.18.3.3 '30 Meter ride by' test



- a) The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 meters from the edge of the track at a high speed point.
- 22.18.3.4 '2 Metre Max' Set up of the sound meter and the motorcycle:
- 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.
  - For the place and position of the motorcycle, ensure that there are no solid obstacles within a 10 meter radius of the microphone.
  - The sound meter will be positioned at a distance of two metre behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metre above the ground, with the sound meter level.
  - The two metre distance is measured from the point where the centre of rear tyre touches the ground.
  - It is preferred that the tests are conducted on soft ground, to prevent reverberation, i.e. grass or fine gravel.
  - In other than moderate wind, machines should face forward in to the wind direction.
  - The ambient sound level must remain lower than 100 dB(A).
- 22.18.3.5 '2 Metre Max' Positioning of the motorcycle:  
The reference points:
- For a motorcycle: the contact point of the rear wheel on the ground.
  - 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.
  - For Sidecars: the contact point of the side wheel on the ground.
  - For ATV vehicles: the vertical line to the ground from the centre point of the rear axle.
  - For ATV vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.
- 22.18.3.6 '2 Metre Max' method:
- The measurement is made with the motorcycle on its wheels, with a hot engine.
  - During a sound test, machines not equipped with a gear box neutral must be placed on a stand.
  - 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.
  - 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.
  - If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle a maximum of two more times.
  - 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.
  - 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.
  - If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
  - If detonations appear, the measurement must be started again.
  - The numbers obtained from the test shall not be rounded down.
  - For the sound level measurement, the handling of the throttle is limited only to the SCO, who shall open the throttle himself in order to minimize his influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).
- 22.18.3.7 Tests shall not take place in the rain
- 22.18.4 Machine testing**
- 22.18.4.1 If a machine fails, it can be represented for re-testing.
- 22.18.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.
- 22.18.4.3 A machine which does not comply with the sound limits can be presented several times.
- 22.19 FUEL**
- 22.19.1 Fuel: General**
- 22.19.2 Fuel Warning**
- 22.19.2.1 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.
- 22.19.2.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 22.19.2.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 22.19.2.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.
- 22.19.3 Fuel Testing**
- 22.19.3.1 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.
- 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,
  - The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.
- 22.19.3.2 Fuel tests must comply with the following procedures:
- 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,
  - Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,
  - 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,
  - 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,
  - Both samples must remain in the control of the official who administered the test.
  - 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.

**22.19.4 Refueling**

- 22.19.4.1 During refueling, each machine must be stationary with the engine stopped.
- 22.19.4.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 22.19.4.3 Smoking is strictly prohibited in areas where refueling is permitted.
- 22.19.4.4 Riders are liable for exclusion from an event for failing to adhere to GCR 22.19.4.3, and are responsible for the actions of their mechanics and support team members.

**22.19.5 Homologation of Fuel**

- 22.19.5.1 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.
- 22.19.5.2 Organisations seeking homologation of fuel must provide MA with:
  - a) Two 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.
- 22.19.5.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

**22.20 FUEL: SUPERMOTO**

- 22.20.0.1 Fuel for all machines must:
  - a) Be unleaded; and
  - b) Be no more than 100 RON.
  - c) Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines.
  - d) Be readily available from retail petrol pumps within Australia; or
  - e) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.

**22.21 ENGINES****22.21.1 Reciprocating Engines**

- 22.21.0.1 The formula for calculation of capacities and classes:  
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.

**22.21.2 Engine Capacity Tolerances**

- 22.21.2.1 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%.

**22.21.3 Engines: Supermoto**

- 22.21.3.1 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.
- 22.21.3.2 Lock wiring used on oil and water filler caps and drain plugs must be visible.
- 22.21.3.3 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.
- 22.21.3.4 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.
- 22.21.3.5 Only single or twin cylinder engines may be used.
- 22.21.3.6 On all engines, an oil catch tank of 300cc minimum, properly fastened, or a closed breather system must be installed.
- 22.21.3.7 The only liquid coolant permitted is water.
- 22.21.3.8 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.
- 22.21.3.9 A self-closing throttle must be fitted.
- 22.21.3.10 A non-return valve must be fitted to the tank breather pipe which must discharge into a catch tank with a minimum capacity of 350cc

**22.22 FRAMES AND PARTS****22.22.1 Fuel Tanks**

- 22.21.1.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

**22.22.2 Exhaust Systems**

- 22.22.2.1 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.

### 22.22.3 Centre and Side Stands

22.22.3.1 Centre and side stands must be removed for all types of competition in Supermoto

### 22.22.4 Footrests

22.22.4.1 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.

### 22.22.5 Handlebars

22.22.5.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

22.22.5.2 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.

22.22.5.3 Throttle controls must be self-closing.

### 22.22.6 Handlebars: Junior Solo

22.22.6.1 85cc 2-stroke and 150cc 4-stroke solo handlebars must be plugged and have no greater width than 800mm.

### 22.22.7 Kick Start Levers

22.22.7.1 Kick start levers, other than transverse, must be folding.

### 22.22.8 Drive Chain Protection

22.22.8.1 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.

22.22.8.2 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.

22.22.8.3 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.

22.22.8.4 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.

22.22.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

### 22.22.9 Tyres

22.22.9.1 Knobby tyres are not permitted.

22.22.9.2 Additional cuts and/or grooves may be made to tyres.

### 22.22.10 Rims

22.22.10.1 Rims must be up to 17" in S1, S2 and S3 classes.

22.22.10.2 Rims other than 17" may be used in S4, S5, S6 classes.

22.22.10.3 Any rim size can be used in S7/S8 classes.

### 22.22.11 Brakes

22.22.11.1 A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.

### 22.22.12 Hand Protectors

22.22.12.1 If hand protectors are used, they must be of a shatter proof material.

## 23 TRIAL

### Chapter contents

APPLICATION OF CHAPTER.....	1
SECTION 23A: AUSTRALIAN CHAMPIONSHIPS .....	1
23.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS.....	1
23.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRIAL CHAMPIONSHIPS.....	1
23.3 AUSTRALIAN TRIAL CHAMPIONSHIPS.....	1
23.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES.....	2
SECTION 23B: COMPETITION CLASSES.....	2
23.5 SENIOR COMPETITION CLASSES AND GRADES.....	2
23.6 JUNIOR COMPETITION CLASSES.....	2
SECTION 23C: COMPETITION RULES.....	2
23.7 GENERAL ELIGIBILITY.....	3
23.8 JUNIOR ELIGIBILITY.....	3
23.9 GENERAL RULES.....	3
23.10 PROTECTIVE CLOTHING AND HELMETS.....	3
23.11 MACHINE AND RIDER IDENTIFICATION.....	4
23.12 MEETING PROTOCOLS.....	5
SECTION 23D: TECHNICAL REGULATIONS.....	7
23.13 SOUND EMISSIONS.....	7
23.14 FUEL.....	8
23.15 ENGINES.....	9
23.16 FRAMES AND PARTS.....	9
SECTION 23E: CLASS TECHNICAL REGULATIONS.....	10
23.17 CLASSIC TRIAL.....	10
23.18 SIDECAR.....	10

### 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 23A: AUSTRALIAN CHAMPIONSHIPS

#### 23.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS

<b>TRIAL</b>
Solo
Sidecar
Classic
Post Classic
Youth
Veteran-Aged 40 to 49 years
Veteran-Aged 50 to 59 years
Veteran-Aged 60 years and over
Masters
Women
Air Cooled Mono Shock

#### 23.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRIAL CHAMPIONSHIPS

CLASS	CAPACITY
Junior 7 to under 13 years	Up to 125cc
Junior Open 13 to under 16 years	Open capacity Up to 125cc
Junior Women 7 to under 16 years	Up to 125cc

#### 23.3 AUSTRALIAN TRIAL CHAMPIONSHIPS

##### 23.3.1 Use of Course

23.3.1.1 For the Australian Trial Championships, only those competing for the Championships may use the course during the period of competition.

##### 23.3.2 Preferred Championship Date

23.3.2.1 It is recommended that the Australian Trial Championship each year be conducted by 31st August of that year.

##### 23.3.3 Standards

23.3.3.1 Promoters must ensure that the standards of sections must provide for all levels of competitor in each class.

23.3.3.2 Riders of any nationality may be awarded an Australian Championship. The Trial Commission recommends that the Promoter provides a trophy for the best Australian should an Australian not win the title.

23.3.3.3 At all Australian Championships competitors must place an MA supplied logo on the front number plate of their machines.

### 23.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES

#### 23.4.1 Australian Championships

23.4.1.1 Medallions and points will be awarded in Australian Trial Championships where there are five or more starters.

#### 23.4.2 Individual Competitions

23.4.2.1 MA medallions will be presented to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> riders in each championship solo class and the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> rider and passenger in the championship sidecar class at all Australian Championship meetings.

#### 23.4.3 All Competitions

23.4.3.1 At least the first three 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.

## SECTION 23B: COMPETITION CLASSES

### 23.5 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	Veteran 40 to 49 years Veteran 50 to 59 years Veteran 60 years and over		All competitors within each of these classes will compete without handicap
Classic	Open		For machines manufactured before 1965 and excluding machines manufactured in Spain
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	For competitors of 35 years of age and over		No handicapping system will apply
Youth	For competitors aged between 16 and under 21 years at the first day of the event		This class will compete using the Masters lines

### 23.6 JUNIOR COMPETITION CLASSES

#### 23.6.1 Classes and Grades

23.6.1.1 Junior classes in Trial are:

a) Juniors - which can be subdivided into Junior age 7 to 12, Open Junior and Junior Women

23.6.1.2 The following age groups and capacity classes subject to GCR 23.8.0.1 may compete on courses for junior competitions:

CLASS	CAPACITY
Classic & Post Classic Junior 7 to 12 years	Up to 200cc
Classic & Post Classic Junior 13 to 15 years	Open Capacity
Classic & Post Classic Junior Women 13 to 15 years	Open Capacity
Classic & Post Classic Junior Women 7 to under 13 years	Up to 200cc
Junior 7 to under 13 years	Up to 125cc
Junior 13 to under 16 years	<del>Open capacity</del> Up to 125cc
Junior Women 7 to under 16 years	Up to 125cc

## SECTION 23C: COMPETITION RULES

**23.7 GENERAL ELIGIBILITY**

- 23.7.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's clothing and machine have been examined and approved by the Scrutineer for that competition.
- 23.7.0.2 No person may participate in an Australian Championship unless and until:
- That person's clothing and machine have been examined and approved by the Scrutineer for that meeting, or
  - If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the clothing and machine have been self-scrutineered.
- 23.7.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 23.7.0.4 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 23.7.0.5 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.
- 23.7.0.6 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.

**23.8 JUNIOR ELIGIBILITY**

- 23.8.0.1 In Junior competition,
- A rider's age on 1st January will determine their age for competition purposes for that year,
  - 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,
  - Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
  - This GCR applies to all riders up to and including the age of 16 years.
- 23.8.0.2 Subject to GCR 23.8.0.1, a person under the age of 16 years may compete in Trial in other than a Junior competition.
- 23.8.0.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.
- No applicant will be issued with their first competition licence if they are under the age of 7 years,
  - Unless otherwise permitted in writing by the relevant controlling body, for any event there must be no greater age variation between competitors than four years,
  - A relevant controlling body may grade junior competitors according to their respective skills,

**23.8.1 Junior Endorsements**

23.8.1.1 Endorsements will be issued for:

- Up to 125cc
- Up to 200cc
- Trial Open Capacity

**23.9 GENERAL RULES****23.9.1 Homologation**

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

**23.9.2 Helmet Cameras**

23.9.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

**23.9.3 Fees**

ACTIVITY	FEE \$ (INC GST)
Replacement licence	25.00
Protest Lodgement	70.00
Appeal to State Controlling Body lodgement	500.00
Appeal to MA lodgement	1000.00
Fuel Homologation fee – First year	2500.00
Fuel Homologation fee – Subsequent years	2000.00
All other fees	Apply at MA office

**23.10 PROTECTIVE CLOTHING AND HELMETS**

23.10.0.1 No competitor may practice, start or compete in any Trial competition unless wearing the following protective equipment and clothing:

**23.10.1 Helmet**

23.10.1.1 Helmets must carry one of the following approval labels:

a)	Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b)	USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c)	Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d)	Australia	Standards Association of Australia AS1698

**23.10.2 International Helmet Standards**

Refer also [www.fim.ch](http://www.fim.ch)

23.10.2.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovinia	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

23.10.2.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:



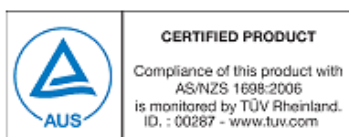
BSI



SAI Global



Global-Mark



TUV RA

23.10.3 Clothing

23.10.3.1 Trousers and a shirt.

23.10.4 Footwear

23.10.4.1 Calf length boots constructed of leather or similar durable material.

23.10.5 Footwear in pits

23.10.5.1 Closed footwear must be worn in the pit area at all times.

23.11 MACHINE AND RIDER IDENTIFICATION

23.11.1 Identification Plates

23.11.1.1 Identification plates must:

- a) Measure 200mm x 150mm +/-10%,
- b) Have the riders name displayed on the identification plate, using lettering 25mm high minimum.

23.11.1.2 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.

23.11.2 Identification Plates: Sidecar

23.11.2.1 Identification plates are required and 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 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.

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

23.11.2.3 Side identification 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,

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

23.11.2.5 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

23.11.3 Rider and Grade Identification

23.11.3.1 The following grades will have the following identification plates:

CLASS/GRADE	PLATE BACKGROUND COLOUR
-------------	-------------------------

Open Solo A grade	Red
Youth Masters B grade Women	Yellow
Veterans Post Classic Open Junior Air cooled mono shock C grade	Blue
Junior Women Juniors 7-12 Clubman	White
Sidecars - A grade	Red
Sidecars - B grade	Yellow
Classic	Black

## 23.12 MEETING PROTOCOLS

### 23.12.1 General

23.12.1.1 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.

23.12.1.2 In the hearing and determination of any protest or appeal arising out of a Trial, video evidence may not be used.

23.12.1.3 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 from the 1st section at a severity level decided by the Clerk of Course and continuing in numerical order until the tie is broken.

23.12.1.4 Meetings may be held in the following categories:

- a) Trial,
- b) No-Stop Trial,
- c) Super Trial.

23.12.1.5 Unless otherwise stipulated in supplementary regulations, all meetings will run using the Trial rules described in GCR 23.12.

### 23.12.2 Courses

23.12.2.1 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.

23.12.2.2 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.

23.12.2.3 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.

23.12.2.4 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.

23.12.2.5 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.

23.12.2.6 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.

### 23.12.3 Penalties: Competitions

23.12.3.1 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,
- 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.

23.12.3.2 The penalties on the following table 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
Footing twice whilst stopped	2	5	5
Footing more than twice whilst stopped	3	5	5
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
Any part of sidecar passenger touching ground or other obstacle	5	5	5

INFRINGEMENT	POINTS LOST
	ALL TRIAL
Practising 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
Late to Scrutineering (per minute)	1

\* Or as detailed in the supplementary regulations

23.12.3.3 The greatest penalty incurred in a section is the only one to be taken into account for each competitor.

23.12.3.4 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.

23.12.3.5 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.

- 23.12.3.6 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.
- 23.12.4 Minder**
- 23.12.4.1 Each competitor in an event may have a Minder who, for the purposes of these Rules, will be a competitor.
- 23.12.4.2 A Minder must be identified as such in accordance with the requirements of the supplementary regulations.
- 23.12.5 Change of Machine during a Competition**
- 23.12.5.1 During any competition, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.
- 23.12.6 Radio Communication**
- 23.12.6.1 Radio communications with riders is allowed in Trial.
- 23.12.7 Measurement of Engines**
- 23.12.8 Measurement at Meetings**
- 23.12.8.1 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.
- 23.12.8.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.
- 23.12.8.3 If an engine is measured for the purposes of a protest, the protesting party must submit a \$500 bond. 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 \$500 will be deducted and the remaining bond returned to the protesting party.
- 23.12.9 Measurement: Australian and State Championship Events**
- 23.12.9.1 For all Australian and State Championship events:
- All machines must have provision for the placement of sealing wire,
  - 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,
  - The first, second, third and fourth 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,
  - At the conclusion of that period, if no protest is received, the result will be final,
  - 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,
  - If no protest is received within that period, the seals may be removed,
  - 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,
  - No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

## SECTION 23D: TECHNICAL REGULATIONS

### 23.13 SOUND EMISSIONS

23.13.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines.

#### 23.13.1 Specifications

23.13.1.1 Sound emissions are set out in the tables below:

2 Metre Max method	
DISCIPLINE	LIMIT dB(A)
Trial	112 with a 4dB(A) allowance

23.13.1.2 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 GCR 23.13.1.1.

#### 23.13.2 Sound Control during Competition

23.13.2.1 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.

23.13.2.2 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.

#### 23.13.3 Use of Sound Level Meters

23.13.3.1 Sound testing apparatus must:

- Comply with international standard IEC 651, Type 1 or Type 2.
- 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.

23.13.3.2 Sound testing apparatus must be set to:

- 'Fast response'
- 'A' weighted,
- Select range High 80-130 dB,
- Activate the function MAX MIN - set on MAX,

23.13.3.3 '2 Metre Max' Set up of the sound meter and the motorcycle:

- 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.
- For the place and position of the motorcycle, ensure that there are no solid obstacles within a 10 meter radius of the microphone.
- The sound meter will be positioned at a distance of two metre behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metre above the ground, with the sound meter level.
- 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, i.e. 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).
- 23.13.3.4 '2 Metre Max' Positioning of the motorcycle:
- a) The reference points:
    - i) For a motorcycle: the contact point of the rear wheel on the ground.
    - ii) 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.
    - iii) For Sidecars: the contact point of the side wheel on the ground.
    - iv) For Quad vehicles: the vertical line to the ground from the centre point of the rear axle.
    - v) For Quad vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.
- 23.13.3.5 '2 Metre Max' method:
- a) The measurement is made with the motorcycle on its wheels, 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 himself 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).

23.13.3.6 Tests shall not take place in the rain

#### 23.13.4 Machine Testing

23.13.4.1 If a machine fails, it can be represented for re-testing.

23.13.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

23.13.4.3 A machine which does not comply with the sound limits can be presented several times.

#### 23.14 FUEL

##### 23.14.1 Fuel Warning

23.14.1.1 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.

23.14.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

23.14.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

23.14.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

##### 23.14.2 Fuel Testing

23.14.2.1 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.
- 23.14.2.2 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.

##### 23.14.3 Refueling

23.14.3.1 During refueling, each machine must be stationary with the engine stopped.

23.14.3.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

23.14.3.3 Smoking is strictly prohibited in areas where refueling is permitted.

- 23.14.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 23.14.3.3, and are responsible for the actions of their mechanics and support team members.
- 23.14.4 Homologation of Fuel**
- 23.14.4.1 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.
- 23.14.4.2 Organisations seeking homologation of fuel must provide MA with:
- Two one-litre sealed containers of the fuel for analysis,
  - Details of the fuels characteristics,
  - The distribution network,
  - The price structure,
  - A homologation fee of \$2,500 in the first year and \$2,000 per year thereafter.
- 23.14.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).
- 23.14.5 Fuel: Trial**
- 23.14.5.1 Fuel for machines other than Classic competition must:
- Be unleaded, and
  - Be no more than 100 RON,
  - Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines.
  - Be readily available from retail petrol pumps within Australia, or
  - Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".
- 23.14.5.2 Fuel for Classic Trial must be:
- As per GCR 23.14.5.1, or
  - Leaded fuel, providing that:
  - The fuel is purchased from suppliers approved by Environment Australia.
- 23.15 ENGINES**
- 23.15.1 Reciprocating Engines**
- 23.15.1.1 The Formula for calculation of capacities and classes  
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.
- 23.15.2 **Engine Capacity Tolerances**
- 23.15.2.1 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%.
- 23.16 FRAMES AND PARTS**
- 23.16.1 Fuel Tanks**
- 23.16.1.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.
- 23.16.2 Tyres**
- 23.16.2.1 Tyres must comply with the following:
- Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant supplementary regulations.
  - Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.
  - Paddle or scoop treaded tyres may not be fitted.
- 23.16.2.2 Valve caps must be used for all competitions.
- 23.16.3 Tyre Types**
- 23.16.3.1 With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trial Universal pattern on all machines.
- 23.16.4 Ignition Cut-Out Switch**
- 23.16.4.1 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 while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.**
- 23.16.5 Design and Dimensions**
- 23.16.5.1 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.
- 23.16.6 Centre and Side Stands**
- 23.16.6.1 Centre and side stands may remain on machines for Trial.
- 23.16.6.2 Centre and side stands must be secured in the closed position.
- 23.16.7 Kick Start Levers**
- 23.16.7.1 Kick start levers, other than transverse, must be folding.
- 23.16.8 Mudguards**
- 23.16.8.1 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.
- 23.16.8.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.
- 23.16.9 Footrests**
- 23.16.9.1 Footrests must:
- Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
  - Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

**23.16.10 Handlebars**

23.16.10.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

23.16.10.2 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.

23.16.10.3 Throttle controls must be self-closing.

**23.16.11 Drive Chain Protection**

23.16.11.1 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.

23.16.11.2 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.

23.16.11.3 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.

23.16.11.4 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.

23.16.11.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

23.16.11.6 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.

**23.16.12 Exhaust Systems**

23.16.12.1 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 23E: CLASS TECHNICAL REGULATIONS****23.17 CLASSIC TRIAL****23.17.1 Eligibility**

23.17.1.1 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.

23.17.1.2 Major components are:

- a) All engine and gearbox external castings,
- b) Frames,
- c) Brakes,
- d) Wheel hubs,
- e) Forks, and

23.17.1.3 Major components that were manufactured outside the period, but which are visually indistinguishable from period components shall be eligible for that period.

23.17.1.4 All other components shall be considered as minor components.

23.17.1.5 Minor components may be modified or updated provided that they remain visually compatible with the period being depicted.

23.17.1.6 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.
- c) 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.
- d) 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,
  - iii) Pre-1965 machines that have been modified so as to provide a ground clearance or chassis performance more in keeping with this era shall compete as specials in this Post Classic category.

**23.18 SIDECAR****23.18.1 Design and Dimensions**

23.18.1.1 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.
- 23.18.1.2 The sidecar and machine wheels, if exposed, must be valanced on the inside.
- 23.18.1.3 Passenger grab rails, handles and straps may be fitted.
- 23.18.1.4 Sidecar wheel drive is prohibited.
- 23.18.1.5 An effective cut-out switch must be attached to the handlebars.
- 23.18.1.6 Efficient brakes must be fitted to the front and rear wheels.
- 23.18.1.7 When brake cam arms or lever are of open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.

**24****MINIKHANA****Chapter contents**

Application of Chapter .....	1
SECTION 24A: MINIKHANA CLASSES.....	1
24.1 SENIOR CLASSES .....	1
24.2 JUNIOR CLASSES .....	1
SECTION 24B: COMPETITION RULES .....	1
24.3 RIDER GRADING .....	1
24.4 GENERAL RULES .....	2
24.5 PROTECTIVE CLOTHING AND HELMETS .....	2
24.6 MACHINE AND RIDER IDENTIFICATION .....	3
24.7 MINIKHANA PROTOCOLS.....	3
24.8 FLAGS AND SIGNALS: ALL DISCIPLINES .....	5
SECTION 24C: TECHNICAL REGULATIONS.....	5
24.9 SOUND EMISSIONS .....	6
24.10 FUEL .....	7
24.11 ENGINES, FRAMES AND PARTS .....	7
SECTION 24D: MINIKHANA COURSES .....	7
24.12 BASIC COURSE .....	7
24.13 ORANGE COURSE .....	8
24.14 LOOPING.....	9
24.15 RING RETURN COURSE .....	9
24.16 BENDING COURSE .....	10
24.17 RING BENDING COURSE .....	11
24.18 SLOW COURSE .....	11
24.19 CLOVER COURSE .....	12
24.20 NO FOOTING CLOVER COURSE .....	13
24.21 START AND PARK COURSE.....	13
24.22 O RING RELAY COURSE .....	13
24.23 FIGURE 8 COURSE .....	16
24.24 RING CLOVER COURSE.....	17
24.25 NO FOOTING RING CLOVER COURSE .....	18

**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 24A: MINIKHANA CLASSES****24.1 SENIOR CLASSES**

24.1.0.1 All senior riders can only ride in the Senior Combined 85cc/100cc 2-stroke or 150cc 4-stroke small wheel and big wheel class.

**24.2 JUNIOR CLASSES**

24.2.0.1 No 50cc rider shall exceed the age of 11 yrs.

24.2.0.2 Riders in the Mini Wheel grades shall be a minimum age of 7 years and under 16 years.

24.2.0.3 Riders in the 85cc 2-stroke or 150cc 4-stroke small wheel grades shall be a minimum age of 9 years.

24.2.0.4 Riders in the Junior Big Wheel 85cc/100cc 2-stroke or 150cc 4-stroke grades shall be a minimum age of 12 years.

24.2.0.5 All Junior Big Wheel 85cc/100cc 2-stroke or 150cc 4-stroke riders aged between 12 years and 15 years must ride in the Junior Big Wheel 85cc/100cc 2-stroke or 150cc 4-stroke grades.

24.2.0.6 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 24B: COMPETITION RULES****24.3 RIDER GRADING**

24.3.0.1 Senior competitors can only compete in the Senior Combined class.

24.3.0.2 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.

24.3.0.3 Competitors will be graded within the following classes:

- 50cc demo
- 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.

Classes (a) and (g) will not be graded. All other competitors will commence in C grade of the relevant class.

24.3.0.4 Grading of competitors is utilised instead of grouping. Age differences of more than 4 years is acceptable.

24.3.0.5 A competitor may be instructed to move up a grade temporarily by the State Controlling Body Grading Officer in the case of an interclub 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 second place and 12 points for third place**. The minimum number of riders to constitute a grade shall be four.

24.3.0.6 Grading books will be available on all competition days.

24.3.0.7 After each Interclub or Championship meeting competitors will be upgraded within the competitors class as follows:

- Riders who place 1st or 2nd overall in C grade will be upgraded to B grade within that class,
- Riders who place 1st overall in B grade will be up graded to A grade within that class,
- Riders who place 3rd overall in C grade or B grade will receive 9 grading points,
- Riders who place 2nd overall in B grade will receive 12 grading points,
- 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.

24.3.0.8 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 ~~60cc~~ 65cc rider going to Mini Wheel class must ride at the equivalent grade.

24.3.0.9 When a rider who has ridden in the 85 2-stroke or 150cc 4-stroke Small Wheel class goes to Junior Big Wheel 85/100cc 2-stroke or 150cc 4-stroke class, they must ride at the equivalent grade.

24.3.0.10 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.

24.3.0.11 When a rider goes from the 65cc class to any 85/100cc 2-stroke or 150cc 4-stroke class the rider will drop one grade.

## 24.4 GENERAL RULES

### 24.4.1 Helmet Cameras

24.4.1.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

## 24.5 PROTECTIVE CLOTHING AND HELMETS

24.5.0.1 No competitor may practice, start or compete in any Minikhana competition unless wearing the following protective equipment and clothing:

### 24.5.1 Helmet (see Appendix B: Helmet Fitting Guide)

24.5.1.1 Helmets must carry one of the following approval labels:

a)	Europe	ECE 22 - 05 'P', 'NP' or 'J' [Label affixed inside the helmet]
b)	USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c)	Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d)	Australia	Standards Association of Australia AS1698

### 24.5.2 International Helmet Standards

Refer also [www.fim.ch](http://www.fim.ch).

24.5.2.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo, Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovina	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

24.5.2.1 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]:





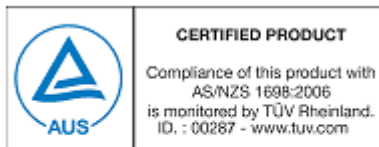
**BSI**



**SAI Global**



**Global-Mark**



**TUV RA**

**24.5.3 Clothing**

24.5.3.1 Trousers of leather or a non-combustible synthetic material.

24.5.3.2 A long sleeved shirt or jersey which must be:

- a) Made of close knit fabric of natural or synthetic fibre,
- b) Must be a snug fit and provide protection against abrasion to the body and arms.

24.5.3.3 For Minicross, mini Enduro and Reliability events commercially manufactured body armour must be worn.

**24.5.4 Footwear**

24.5.4.1 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, with the rider in a racing position on the machine.

**24.5.5 Footwear in Pits**

24.5.5.1 Closed footwear must be worn in the pit area or any competition area at all times.

**24.5.6 Gloves**

24.5.6.1 Gloves of leather or other material of similar or greater durability.

**24.5.7 Goggles and Visors**

24.5.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- a) Eye protectors and spectacles are made of non-shattering material,
- b) Eye protectors which cause visual disturbance are not to be used,
- c) Metal or Perspex face shields are not used,
- d) Eye shades or peaks are of a flexible material.

**24.5.8 Hair and Jewellery**

24.5.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

24.5.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

**24.6 MACHINE AND RIDER IDENTIFICATION**

**24.6.1 Rider Identification**

24.6.1.1 All competitors must wear an approved riding vest or jersey with club and rider number identification as an outer garment.

**24.6.2 Minikhana Number Plates**

24.6.2.1 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, 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

24.6.2.2 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

**24.7 MINIKHANA PROTOCOLS**

24.7.0.1 A machine may only be ridden by one rider during a meeting and may not be substituted for another.

24.7.0.2 Placings can only be achieved by the correct completion of an event.

**24.7.1 Scoring**

24.7.1.1 For Open, Interclub or Championship meetings, points will be awarded as listed below:

- Club, the club amassing the highest score using the table below will be the winning club;
- 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,
- Individual, the competitors amassing the highest point score in each grade shall be the winner of that grade for that particular meeting.
- 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

24.7.1.2 For other than Trials, ties for 1st or 2nd will be resolved by a run-off between the tied competitors. Trials will be resolved by a count back. Competitors tied for 3rd will each be awarded 3rd place.

24.7.1.3 For all other events the method of scoring will be as prescribed in supplementary regulations.

**24.7.2 Starting Procedure**

24.7.2.1 All starts shall be from the right hand end of the Start/Finish line facing towards the course.

24.7.2.2 All starts shall be flag starts.

24.7.2.3 Minicross starts may be by mechanical means.

24.7.2.4 Footing areas shall be on the start/finish line side of marker 1 and on the opposite side for all other markers.

24.7.2.5 Unless otherwise stated, only the left foot may be used when footing permitted.

24.7.2.6 Start and finish of an event is deemed to be when:

- The front axle crosses the start line, and
- The front axle crosses the finish line.

24.7.2.7 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.

24.7.2.8 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.

24.7.2.9 A minimum of four lanes will be available per each event area. Competitors are to draw for lanes.

24.7.2.10 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.

24.7.2.11 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

24.7.2.12 The official of the event shall advise each competitor of successful completion of the course.

24.7.2.13 Competitors must complete the course to win the event:

- If all competitors in a final fault, one re-run must occur and if the re-run is unsuccessfully completed the last competitor to fault shall be declared the winner,
- 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.

### 24.7.3 Fault

24.7.3.1 Fault, as defined by elimination faults for each event:

- Competitors making more than two false starts in an event shall be eliminated,
- Only successful completion of an event will allow competitors to progress to the next round,
- Allowing front axle to cross into the footing area of a marker already completed will be deemed to have not followed the course procedure,
- 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).

### 24.8 FLAGS AND SIGNALS

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

24.8.0.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	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
Black flag held stationary and black board with rider's number	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
No Jump Light	Danger, overtaking forbidden, jumping forbidden
Yellow flag with red stripes held stationary	Deterioration of adhesion of the track
White flag waved	Slow moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Purple Flag	Protest flag for all junior competitors
Black and white chequered flag waved	Finish of Race, Practice session or Qualifying

24.8.0.3 Flag signals may be supplemented by light signals as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

24.8.0.4 The national flag signifying the start of an event may be replaced by:

- A light signal,
- A starting tape,
- A rubber band, or
- A dropping gate

### 24.8.1 Flags and Signals

24.8.1.1 Competitors who do not obey flag signals will be excluded from the event.

## SECTION 24C: TECHNICAL REGULATIONS

**24.9 SOUND EMISSIONS**

24.9.0.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

**24.9.1 Specifications**

24.9.1.1 Sound emissions are set out in the tables below:

2 Metre Max method	
DISCIPLINE	LIMIT dB(A)
Minikhana	112 with a 4dB(A) allowance

24.9.1.2 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 GCR 24.9.1.1.

**24.9.2 Use of Sound Level Meters**

24.9.2.1 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.

24.9.2.2 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,

24.9.2.3 '2 Metre Max' 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 meter radius of the microphone.
- c) The sound meter will be positioned at a distance of two metre behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metre 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.

24.9.2.4 '2 Metre Max' 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.
- d) For ATV vehicles: the vertical line to the ground from the centre point of the rear axle.
- e) For ATV vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

24.9.2.5 '2 Metre Max' method:

- a) The measurement is made with the motorcycle on its wheels, 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 himself 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).

24.9.2.6 Tests shall not take place in the rain

**24.9.3 Machine Testing**

24.9.3.1 If a machine fails, it can be represented for re-testing.

24.9.3.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

24.9.3.3 A machine which does not comply with the sound limits can be presented several times.

**24.9.4 Sound Control during Competition**

24.9.4.1 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.

24.9.4.2 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.

**24.10 FUEL****24.10.1 Fuel Warning**

- 24.10.1.1 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.
- 24.10.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 24.10.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 24.10.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

**24.10.2 Refueling**

- 24.10.2.1 During refueling, each machine must be stationary with the engine stopped.
- 24.10.2.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 24.10.2.3 Smoking is strictly prohibited in areas where refueling is permitted.
- 24.10.2.4 Riders are liable for exclusion from an event for failing to adhere to GCR 24.10.2.3, and are responsible for the actions of their mechanics and support team members.

**24.11 ENGINES, FRAMES AND PARTS**

24.11.0.1 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).

- 24.11.0.2 Efficient brakes must be fitted as per manufacturer's specifications.
- 24.11.0.3 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.
- 24.11.0.4 An ignition cut out switch, operating on the primary circuit must be fitted to the handlebars in an accessible position.
- 24.11.0.5 Handlebar pads must be fitted over crossbar or handlebar mounting clamp.
- 24.11.0.6 Handlebar ends must be securely plugged.
- 24.11.0.7 Handlebar lever protectors, where fitted, must be single mounted.
- 24.11.0.8 All glass and plastic lenses shall be either removed or covered with a fabric backed tape.
- 24.11.0.9 Front and rear mudguards to be fitted.
- 24.11.0.10 Wheel sizes:

CLASS	FRONT	REAR
Miniwheel	14"	12"
Standard Wheel	17"	14"
Big Wheel	19"	16"

**24.11.1 Engines**

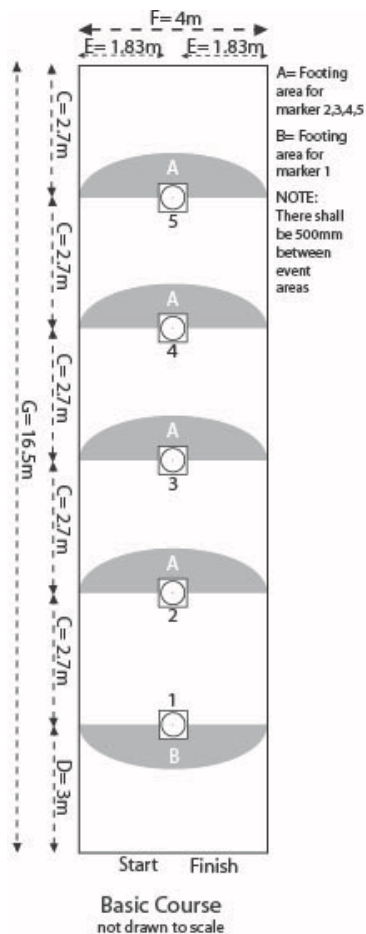
24.11.1.1 The maximum capacity of any engine in Minikhana is 100cc 2-stroke or 150cc 4-stroke .

**24.11.1.2 Witch's Hats (diagram)****SECTION 24D: MINIKHANA COURSES****24.12 BASIC COURSE (see diagram for details)**

- 24.12.0.1 The basic course layout for one competitor will cover an area of 4 metres by 16.5 metres.
- 24.12.0.2 The side and end boundary of the course shall be marked with lane tape or rope.
- 24.12.0.3 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.



#### 24.13 ORANGE COURSE (see diagram for details)

24.13.0.11 Basic course with traffic cones only to be used.

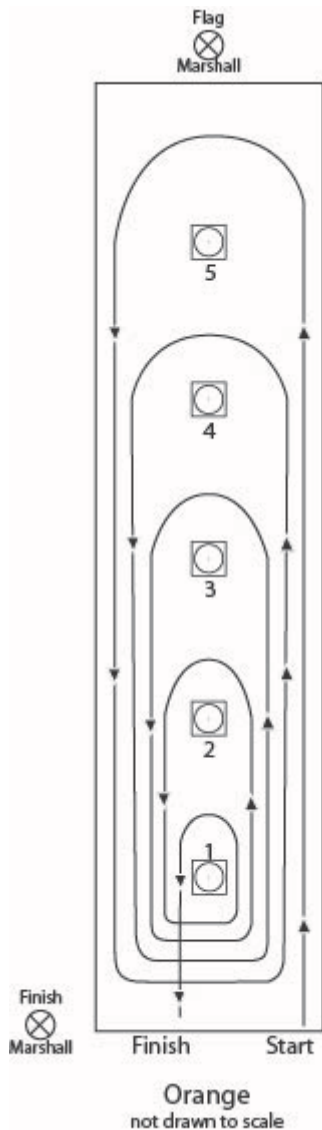
#### 24.13.1 Orange Course Procedure

- 24.13.1.1 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.
- 24.13.1.2 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.
- 24.13.1.3 Unlimited footing with the left foot is permitted.
- 24.13.1.4 In case of machine stalling, the competitor may restart the engine ensuring only the left foot makes contact with the ground.
- 24.13.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.
- 24.13.1.6 The competitor who had the lowest elapsed time will be the winner of that round of events.

#### 24.14.2 Orange Course Elimination

24.14.2.1 Competitors will be eliminated from the event for the following:

- Touching markers or tapes,
- Footing with the right foot,
- Removing both hands from handlebars,
- Not straddling machine,
- Failing to follow course procedure,
- Crossing the start / finish line before course is completed,
- Front axle passing into defined footing area of previously rounded marker.



## 24.15 LOOPING (see orange diagram for details)

### 24.15.1 Looping Course and Procedure

24.15.1.1 This uses the same course and riding procedure as the Orange event with the exception that footing is not permitted.

24.15.1.2 Competitors who stall their machine may restart provided that neither foot makes contact with the ground.

24.15.1.3 Competitors will also be eliminated if either foot makes any contact with the ground.

24.15.1.4 Finishing order will be achieved as in the Orange event.

### 24.16 RING RETURN COURSE (see diagram for details)

24.16.0.1 This uses the basic course layout with the addition of poles in the centre of the traffic cone and rubber rings.

24.16.0.2 Plumber's rings approximately 150 mm inside diameter to be used.

24.16.0.3 The pole to be inserted in the traffic cone as per Witch's Hat diagram.

24.16.0.4 Rubber rings to be placed on poles at markers 2, 3, 4, & 5 on the side furthest from the start / finish line.

#### 24.16.1 Ring Return Procedure

24.16.1.1 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.

24.16.1.2 This is repeated reducing the course length by 1 marker per circuit until after circling marker 2.

24.16.1.3 After the final ring is placed over marker 1 pole they then complete an extra circuit around marker 5 before crossing the finish line.

24.16.1.4 Footing with the left foot is permitted in the footing areas only.

24.16.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.

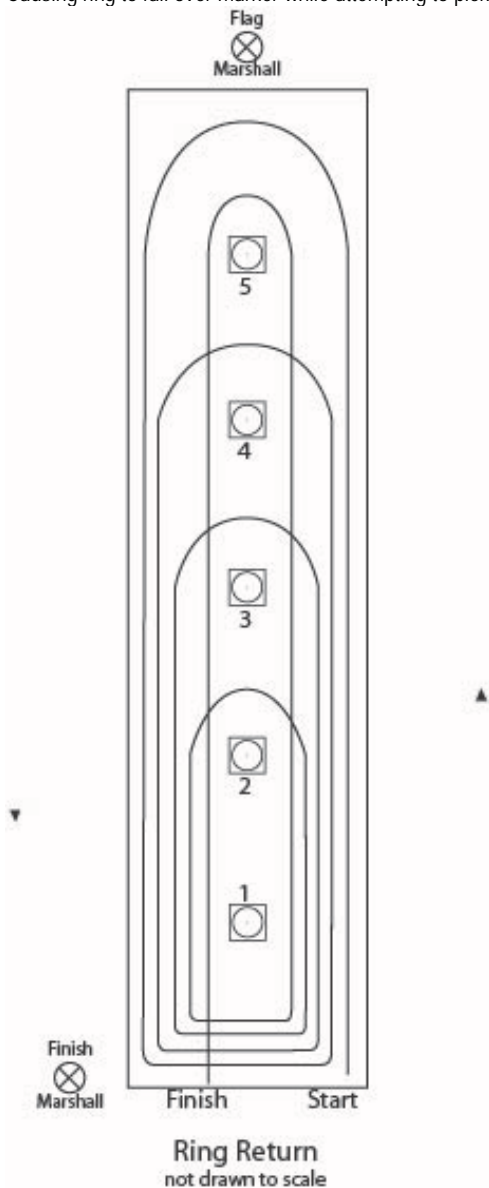
24.16.1.6 The competitor who had the lowest elapsed time will be the winner of that round of the event.

#### 24.16.2 Ring Return Elimination

24.16.2.1 Competitors will be eliminated from the event for the following:

- Touching markers, poles or tapes. Poles may only be touched by the hand during removal or placement of the ring over the pole,
- Footing with the right foot,
- Footing with the left foot outside of the footing area,
- Removing both hands from handlebars,
- Not straddling machine,

- f) Failing to follow course procedure,
- g) Crossing the start / finish line before course is completed,
- h) Front axle passing into defined footing area of previously rounded marker,
- i) Dropping ring allowing it touch the ground,
- j) Causing ring to fall over marker while attempting to pick up ring.



## 24.17 BENDING COURSE (see basic diagram for details)

24.17.0.1 Basic course with traffic cones only to be used.

### 24.17.1 Bending Procedure

24.17.1.1 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.

24.17.1.2 Crossing the finishing line after passing marker 1.

24.17.1.3 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.

24.17.1.4 The competitor who had the lowest elapsed time will be the winner of that round of the event.

### 24.17.2 Bending Elimination

24.17.2.1 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 behind marker 5,
- d) Removing both hands from handlebars,
- e) Not straddling machine,
- f) Failing to follow course procedure.



**24.18 RING BENDING COURSE (see diagram for details)**

24.18.0.1 This uses the basic course layout with the addition of poles in the centre of the traffic cone and 3 rubber rings. Rubber rings will be placed on the pole in marker 5, one per time by an official.

**24.18.1 Ring Bending Procedure**

24.18.1.1 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 rings from the pole (official will place next rubber ring on marker 5 pole) and then proceeds to marker 1 as in the Bending event.

24.18.1.2 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 finishing line.

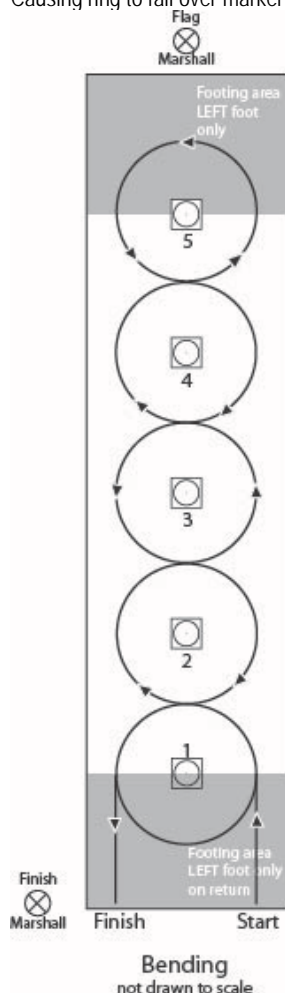
24.18.1.3 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.

24.18.1.4 The competitor who had the lowest elapsed time will be the winner of that round of the event.

**24.18.2 Ring Bending Elimination**

24.18.2.1 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.

**24.19 SLOW COURSE (see diagram for details)**

24.19.0.1 The course will be a lane 500mm wide by 16.5 metres long.

**24.19.1 Slow Course Procedure**

24.19.1.1 Competitor will start with the machine's front axle on the start line.

24.19.1.2 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.

24.19.1.3 Forward motion does not have to be maintained.

24.19.1.4 Event is complete when front axle passes finish line.

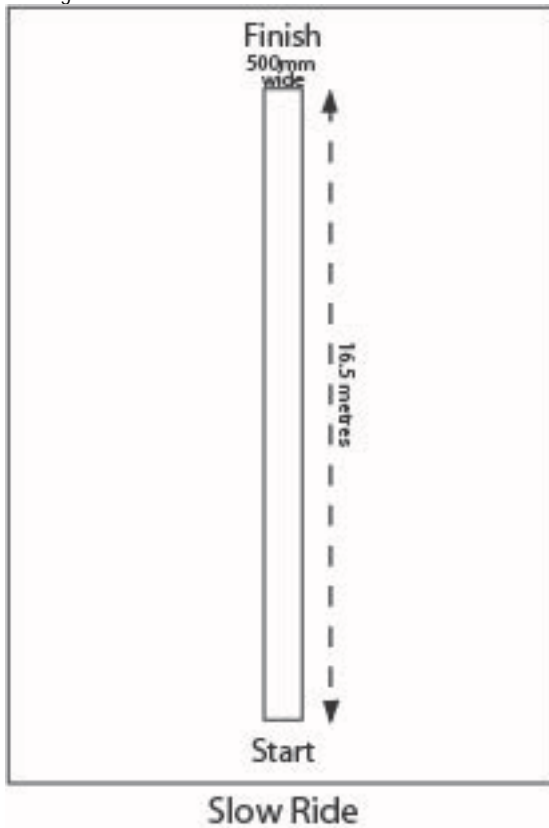
24.19.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.

24.19.1.6 The competitor who had the highest elapsed time will be the winner of that round of the event.

#### 24.19.2 Slow Course Elimination

24.19.2.1 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.



#### 24.20 CLOVER COURSE (see diagram for details)

24.20.0.1 Competitors will ride passing through the six markers placed in a triangle to form a clover pattern.

24.20.0.2 Car tyres or a marker of similar dimensions will be used as course markers.

##### 24.20.1 Clover Procedure

24.20.1.1 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.

24.20.1.2 Competitors may foot providing that both feet do not touch the ground at the same time and there shall be no determining factors as to when the left or right footing commences or ceases other than the requirement that the left foot may touch for left turns and right foot for right turns.

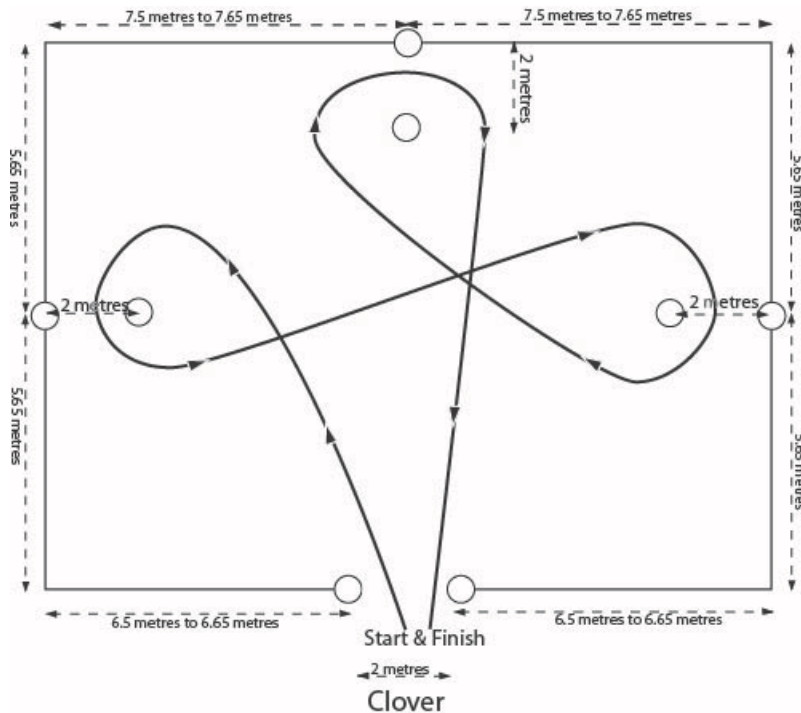
24.20.1.3 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.

24.20.1.4 The competitor who had the lowest elapsed time will be the winner of that round of the event.

##### 24.20.2 Clover Elimination

24.20.2.1 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.



#### 24.21 NO FOOTING CLOVER COURSE (see diagram for details)

- 24.21.0.1 This uses the same course and riding procedure as the Clover event with the exception that footing is not permitted.
- 24.21.0.2 Competitors will also be eliminated if either foot makes any contact with the ground.
- 24.21.0.3 Finishing order will be achieved as in the Clover event.

#### 24.22 START AND PARK COURSE (see diagram for details)

- 24.22.0.1 The basic course layout will cover an area of 6 metres by 20 metres.
- 24.22.0.2 The side and end boundary of the course shall be marked with lane tape or rope.
- 24.22.0.3 Witch's Hats will be used as the required markers placed along the centre line of the course at 4 metre spacings.

##### 24.22.1 Start and Park Procedure

- 24.22.1.1 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.

- 24.22.1.2 Competitors whose machine has no stand may have an assistant appointed by the Clerk of Course to hold the machine.

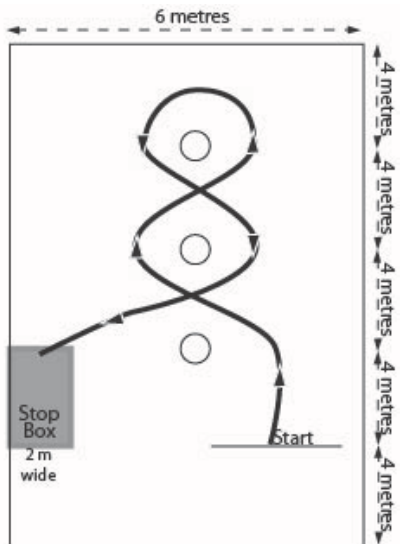
##### 24.22.2 Start and Park Elimination

- 24.22.2.1 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.

#### 24.23 O RING RELAY COURSE (see diagram for details)

- 24.23.0.1 This uses the same course and riding procedure as the Start and Park event with the exception that competitors will be in teams.
- 24.23.0.2 An O ring, as used in the Ring events, shall be carried by each competitor in turn whilst riding the course.
- 24.23.0.3 Competitors cannot start their leg of the relay until the previous competitor has successfully completed the course and passed on the O ring.



Start and Park

#### 24.24 ACCELERATION AND BRAKING COURSE

24.24.0.1 This event is conducted on an out and back course.

24.24.0.2 A marker is placed 50 metres from the start finish line.

24.24.0.3 Competitors will leave start line circle the marker and return to the stop box.

24.24.0.4 Competitor's machine must be completely in the confines of the stop box.

24.24.0.5 Footing with left foot is only permitted at the marker on the side opposite to the start line and in the stop box.

24.24.0.6 The competitor who successfully completes the course with the lowest elapsed time will be the winner.

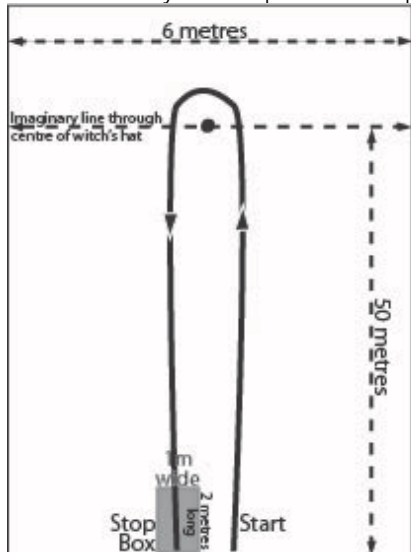
24.24.0.7 The nature of this type of event precludes it being used as a run-off event.

##### 24.24.1 Acceleration and Braking Course Elimination

24.24.0.1 Competitors will be eliminated from the event for the following:

- Footing with right foot,
- Footing outside the area behind marker,
- Touching the marker,
- Bike not stopping within stopping box (i.e. both axles must be wholly within the stopping box),
- With machine correctly in stopping box, left foot only footing is permitted either in or out of the stopping box without elimination,
- Remove both hands from handlebar,
- Not straddling machine,
- Failure to follow course procedure,
- Riding outside the course boundary

24.24.0.2 The event has only been completed once the penciller has indicated to the rider that the bike can leave the box.



Acceleration &amp; Braking

#### 24.25 MINICROSS COURSE

24.25.0.1 Minicross introduces competitors to Motocross style riding and helps to develop competitors riding skills and balance.

24.25.0.2 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 9 metres of the track will be divided into 4 two-metre wide lanes.

#### 24.25.1 Minicross Procedure

- 24.25.1.1 A maximum of 4 competitors will complete the course at once.
- 24.25.1.2 Competitors will be encouraged to pass each other when it is safe to do so.
- 24.25.1.3 When passing, competitors must not make contact with the other competitors.
- 24.25.1.4 Competitors must ensure that at all times they do not obstruct another competitor from successfully completing the course.
- 24.25.1.5 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 rerun subject to Clerk of Course approval.
- 24.25.1.6 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.

#### 24.25.2 Minicross Practice

- 24.25.2.1 For practice, a maximum of 12 competitors may participate on the track under a stationary yellow flag.
- 24.25.2.2 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.

#### 24.25.3 Minicross Elimination

- 24.25.3.1 Competitors will be eliminated from the event for the following:
  - a) Crossing the lane markers during the first 9 metres of the event,
  - b) Failure to follow the course proper,
  - c) Causing another competitor to fault,
  - d) Failure to re-enter course correctly,
  - e) Passing while yellow flag is displayed.

#### 24.25.4 Minicross Footing and No Footing

- 24.25.4.1 Minicross can be conducted as either a footing or no-footing event. In No-Footing Minicross any competitors will be eliminated if footing occurs.

#### 24.26 MINI TRIALS COURSE

- 24.26.0.1 Where possible this event is to be conducted over natural terrain.
- 24.26.0.2 Artificial boundaries and obstacles may be used.
- 24.26.0.3 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.
- 24.26.0.4 Minimum size of markers to be no less than 100mm wide.
- 24.26.0.5 Tapes and markers to be clearly visible.

#### 24.26.1 Procedure

- 24.26.1.1 The start and finish of each Observed Section is to be clearly defined.
- 24.26.1.2 Artificial boundaries may be used to define the lateral limits.
- 24.26.1.3 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.

#### 24.26.2 Failure

- 24.26.2.1 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.

#### 24.26.3 Mini Trials Footing

- 24.26.3.1 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).
- 24.26.3.2 Footing outside the lateral limits of a section does not constitute a failure (i.e. 1 point loss footing penalty only).

#### 24.26.4 Mini Trials Marking

- 24.26.4.1 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

**24.27 MINI ENDURO COURSE**

24.27.0.1 This event is conducted over varying distances of rough terrain.

24.27.0.2 Competitors learn the benefits of well-maintained and reliable machinery and the ability to pace themselves.

**24.27.1 Mini Enduro Procedure**

24.27.1.1 Competitors have a predetermined time to complete the course.

24.27.1.2 The competitor whose time is closest to the predetermined time will be the winner.

24.27.1.3 The natural terrain course is to be well defined with directional arrows and adequately staffed by marshals.

24.27.1.4 Special sections may be added.

24.27.1.5 Points will be lost for failure to observe signs and completion of special sections.

24.27.1.6 Competitors are rewarded for their skill in completing the penalty areas.

24.27.1.7 A number of penalty areas and checkpoints should be included.

24.27.1.8 Each grade is to attempt to complete a preset number of laps in a reasonable time.

24.27.1.9 In Mini Enduro with special penalty sections the competitor with the least points lost will be the winner.

**24.27.2 Hill Climb Course**

24.27.2.1 The course for this event will be a hill which can be readily negotiable by the competitors.

**24.27.3 Hill Climb Procedure**

24.27.3.1 To increase the skill level a series of turns and obstacles will be included.

24.27.3.2 The competitor whose elapsed time to successfully complete the event is closest to the predetermined time shall be the winner.

24.27.3.3 Only one competitor will ride the event at a time.

**24.28 FIGURE 8 COURSE (see diagram for details)**

24.28.0.1 This event is conducted on an out and back course.

24.28.0.2 Markers are placed 20 & 50 meters from the start finish line.

24.28.0.3 Competitors will leave start line circle the markers in a Figure 8 course and return to the stop box.

24.28.0.4 Competitors machine must be completely in the confines of the stop box.

24.28.0.5 Footing with left foot is only permitted at the left turn 50m marker on the side of the start line.

24.28.0.6 Footing with the right foot is only permitted at the right turn 20m marker on the side or the start line.

24.28.0.7 Footing with left foot is only permitted in the stop box.

24.28.0.8 The competitor who successfully completes the course with the lowest elapsed time will be the winner.

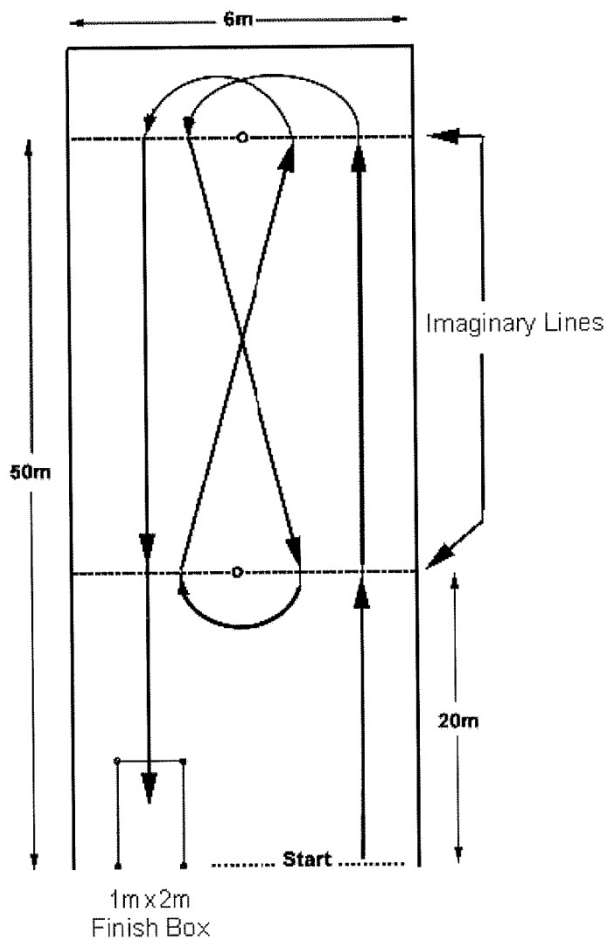
24.28.0.9 The nature of this type of event precludes it being used as a run-off event.

**24.28.1 Figure 8 Course Elimination**

24.28.1.1 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.

24.28.1.2 The event has only been completed once the penciller has indicated to the rider that the bike can leave the box.



### Accel-R8

#### 24.29 RING CLOVER COURSE (see diagram for details)

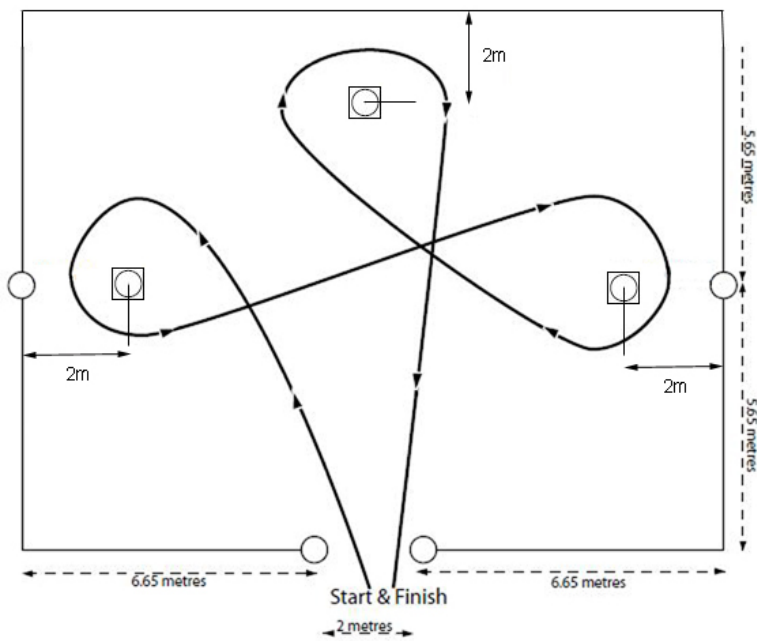
- 24.29.0.1 Competitors will ride passing through the 6 markers placed in a triangle to form a clover pattern.
- 24.29.0.2 Car tyres or marker of similar dimensions will be used as course markers on the outside of each turn and witches hats, poles and rubber rings on the inside of each turn in addition a witches hat and pole is to be located in the in the centre of the event area.
- 24.29.0.3 Competitors may pass centre cone on either side.

#### 24.29.1 Ring Clover Procedure

- 24.29.1.1 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
- 24.29.1.2 then circle marker 2 on their right and pick up the second ring 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.
- 24.29.1.3 Competitors may foot providing that both feet do not touch the ground at the same time and there shall be no determining factors as to when the left or right footing commences or ceases other than the requirement that the left foot may touch for left turns and right foot for right turns and the left foot for dropping off the rings at the centre cone.
- 24.29.1.4 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.
- 24.29.1.5 The competitor who had the lowest elapsed time will be the winner of that round of events.

#### 24.29.2 Ring Clover Elimination

- 24.29.2.1 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,



### FOOTING & NON - FOOTING RING CLOVER

24.30 NO FOOTING RING CLOVER COURSE (see diagram for details)

24.30.0.1 This uses the same course and riding procedure as the Ring Clover event with the exception that footing is not permitted.

24.30.0.2 Competitors will also be eliminated if either foot makes any contact with the ground.

24.30.0.3 Finishing order will be achieved as in the Ring Clover event.



## 25.1 MEMBER PROTECTION POLICY

Version	2.1
Policy Number	MA.17.01
Doc. no	10341132
Short description	MA's Member Protection Policy
Relevant to	All members as outlined in the Constitution
Authority	Board
Date introduced	1 January 2007
Date(s) modified	6 February 2014
Review Schedule	Annually
Next scheduled review date	1 January 2015
Related documents	Code of conduct

### 1. Authorisation and Approval

This policy has been endorsed by the Board of the MA and has been incorporated into our regulations in accordance with clause 71 of the MA Constitution. The policy commenced on January 1, 2007 and will operate until replaced. This policy and/or its attachments may be amended from time to time by a resolution of the Board in accordance with the Constitution. Copies of this policy and its attachments can also be obtained from our office, or website at [www.ma.org.au](http://www.ma.org.au).

### 2. Further Information

For further information contact Claire Lawrence, Risk and Compliance Manager

### 3. Policy Review

This policy will be reviewed annually and revised as needed.

### 4. Revision history

Version	Revision Date	Author(s)	Section	Revision Notes
2.0	05-09-2013	RCM	11.1	Change of heading from Anti-Discrimination and harassment to policy to Anti-harassment, discrimination and bullying;
			11.2	Supervision new inclusion provided by ASC;
			11.3	Transportation new inclusion provided by ASC;
			11.8	Deletion of wording due to new MA policy;
			11.12	Reference to MA policy;
2.1	06-02-2014		15.5.1	Inclusive practices including people with a disability, people from diverse cultures, sexual and gender identity and pregnancy – new inclusion provided by ASC;
			Complaints Handling Policy	Rewording in line with ASC requirements. Inclusion of additional forms.

### 5. Purpose of this Member Protection Policy

This Member Protection Policy aims to ensure the core values, good reputation and positive behaviours and attitudes of MA are maintained. It assists us in ensuring that everyone involved in our sport is treated with respect and dignity, is safe and protected from abuse. This policy also ensures that everyone in our sport is aware of their legal and ethical rights and responsibilities. The policy also reflects our support for the principles and values that are the essence of Australian sport - of fairness, respect, responsibility and safety.

The policy contains the procedures that support our commitment to eliminating discrimination, harassment, child abuse and other forms of inappropriate behaviour from our sport. As part of this commitment, MA will take disciplinary action against any person or organisation bound by this policy if they breach it.

### 6. Who this Member Protection Policy applies to:

This policy applies to the following organisations and individuals:

- MA,
- Members,
- Persons appointed or sitting on Boards, Committees and sub-committees of MA and members,
- Employees, officials and volunteers appointed or elected by MA or members,
- Support personnel such as Managers, physiotherapists, psychologists, masseurs, sport trainers),
- Coaches (including assistant coaches) who:
  - Are appointed and/or employed by MA or members (whether paid or unpaid), or
  - Have an agreement (whether or not in writing) with MA or a member,
- Riders who enter or participate in any activity or event (including camps and training sessions) which are held or sanctioned by MA or a member,
- Any person or organisation, who or which is a member of, or affiliated to, MA, or a member,
- Any other person or organisation who, or which agrees in writing or otherwise to be bound by this policy, and
- Parents, guardians, spectators and sponsors to the extent that is possible.

This policy will continue to apply to a person even after they have stopped their membership, association or employment with MA if disciplinary action relating to an allegation of child abuse against that person has commenced.

#### 7. Code of conduct

MA requires every individual and organisation bound by this policy to:

1. Be ethical, fair and honest in all their dealings with other people and MA,
2. Treat all persons with respect and courtesy and have proper regard for their dignity, rights and obligations,
3. Always place the safety and welfare of children above other considerations,
4. Comply with MA's Constitution, rules and policies including this policy,
5. Operate within the rules and spirit of the sport,
6. Comply with all relevant Australian laws (Federal and State), particularly anti-discrimination and child protection laws,
7. Be responsible & accountable for their conduct, and
8. Abide by the Code of Conduct outlined in Attachment A of this policy.

#### 8. Organisational Responsibilities

MA must:

1. Adopt, implement and comply with this policy,
2. Publish, distribute and otherwise promote this policy and the consequences for breaching it,
3. Promote appropriate standards of conduct at all times,
4. Promptly deal with any breaches of, or complaints made under this policy in an impartial, sensitive, fair, timely and confidential manner;
5. Apply this policy consistently without fear or favour,
6. Recognise and enforce any penalty imposed under this policy,
7. Ensure that a copy of this policy is available or accessible to the persons to whom this policy applies,
8. Appoint or have access to appropriately-trained people to receive and handle complaints and allegations and display the names and contact details in a way that is readily accessible, and
9. Monitor and review this policy at least annually.

## 9. Members Responsibilities

Members must:

1. Adopt, implement and comply with this policy,
2. Publish, distribute and otherwise promote this policy and the consequences for breaching it,
3. Promote appropriate standards of conduct at all times,
4. Promptly deal with any breaches of or complaints made under this policy in an impartial, sensitive, fair, timely and confidential manner,
5. Apply this policy consistently without fear or favour,
6. Recognise and enforce any penalty imposed under this policy,
7. Comply with their respective State-specific child protection requirements (See Attachment B), and
8. Ensure that a copy of this policy is available or accessible to the persons to whom this policy applies.

## 10. Individual Responsibilities

Individuals bound by this policy are responsible for:

1. Making themselves aware of the policy and complying with the standards of conduct outlined in this policy,
2. Consenting to a National Police check if the individual holds or applies for a role that involves direct and unsupervised contact with people under the age of 18 years,
3. Complying with all other requirements of this policy,
4. Co-operating in providing a discrimination, child abuse and harassment free sporting environment,
5. Being aware of State-specific child protection requirements, and
6. Understanding the possible consequences of breaching this policy.

## 11. Policy position statements

### 11.1 Child Protection Policy

Every person and organisation bound by this policy must always place the safety and welfare of children above all other considerations.

MA acknowledges that its staff and volunteers provide a valuable contribution to the positive experiences of its junior participants. MA aims to ensure this continues and to protect the safety and welfare of its junior participants. Several measures will be used to achieve this such as:

1. Prohibiting any form of abuse against children,
2. Providing opportunities for our juniors to contribute to and provide feedback on our program development,
3. Carefully selecting and screening people whose role requires them to have direct and unsupervised contact with children. (See Clause 12),
4. Ensuring our Codes of Conduct, particularly for roles associated with junior sport, are promoted, enforced and reviewed,
5. Providing procedures for raising concerns or complaints (See Clause 15), and
6. Providing education and/or information to those involved in our sport on child abuse and child protection.

MA requires that any child who is abused or anyone who reasonably suspects that a child has been or is being abused by someone within its sport, to report it immediately to the Police or relevant Government agency and the CEO of MA. Descriptions of the sorts of activity which may be abuse are in the definitions at Clause 18.

All allegations of child abuse will be dealt with promptly, seriously, sensitively and confidentially. A person will not be victimised for reporting an allegation of child abuse and the privacy of all persons concerned will be respected. MA's procedures for handling allegations of child abuse are outlined in Clause 14.1.

If anyone bound by this policy reasonably suspects that a child is being abused by their parent/s, they are advised to contact the relevant Government department for Youth, Family and Community Services in their State or Territory.

### 11.2 Supervision

Members under the age of 16 must be supervised at all times by a responsible adult. MA will provide a level of supervision and adequate and relative to the member's age, maturity, capabilities, level of experience, nature of activity and nature of venue. If a member finds a member under the age of 16 is unsupervised, they should assume responsibility for the member's safety until the parent/guardian or supervisor can be found.

Parents must turn up on time to collect their child for reasons of courtesy and safety. If it appears a member will be left alone at the end of a training session with just one child, they will ask another member to stay until the child is collected.

### 11.3 Transportation

Parents/guardians are responsible for transporting their children to and from club activities (e.g. practice and events). Where MA makes arrangements for the transportation of children (e.g. for away or overnight trips / training camps), we will, so far as reasonably practicable, ensure vehicles are adequately insured, the driver has a current and appropriate licence for the vehicle being used and appropriate safety measures are available (e.g. fitted working seatbelts).

### 11.4 Taking Images of Children

Images of children can be used inappropriately or illegally. MA requires that individuals and associations, wherever possible, obtain permission from a child's parent/guardian before taking an image of a child that is not their own and ensure that the parent knows the way the image will be used. MA will only use appropriate images of a child, relevant to our sport and ensure that the child is suitably clothed in a manner that promotes the sport, displays its successes, etc. MA also requires the privacy of others to be respected and disallows the use of camera phones, videos and cameras inside changing areas, showers and toilets.

If MA uses an image of a child it will not name or identify him/her or use both the first name and surname of the child unless it has first, wherever possible, obtained consent to do so from the parent/guardian. MA will not display personal information such as residential address, email address or telephone numbers without gaining consent from the parent/guardian. MA acknowledges that information about individual's hobbies, likes/dislikes, school, etc can be used as grooming tools by paedophiles or other persons. As such, MA will take reasonable care when publishing such information in a public forum.

MA requires its members, member associations and clubs to do likewise.

### 11.5 Anti-harassment, Discrimination and Bullying

MA aims to provide a sport environment where all those involved in its activities are treated with dignity and respect, and without harassment or discrimination.

MA recognises that all those involved in its activities cannot enjoy themselves, perform to their best, or be effective or fully productive if they are being treated unfairly, discriminated against or harassed because of their age, disability, family responsibilities, gender identity, homosexuality or sexual orientation, irrelevant medical or criminal record, marital status, political belief, pregnancy or breastfeeding, race, religion, sex, social origin and/or Trade Union membership/activity.

MA prohibits all forms of harassment and discrimination based on personal characteristics listed in the definitions. Discrimination and harassment are extremely distressing, offensive, humiliating and/or threatening and create an uncomfortable and unpleasant environment. In most circumstances discrimination and harassment are against the law.

Descriptions of some of the types of behaviour which could be regarded as harassment or discrimination are provided in the Definitions at Clause 18.

If any person feels they are being harassed or discriminated against by another person or organisation bound by this policy, please refer to Clause 16 of the MA constitution.

#### 15.5.1 Inclusive practices:

MA is welcoming and we will seek to include members from all areas of our community.

- a) People with a disability  
Where possible MA will include people with a disability in our sport. We will make reasonable adaptations (eg. modifications to equipment and rules) to enable participation.
- b) People from diverse cultures  
MA will support and respect people from diverse cultures and religions to participate in motorcycle sport and where possible will accommodate requests for flexibility (eg. modifications to uniforms).
- c) Sexual and Gender Identity  
All people, regardless of their sexuality, are welcome in our sport. MA strives to provide a safe environment for participation and will take action over any homophobic behaviour.
- d) Pregnancy  
Pregnant women should be aware that their own health and wellbeing, and that of their unborn children, should be of utmost importance in their decision making about the way they participate in our sport. MA recommends that pregnant women consult with their medical

advisers, make themselves aware of the facts about pregnancy in sport, and ensure that they make informed decisions about participation (See Clause 11.7).

### 11.6 Sexual Relationships Policy

MA takes the position that sexual relationships between coaches and adult participants that they coach should be avoided. MA takes the view that such relationships, while not necessarily constituting unlawful harassment, can have harmful effects on the individual participant involved, on other participants and coaches, and on the sport's public image.

Such relationships tend to be intentionally or unintentionally exploitative because there is usually a disparity between coaches and participants in terms of authority, power, maturity, status and dependence. MA's policy position is similar to other organisations who disallow professionals such as teachers, doctors and counsellors to have sexual relationships with their clients or students.

Should a sexual relationship develop between a participant and coach, MA will investigate whether any action against the coach is necessary. Factors that may be relevant to consider are the age and maturity of the participant relative to the coach, the financial or emotional dependence of the participant on the coach, and the likelihood of the relationship having any adverse impact on the participant and/or other participants. If it is determined that the sexual relationship is inappropriate, action may be taken to stop the coaching relationship with the participant. Action may include transfer, a request for resignation or dismissal from coaching duties.

If a participant attempts to initiate an intimate sexual relationship, the coach must take personal responsibility for discouraging such approaches, explaining the ethical basis for such action. The coach may wish to approach MA or a Member Protection Information Officer ("MPIO") if they feel harassed.

The law is always the minimum standard for behaviour within MA and therefore sex with a child is a criminal offence.

### 11.7 Pregnancy

Everyone bound by this policy must treat pregnant women with dignity and respect and any unreasonable barriers to participation by them in our sport should be removed. MA will not tolerate any discrimination or harassment against pregnant women.

Motorcycling is a dangerous sport in which serious physical injury and even death are inherent risks.

Pregnant women should be aware that their own health and wellbeing, and that of their unborn children, should be of utmost importance when making decisions about the way they participate in motorcycle sport.

MA recommends that pregnant women wanting to participate in motorcycle sport consult with medical professionals, make themselves aware of the facts about pregnancy in motorcycle sport, and ensure that they make informed decisions about participation. MA strongly recommends that a pregnant woman consult closely with her doctor should she decide to continue to participate whilst pregnant.

MA will only require pregnant women to sign a disclaimer if we require other participants to sign one in similar circumstances. MA will not require women to undertake a pregnancy test.

If a pregnant woman feels she has been harassed or discriminated against by another person or organisation bound by this Policy, she may make a complaint. (Refer to the attachments in Clause 15 of this policy.)

### 11.8 Gender Identity Policy

MA is committed to providing an inclusive sporting environment where transgender or transsexual people involved in its activities are able to contribute and participate. MA expects everyone who is bound by this policy to treat people who identify as transgender or transsexual fairly and with dignity and respect. This includes acting with sensitivity and respect where a person is undergoing gender transition. We will not tolerate any unlawful discrimination or harassment against a person who identifies as transgender or transsexual or who is thought to be transgender or transsexual.

Descriptions of some of the types of behaviour which could be regarded as transgender or transsexual discrimination or harassment are provided in the Definitions at Clause 18.

If any person feels they are being harassed or discriminated against by another person or organisation bound by this policy, please refer to our complaints procedure outlined in Clause 15 of this policy. This will explain what to do about the behaviour and how MA will deal with the problem.

MA is aware that the International Olympic Committee (IOC) has established criteria for selection and participation in the Olympic Games. Where a transgender or transsexual person intends competing at an elite level, we will encourage them to obtain advice about the IOC's criteria which may differ from the position taken by MA.

MA notes that drug testing procedures and prohibitions also apply to people who identify as transgender or transsexual. A person receiving treatment involving a prohibited substance or method, as described on the WADA prohibited list, should apply for a therapeutic use exemption.

### 11.9 Alcohol Policy

MA recommends that every person and organisation bound by this policy adhere to strict guidelines regarding the responsible service and consumption of alcohol in accordance with all local, state and territory or federal laws, regulations and codes. Responsible service of alcohol should comply with individual licencing requirements and should protect the safety and wellbeing of all members.

### 11.10 Smoking Policy

The following policies should be applied to sporting and social events:

- There is to be no smoking in the pit area, grandstands and/or high volume spectator areas
- Buildings shall remain smoke-free zones
- Members and affiliated Clubs should adhere to all applicable smoking laws, regulations and codes in relation to designated outdoor smoking areas to protect the safety and wellbeing of participants.

#### 11.11 Cyber Bullying/Safety

Bullying and harassment in all forms is regarded as unacceptable in motorcycle sport. Given the emergence of new telephone and internet social networks, the opportunity for unwanted and improper comments and statements has dramatically increased. Messages or statements made in these ways using these means of communication are largely instantaneous, and can easily be abused. Others may also manipulate a person by encouraging a statement to be made on twitter or facebook, for example, when the writer may be upset or vulnerable. Bullying has the potential to cause great anxiety and distress to the person who has been the target of any comments or statements. In some cases, bullying is regarded as a criminal offence punishable by imprisonment, amongst other things. Frustration at an official, riders, team member, coach, or sporting body should never be communicated on social network channels, but rather by way of reasoned and logical verbal and written statements and where appropriate, complaints, to the relevant controlling club, league or peak sporting body.

#### 11.12 Social Networking Websites Policy

MA acknowledges the emergence of new technology and communication mediums (new media), and wishes to enable such new media to be used to benefit the sport and its participants, and to applaud achievements. This can occur due to the immediate nature of communication to a wide audience using channels such as facebook, twitter, and SMS. However, participants need to be very mindful of a few key matters that could lead to inappropriate use of new media, at times unintended, and at other times without a proper understanding that once comments are made or published, they are in public for a long time, and hard to take back (retract).

Caution recommendations:

- Do not include personal information of yourself or others in social media channels;
- Do not use offensive, provocative or hateful language;
- Use your best judgment – do not publish something that makes you the slightest bit uncomfortable, and never write/publish if you are feeling emotional or upset (or are intoxicated);
- Never post a photo of a child or young person without permission from the child's parent or guardian (see taking images of children policy)
- Always ask for an adults permission before posting their pictures on a social networking forum;
- Never comment on rumours, do not deny or affirm them or speculate about rumours; and
- Always use social network forums to add value and promote the sport in a positive way.

For further information please refer to MA's [Electronic Communications and Social Media Policy](#).

#### 12. Member Protection Policy – Screening

MA will implement screening procedures for people who currently occupy or who apply for any work (paid or voluntary) that involves direct and unsupervised contact with people under the age of 18 years.

Screening under this policy is not a replacement for any other procedure required by law. The requirements under the law of each State and Territory are set out in Attachment B1 and MA and member organisations must comply with these requirements. If State or Territory legislation sets an equivalent or higher standard of screening, the requirement to screen people need not be followed.

Under this policy MA and Members are required to comply with the screening process as set out by the Working with Children Check (WWCC) laws in the relevant State or Territory as set out in Attachment B.

#### 13. Member Protection Information Officers (MPIOs)

MA and members shall be responsible for appointing such number of MPIOs as they consider appropriate. It is the role of a MPIO to:

1. Provide a point of contact for persons wishing to make a complaint under this policy,
2. Inform complainants of the options and procedures for resolution of complaints under this policy;
3. Refer complaints or allegations of breaches of this policy to the organisation which appointed him/her; and
4. Carry out the functions assigned to MPIOs throughout this policy.

#### 14. Child Abuse Procedures

An allegation of child abuse is a very serious matter and must be handled with a high degree of sensitivity.

The following is a basic outline of the key processes to follow. More information can be obtained from the relevant State or Territory Government agency.

1. Any complaints, concerns or allegations of child abuse should be made or referred to a MPIO who should obtain and clarify basic details (if possible) but should not elicit detailed information about the abuse. The initial response of the person that receives the complaint from the child (or person on behalf of the child) is crucial to the well-being of the child. It is important for the person receiving the information to:
  - o Listen to, be supportive and do not dispute what the child says,
  - o Reassure the child that what has occurred is not the fault of the child,
  - o Ensure the child is safe,
  - o Be honest with the child and explain that other people may need to be told in order to stop what is happening, and
  - o Ensure that what the child says is quite clear but do not elicit detailed information about the abuse. You should avoid suggestive or leading questions.
2. Any individual or organisation to which this policy applies, should immediately report any incident of a serious or a criminal nature to the police and other appropriate authority. If the allegation is of a criminal nature, report the incident immediately to the police. If the allegation involves a child at risk of harm you may need to report to both the police and the relevant government agency.
3. The MPIO should assess the risks and take interim action to ensure the child's/children's safety. Some options could include redeployment of the alleged offender to a non-child related position, supervision of the alleged offender or removal/suspension from their duties until the allegations are finally determined. The support needs of the person against whom the complaint is made should also be addressed.
4. Any further investigation by MA into allegations of a more serious or criminal nature should only be carried out upon advice from the Police and relevant Government agency.
5. For allegations of a less serious nature (e.g. verbal abuse) and independent person with appropriate expertise shall be appointed to make contact and meet with each of the people involved to obtain details of the allegation. Strict confidentiality, impartiality, fairness and due process must be maintained at all times.
6. If disciplinary action is to be taken, follow the procedures outlined in Clause 17 of this policy.

#### 15. Complaints Procedure

MA aims to provide an easy to use, confidential and trustworthy procedure for complaints based on the principles of natural justice. Any person may report a complaint (complainant) about a person/s or organisation bound by this policy (respondent) if they reasonably believe that a person/s or a sporting organisation has breached this policy.

In the first instance, complaints should be reported to the relevant MPIO.

If a complaint relates to behaviour or an incident that occurred at the:

- State level, or involves people operating at the state level, then the complaint should be reported to and handled by the relevant State Controlling Body in the first instance
- Club level, or involves people operating at the club level, then the complaint should be reported to and handled by the relevant club in the first instance.

Only matters that relate to, or which occurred at, the national level, as well as serious cases referred from the State and Club level, should be dealt with by MA.

A complaint may be handled informally or formally. The complainant will usually indicate his or her preferred option unless the Complaints Manager considers that the complaint falls outside this policy and should be handled another way. For example, the law may require that the complaint/allegation be reported to an appropriate authority.

All complaints will be dealt with promptly, seriously, sensitively and confidentially. Our procedures for handling and resolving complaints are outlined in Attachment C.

Individuals and organisations may also seek to have their complaint handled by an external agency under anti-discrimination, child protection, criminal or other relevant legislation.

##### 15.1 Informal Complaint Resolution Procedure

If a complainant makes an approach to MA, a full member, a club or a person within these organisations, it is desirable that the complainant also seeks the advice of a MPIO who will:

1. Listen to the complainant in an empathetic, supportive manner;

2. Inform the complainant about their possible options;
3. Act as a support person for the complainant, including supporting them through any mediation process if the complainant wishes;
4. Keep the matter confidential;
5. Inform the relevant government authority, if required by law; and
6. Consult by seeking advice from the relevant state or territory authority that administers the relevant law.

A complainant may seek to try and resolve the complaint by mediation in accordance with Clause 15.3.

If, following this complaint procedure, the complaint is not resolved informally, the complainant may make a formal complaint to the CEO of MA. Nothing in this policy prevents the complainant taking action under State or Federal legislation. It is not necessary to provide a written complaint under this clause.

### 15.2 Improper Complaints & Victimisation

MA aims to ensure our complaints procedure has integrity and is free of unfair repercussions or victimisation against the person making the complaint.

MA will take all necessary steps to make sure that people involved in a complaint are not victimised. Disciplinary measures can be imposed on anyone who harasses or victimises another person for making a complaint or supporting another person's complaint.

If at any point in the complaint handling process the Complaints Manager considers that a complainant has knowingly made an untrue complaint, or the complaint is malicious or intended to cause distress to the respondent, the matter may be referred to the Board or a judicial committee appointed by the Board for review and appropriate action, including possible disciplinary action against the complainant.

### 15.3 Mediation

MA aims to resolve complaints quickly and fairly. Complaints may be resolved by agreement between the people involved with no need for disciplinary action.

Mediation is a confidential process that allows those involved in a complaint to discuss the issues or incident in question and come up with mutually agreed solutions. It may occur before or after the investigation of a complaint.

If a complainant wishes to resolve the complaint with the help of a mediator, the MPIO will, in consultation with the complainant, arrange for an independent mediation where possible. Lawyers are not able to negotiate on behalf of the complainant and/or the respondent.

More information on the mediation process is outlined in Attachment C2.

### 15.4 Tribunals

A Tribunal may be convened to hear a formal complaint:

- referred to it by the CEO
- escalated due to the serious nature of the complaint, because it was unable to be resolved at the state level or because the policy of the state association directs it to be
- for an alleged breach of this policy.

MA's Tribunal procedure is outlined in Attachment C4.

A respondent may only lodge an appeal to the Appeal Tribunal in respect of a Tribunal decision. The decision of the Appeal Tribunal is final and binding on the people involved. MA's appeals process is outlined in Attachment C4.

Every organisation bound by this policy will recognise and enforce any decision of a Tribunal or Appeal Tribunal under this policy.

## 16. Breaches of this Member protection policy

It is a breach of this policy for any person or organisation to which this policy applies, to have been found to have:

1. Done anything contrary to this policy,
2. Breached the code of conduct,
3. Brought MA into disrepute,
4. Failed to follow MA policies and procedures for the protection, safety and welfare of children,
5. Appointed or continued to appoint a person to a role that involves working with children and young people contrary to this policy,
6. Discriminated against or harassed any person,



7. Victimised another person for reporting a complaint,
8. Engaged in a sexually inappropriate relationship with a person that the person supervises, or has influence, authority or power over,
9. Disclosed to any unauthorised person or organisation any MA information that is of a private, confidential or privileged nature,
10. Made a complaint they knew to be untrue, vexatious, malicious or improper,
11. Failed to comply with a penalty imposed after a finding that the individual or organisation has breached this policy, or
12. Failed to comply with a direction given to the individual or organisation during the discipline process.

#### 17. Forms of Discipline

MA may impose disciplinary measures on an individual or organisation for a breach of this policy.

Any disciplinary measure imposed will be:

- fair and reasonable
- applied consistent with any contractual and employment rules and requirements
- be based on the evidence and information presented and the seriousness of the breach
- be determined in accordance with our Constitution, By-laws, this policy and/or the rules of the sport.

If an individual or organisation to which this policy applies breaches this policy, 1 or more forms of discipline may be imposed. These may include making a verbal or written apology, paying a fine, being suspended or de-registered or having a person's appointment or employment terminated. More information on the range of disciplinary measures and the factors that will be considered before imposing discipline is included in the MA Constitution and the GCRs.

The form of discipline to be imposed on an individual or organisation will depend on factors such as:

- The nature and seriousness of the breach
- If the person knew, or should have known, that the behaviour was a breach of the policy;
- The person's level of contrition
- The effects of the proposed disciplinary measures on the person, including any personal, professional or financial consequences
- If there have been any relevant prior warnings or disciplinary action
- The ability to enforce disciplinary measures if the person is a parent or spectator (even if they are bound by the policy)
- Any other mitigating circumstances

#### 18. Definitions

This Clause sets out the meaning of words used in this policy and its attachments without limiting the ordinary and natural meaning of the words. State/Territory specific definitions and more detail on some of the words in this dictionary can be sourced from the relevant State/Territory child protection commissions or Equal Opportunity and Anti-discrimination Commissions.

**Abuse** is a form of harassment and includes physical abuse, emotional abuse, sexual abuse, neglect, and abuse of power. Examples of abusive behaviour include bullying, humiliation, verbal abuse and insults.

**Child** means a person who is under the age of 18 years.

**Child abuse** relates to children at risk of harm (usually by adults, sometimes by other children) and often by those they know and trust. It can take many forms. Children may be harmed by both verbal and physical actions and by people failing to provide them with basic care. Child abuse may include:

- **Physical abuse** by hurting a child or a child's development (e.g. hitting, shaking or other physical harm; giving a child alcohol or drugs; giving bad nutritional advice; or training that exceeds the child's development or maturity).
- **Sexual abuse** by adults or other children where a child is encouraged or forced to watch or engage in sexual activity or where a child is subject to any other inappropriate conduct of a sexual nature (e.g. sexual intercourse, masturbation, oral sex, pornography including child pornography or inappropriate touching or conversations).
- **Emotional abuse** by ill-treating a child (e.g. humiliation, taunting, sarcasm, yelling, negative criticism, name calling, ignoring or placing unrealistic expectations on a child).
- **Neglect** (e.g. failing to give food, water, shelter or clothing or to protect a child from danger or foreseeable risk of harm or injury).

**Complaint** means a complaint made under Clause 15 of this policy.

**Complainant** means the person making a complaint.

**Complaint handler/manager** means the person appointed under this policy to investigate a complaint.

**Constitution** means the Constitution of MA in force from time to time.

**Discrimination** means treating or proposing to treat someone less favourably than someone else because of a particular characteristic in the same or similar circumstances in certain areas of public life (this is direct discrimination). The law also covers indirect discrimination. This is imposing or intending to impose an unreasonable requirement, condition or practice that is the same for everyone, but which has an unequal or disproportional effect on individuals or groups with particular characteristics. The characteristics covered by discrimination law across Australia are:

- Age,
- Disability,
- Family/carer responsibilities,
- Gender identity/transgender status,
- Homosexuality and sexual orientation,
- Irrelevant medical record,
- Irrelevant criminal record,

- Physical features,
- Political belief/activity,
- Pregnancy and breastfeeding,
- Race,
- Religious belief/activity,
- Sex or gender,
- Social origin,
- Trade Union membership/activity,

*Some States & Territories include additional characteristics.*

Discrimination is not permitted in the areas of employment (including volunteer and unpaid employment); the provision of goods and services; the selection or otherwise of any person for competition or a team (domestic or international); the entry or otherwise of any rider or other person to any competition; obtaining or retaining membership of an organisation (including the rights and privileges of membership).

Requesting, assisting, instructing, inducing or encouraging another person to engage in discrimination may also be discriminatory conduct.

**Harassment** is any type of behaviour that the other person does not want and does not return and that is offensive, abusive, belittling, intimidating or threatening – whether this is face-to-face, indirectly or via communication technologies such as mobile phone and computers. The behaviour is unwelcome and of a type that a reasonable person would recognise as being unwelcome and likely to cause the recipient to feel offended, humiliated or intimidated.

**Unlawful harassment** includes the above but is either sexual or targets a person because of their race, sex, pregnancy, marital status, sexuality or other characteristic (see characteristic list under discrimination).

It does not matter whether the harassment was intended; the focus is on the impact of the behaviour. The basic rule is if someone else finds it harassing then it could be harassment. Harassment may be a single incident or repeated. It may be explicit or implicit, verbal or non-verbal.

**Discrimination and harassment** are not permitted in the areas of employment (including volunteer and unpaid employment); the provision of goods and services including access to sporting facilities; when providing education and accommodation; the selection or otherwise of any person for competition or a team (domestic or international); the entry or otherwise of any rider or other person to any competition; obtaining or retaining membership of clubs and organisations (including the rights and privileges of membership).

Some exceptions to State and Federal anti-discrimination law apply - examples include:

- Holding a competitive sporting activity for females only who are 12 years of age or over where strength, stamina or physique is relevant; or
- Not selecting a participant if the person's disability means he or she is not reasonably capable of performing the actions reasonably required for that sporting activity.

Requesting, assisting, instructing, inducing or encouraging another person to engage in discrimination or harassment may also be against the law. Whether or not the behaviour is harassment is determined from the point of view of the person receiving the harassment. The basic rule is if someone else finds it harassing then it could be harassment. Harassment may be a single incident or repeated. It may be explicit or implicit, verbal or non-verbal.

It is also a breach of discrimination law to victimise a person who is involved in making a complaint of discrimination or harassment. For example, a rider is ostracised by her male coach for complaining about his sexist behaviour to another club official or for supporting another rider who has made such a complaint.

Public acts of racial hatred which are reasonably likely in the circumstances to offend, insult, humiliate or intimidate are also prohibited. This applies to spectators, participants or any other person who engages in such an act in public. Some state and territories also prohibit public acts that vilify on other grounds such as homosexuality, gender identity, hiv/aids, religion and disability - see vilification.

**Junior** means a person under the age of eighteen (18) years who is participating in an activity of MA.

**Mediator** means a person appointed to mediate complaints made under this policy. It is preferable that the mediator has relevant skills, qualifications and/or training in mediation.

**Member** means any member recognised as such under the MA constitution.

**Member protection** is a term used by the Australian sport industry to describe the practices and procedures that protect members – both individual members such as riders, coaches and officials, and the member organisations such as clubs, full members, other affiliated associations and the national body. Member protection involves:

- Protecting those that are involved in sport activities from harassment, abuse, discrimination and other forms of inappropriate behaviour
- Adopting appropriate measures to ensure the right people are involved in an organisation, particularly in relation to those involved with juniors, and
- Providing education.

**Member Protection Information Officer (MPIO)** means a person appointed under Clause 13.1 of this policy trained to be the first point of contact for a person reporting a complaint under, or a breach of, this policy. The MPIO provides confidential information and moral support to the person with the concern or who is alleging harassment or a breach of this policy. They help the complainant deal with any emotions they may have about what has happened and operate as a sounding board as the complainant decides what they want to do. The MPIO may accompany the complainant in anything they decide to do, if it feels appropriate and they are happy to do it.

**Natural justice** incorporates the following principles:

- A person who is the subject of a complaint must be fully informed of the allegations against them,
- A person who is the subject of a complaint must be given full opportunity to respond to the allegations and raise any matters in their own defence,
- All parties need to be heard and all relevant submissions considered,
- Irrelevant matters should not be taken into account,
- No person may judge their own case,
- The decision maker/s must be unbiased, fair & just,
- The penalties imposed must not outweigh the 'crime'.

**Police check** means a national criminal history record check conducted as a prudent pre-employment or pre-engagement background check on a person.

**Policy and this policy** mean this Member Protection Policy.

**Respondent** means the person who is being complained about.

**Sexual harassment** means unwanted, unwelcome or uninvited behaviour of a sexual nature which makes a person feel humiliated, intimidated or offended. Sexual harassment can take many different forms and may include unwanted physical contact, verbal comments, jokes, propositions, display of pornographic or offensive material or other behaviour that creates a sexually hostile environment. Sexual harassment is not behaviour based on mutual attraction, friendship and respect. If the interaction is between consenting adults, it is not sexual harassment.

**Sexual offence** means a criminal offence involving sexual activity or acts of indecency including but not limited to (due to differences under State/Territory legislation):

- Rape,
- Indecent assault,
- Sexual assault,
- Assault with intent to have sexual intercourse,
- Incest,
- Sexual penetration of child under the age of 16
- Indecent act with child under the age of 16
- Sexual relationship with child under the age of 16
- Sexual offences against people with impaired mental functioning,
- Abduction and detention,
- Procuring sexual penetration by threats or fraud,
- Procuring sexual penetration of child under the age of 16,
- Bestiality,
- Soliciting acts of sexual penetration or indecent acts,
- Promoting or engaging in acts of child prostitution,
- Obtaining benefits from child prostitution,
- Possession of child pornography,
- Publishing child pornography & indecent articles.

**Transgender** is a general term applied to individuals and behaviours that differ from the gender role commonly, but not always, assigned at birth. It does not imply any specific form of sexual orientation.

**Victimisation** means subjecting a person or threatening to subject a person to any detriment or unfair treatment because that person has or intends to pursue their rights to make a complaint under government legislation (e.g. Anti-discrimination) or under this policy, or for supporting another person to make a complaint.

**Vilification** involves a person or organisation doing public acts to incite hatred towards, serious contempt for, or severe ridicule of a person or group of persons having any of the attributes or characteristics within the meaning of discrimination. Public acts that may amount to vilification include any form of communication to the public and any conduct observable by the public.

**Young people/person** means people in the 13 – 18 year age group.

## Attachment A – Code of Conduct

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### Code of Conduct

As a member of MA or a person required to comply with MA's member protection policy you must meet the following requirements in regard to your conduct during any activity held or sanctioned by MA or a member and in any role you hold within those organisations.

1. Respect the rights, dignity and worth of others,
2. Be fair, considerate and honest in all dealing with others,
3. Be professional in, and accept responsibility for, your actions,
4. Make a commitment to providing quality service,
5. Be aware of, and maintain an uncompromising adhesion to, MA's standards, rules, regulations and policies,
6. Operate within the rules of the sport including national and international guidelines which govern MA,
7. Do not use your involvement with MA or a member to promote your own beliefs, behaviours or practices where these are inconsistent with those of MA,
8. Demonstrate a high degree of individual responsibility especially when dealing with any person under 18 years of age, as your words and actions are an example,
9. Avoid unaccompanied and unobserved activities with any person under 18 years of age, wherever possible,
10. Refrain from any form of harassment of others,
11. Refrain from any behaviour that may bring MA or a member into disrepute,
12. Provide a safe environment for the conduct of the activity,
13. Show concern and caution towards others who may be sick or injured,
14. Be a positive role model,
15. Understand the repercussions if you breach, or are aware of any breaches of, this code of behaviour.

# Attachment B1 – Child Protection Requirements

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## Employment screening / Working with Children Check Requirements

We are committed to providing a child-safe environment. As part of this, we will recruit staff and volunteers who do not pose a risk to children.

Employment screening and Working with Children Checks can involve criminal history checks, signed declarations, referee checks and other appropriate checks that assess a person's suitability to work with children and young people.

Working with Children Check laws are currently in place in New South Wales, Queensland, Western Australia, Victoria, the Northern Territory and South Australia.

MA, including our state associations and clubs, will meet the requirements of the relevant state or territory Working with Children Check laws.

Employment screening requirements will also be followed in the Australian Capital Territory and Tasmania.

Individuals travelling with children and young people to another state or territory in a work-related capacity must comply with the screening requirements of that particular state or territory.

## Working with Children Check requirements

Working with Children Checks aim to create a child-safe environment and to protect children and young people involved in motorcycle sport from physical and sexual harm.

They assess the suitability of people to work with children and young people and can involve:

- criminal history checks
- signed declarations
- referee checks, and
- other relevant background checks to assess a person's suitability to work with children and young people.

Working with Children Check requirements vary across Australia. Fact Sheets for each state and territory are available on the Play by the Rules website: [www.playbytherules.net](http://www.playbytherules.net).

Detailed information, including the forms required to complete a Working with Children Check, are available from the relevant agencies in each state and territory.

### **New South Wales**

Contact the Commission for Children and Young People

Website: [www.kids.nsw.gov.au](http://www.kids.nsw.gov.au)

Phone: 02 9286 7276

### **Northern Territory**

Contact the Northern Territory Screening Authority

Website: [www.workingwithchildren.nt.gov.au](http://www.workingwithchildren.nt.gov.au)

Phone: 1800 SAFE NT (1800 723 368)

**Queensland**

Contact the Commission for Children and Young People and Child Guardian about the "Blue Card" system.

Website: [www.ccypcg.qld.gov.au](http://www.ccypcg.qld.gov.au)

Phone: 1800 113 611

**South Australia**

Contact the Department for Education and Child Development

Website: [www.dcsi.sa.gov.au/pub/Default.aspx?tabid=281](http://www.dcsi.sa.gov.au/pub/Default.aspx?tabid=281)

Phone: 1800 003 305

Note: In South Australia, the requirement to conduct criminal history assessments for people working with children is being phased-in over three years. For recreation and sporting organisations, this requirement commenced on 1 January 2012 and will be completed by 31 December 2013.

**Victoria**

Contact the Department of Justice

Website: [www.justice.vic.gov.au/workingwithchildren](http://www.justice.vic.gov.au/workingwithchildren)

Phone: 1300 652 879

**Western Australia**

Contact the Department for Child Protection

Website: [www.checkwwwc.wa.gov.au](http://www.checkwwwc.wa.gov.au)

Phone: 1800 883 979

**Travelling to other states or territories**

It is important to remember that when travelling to other states or territories, representatives of MA must comply with the legislative requirements of that particular state or territory.

In October 2011 at the Standing Council on Community, Housing and Disability Services, Commonwealth, state and territory ministers agreed to introduce, by late 2012, national exemptions to Working with Children Checks for paid employees and volunteers who are required to cross state or territory borders for work related purposes.

These exemptions will be for up to 30 days in any 12 month period and will enable workers to participate in national and inter-jurisdictional activities on a short-term basis. This means that volunteers and workers with a valid check in their home state or territory will be able to participate in short-term activities across state and territory borders without the need for additional checks.

The Australian Sports Commission will provide more information as soon as it becomes available.

## Attachment: B2

### EMPLOYMENT SCREENING REQUIREMENTS for states and territories without Working With Children Checks: ACT & TAS

This attachment explains the process we will use to screen the people associated with our organisation who work, coach or have regular unsupervised contact with children and young people under the age of 18. We require our state associations and clubs to do the same.

1. We will identify all positions where people work, coach or have regular unsupervised contact with children and young people under the age of 18.
2. Before a person is offered such a position, we will ask him or her to complete a Member Protection Declaration ("MPD") (see Attachment B3).
3. If a person is unable to provide a MPD, or if he or she cannot satisfactorily answer the questions in the MPD, we will ask for an explanation. We will then make an assessment about the person's suitability to work with children and young people. If we are not fully satisfied, we will not appoint him or her to the position.
4. Where possible, we will check a person's referees (verbal or written) about his or her suitability for the position.
5. We will ask each person to sign a consent form for a national police check and explain why our policy requires a check to be undertaken.
6. If a person does not agree to a national police check, we will make an assessment about his or her suitability to work with children and young people.
7. If the national police check indicates that a "relevant offence" has been recorded, we will ask the person to provide an explanation. We will then make an assessment about the person's suitability to work with children and young people. If we are not fully satisfied, we will not appoint him or her to the position.
8. If it is not practical to complete the national police check prior to the person starting in the position, we will complete the check as soon as possible. We will act immediately if the results of the check highlight any issues of concern.
9. We will protect the privacy of each person who undertakes the screening process and keep all information we obtain strictly confidential.
10. We will return all the information collected as part of the screening process (e.g. completed MPD forms, national police checks and referee reports) to the relevant person if he or she is not appointed to the position. Alternatively, all records will be destroyed within 28 days of the date of the decision or the expiry of any appeal period unless, within that time, the person requests the documents to be returned to him or her. The records of all people appointed to our organisation will be kept on file in a secure location.

## Attachment B3 – Member Protection Declaration

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MA has a duty of care to its members and to the general public who interact with its employees, volunteers, members and others involved with its activities. As part of this duty of care and as a requirement of MA's member protection policy, MA must enquire into the background of those applying for, undertaking or remaining in any work (paid or voluntary) that involved direct and unsupervised contact with people under the age of 18 years.

I \_\_\_\_\_ (name) of \_\_\_\_\_  
 \_\_\_\_\_ (address) Born \_\_\_\_\_

Sincerely declare:

1. I do not have any criminal charge pending before the courts.
2. I do not have any criminal convictions or findings of guilt for sexual offences, offences related to children or acts of violence.
3. I have not had any disciplinary proceedings brought against me by an employer, sporting organisation or similar body involving child abuse, sexual misconduct or harassment, acts of violence, intimidation or other forms of harassment.
4. I have never been sanctioned for an anti-doping rule violation under any anti-doping policy applicable to me.
5. I have never participated in, facilitated or encouraged any practice prohibited by the world anti-doping agency code or any other anti-doping policy applicable to me.
6. To my knowledge there is no other matter that MA may consider to constitute a risk to its members, employees, volunteers, participants or reputation by engaging me.
7. I will notify the CEO of the organisation(s) engaging me immediately upon becoming aware that any of the matters set out in clauses 1 to 6 above has changed for whatever reason.

Declared in the State/Territory of \_\_\_\_\_ on \_\_\_\_\_ (Date)

\_\_\_\_\_(Signature)

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### Parent/Guardian Consent (in respect of a person under the age of 18 years)

I have read and understood the declaration provided by my child. I confirm and warrant that the contents of the declaration provided by my child are true and correct in every particular.

Name:.....

Signature:.....

Date: .....



## Attachment B4 – Procedure for handling allegations of child abuse

If you believe a child is in immediate danger or a life-threatening situation, contact the Police immediately on 000.

Fact sheets on reporting allegations of child abuse in different states and territories are available at [www.playbytherules.net.au](http://www.playbytherules.net.au).

We will treat any allegation of child abuse or neglect promptly, seriously and with a high degree of sensitivity.

All people working with MA in a paid or unpaid capacity have a duty to report any concerns to the appropriate authorities, following the steps outlined below.

### Step 1: Receive the allegation

If a child or young person raises with you an allegation of child abuse or neglect that relates to them or to another child, it is important that you listen, stay calm and be supportive.

Do	Don't
Make sure you are clear about what the child has told you	Do not challenge or undermine the child
Reassure the child that what has occurred is not his or her fault	Do not seek detailed information, ask leading questions or offer an opinion.
Explain that other people may need to be told in order to stop what is happening.	Do not discuss the details with any person other than those detailed in these procedures.
Promptly and accurately record the discussion in writing.	Do not contact the alleged offender.

### Step 2: Report the allegation

- Immediately report any allegation of child abuse or neglect, or any situation involving a child at risk of harm, to the police and/or the relevant child protection agency. You may need to make a report to both.
- Contact the relevant child protection agency or police for advice if there is **any** doubt about whether the allegation should be reported.
- If the allegation involves a person to whom this policy applies, then also report the allegation to the CEO of MA so that he or she can manage the situation.

### Step 3: Protect the child and manage the situation

- The CEO will assess the immediate risks to the child and take interim steps to ensure the child's safety and the safety of any other children. This may include redeploying the alleged offender to a position where there is no unsupervised contact with children, supervising the alleged offender or removing/suspending him or her until any investigations have been concluded. Legal advice should be sought before any interim steps are made if the person is in paid employment with MA.

- The CEO will consider what services may be most appropriate to support the child and his or her parent/s.
- The CEO will consider what support services may be appropriate for the alleged offender.
- The CEO will put in place measures to protect the child and the alleged offender from possible victimisation and gossip.

#### Step 4: Take internal action

- Up to three different investigations could be undertaken to examine allegations that are made against a person to whom this policy applies, including:
  - a criminal investigation (conducted by the police)
  - a child protection investigation (conducted by the relevant child protection agency)
  - a disciplinary or misconduct inquiry/investigation (conducted by MA).
- Regardless of the findings of the police and/or child protection agency investigations, MA will assess the allegations to decide whether the alleged offender should return to his or her position, be dismissed, be banned or face any other disciplinary action.
- The CEO of MA will consider all information relevant to the matter – including any findings made by the police, the child protection authority and/or court – and then set out a finding, recommend actions and the rationale for those actions.
- If disciplinary action is recommended, we will follow the procedures set out in *Clause 17* of our Member Protection Policy.
- We will provide the relevant government agency with a report of any disciplinary action we take, where this is required.

## Contact details for advice or to report an allegation of child abuse

<b>Australian Capital Territory</b>	
ACT Police Non-urgent police assistance Ph: 131 444 <a href="http://www.afp.gov.au">www.afp.gov.au</a>	Office for Children, Youth and Family Services <a href="http://www.dhcs.act.gov.au/ocyfs/services/care_and_protection">www.dhcs.act.gov.au/ocyfs/services/care_and_protection</a> Ph: 1300 556 729
<b>New South Wales</b>	
New South Wales Police Non-urgent police assistance Ph: 131 444 <a href="http://www.police.nsw.gov.au">www.police.nsw.gov.au</a>	Department of Community Services <a href="http://www.community.nsw.gov.au">www.community.nsw.gov.au</a> Ph: 132 111
<b>Northern Territory</b>	
Northern Territory Police Non-urgent police assistance Ph: 131 444 <a href="http://www.pfes.nt.gov.au">www.pfes.nt.gov.au</a>	Department of Children and Families <a href="http://www.childrenandfamilies.nt.gov.au">www.childrenandfamilies.nt.gov.au</a> Ph: 1800 700 250
<b>Queensland</b>	
Queensland Police Non-urgent police assistance Ph: 131 444 <a href="http://www.police.qld.gov.au">www.police.qld.gov.au</a>	Department of Communities <a href="http://www.communities.qld.gov.au/childsafety">www.communities.qld.gov.au/childsafety</a> Ph: 1800 811 810
<b>South Australia</b>	
South Australia Police Non-urgent police assistance Ph: 131 444 <a href="http://www.sapolice.sa.gov.au">www.sapolice.sa.gov.au</a>	Department for Education and Child Development <a href="http://www.families.sa.gov.au/childsafe">www.families.sa.gov.au/childsafe</a> Ph: 131 478
<b>Tasmania</b>	
Tasmania Police Non-urgent police assistance Ph: 131 444 <a href="http://www.police.tas.gov.au">www.police.tas.gov.au</a>	Department of Health and Human Services <a href="http://www.dhhs.tas.gov.au/children">www.dhhs.tas.gov.au/children</a> Ph: 1300 737 639
<b>Victoria</b>	
Victoria Police Non-urgent police assistance Ph: (03) 9247 6666 <a href="http://www.police.vic.gov.au">www.police.vic.gov.au</a>	Department of Human Services <a href="http://www.dhs.vic.gov.au">www.dhs.vic.gov.au</a> Ph: 131 278
<b>Western Australia</b>	
Western Australia Police Non-urgent police assistance Ph: 131 444 <a href="http://www.police.wa.gov.au">www.police.wa.gov.au</a>	Department for Child Protection <a href="http://www.dcp.wa.gov.au">www.dcp.wa.gov.au</a> Ph: (08) 9222 2555 or 1800 622 258

## Attachment C1: Complaints Procedure

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MA aims to support people associated with our sport to make and resolve any complaints they may have in a fair, timely and effective way.

**We will keep all complaints confidential.** We will not provide information about the complaint to another person without the complainant's consent, except if the law requires us disclose this information or if it is necessary to properly resolve the complaint.

To ensure **fairness for everyone involved**, we will provide the full details of the complaint to the person or people against whom the complaint has been made and ask for their response. As a result, it may be difficult for us to resolve complaints made anonymously.

We will provide **informal and formal procedures** to resolve complaints. Individuals and organisations can also **complain to external organisations** under anti-discrimination, child protection and other relevant laws.

### Informal approaches

#### Step 1: Talk with the other person (if safe, reasonable and appropriate)

If you feel confident to do so, you can approach the other person to discuss the issues and try and resolve the problem directly.

#### Step 2: Contact a Member Protection Information Officer

We encourage you to talk with one of our Member Protection Information Officers (MPIOs) if:

- the first step is not possible or reasonable
- you are not sure how to handle the problem by yourself
- you want to talk confidentially with someone and find out what options are available to resolve the problem, or
- the problem continues after you approached the other person.

The names and contact details for our MPIOs are available at [www.ma.org.au](http://www.ma.org.au)

The MPIO will:

- take confidential notes about your complaint
- try to find out the facts of your complaint
- ask how you would like the problem to be resolved and if you need support
- provide different options for you to resolve the problem
- act as a support person, if you wish
- refer you to an appropriate person (e.g. a mediator) to help you resolve the problem, if necessary
- inform the relevant government authorities and/or police, if required by law to do so
- maintain confidentiality.

#### Step 3: Decide how to resolve the problem

After talking with the MPIO, you may decide:

- there is no problem
- the problem is minor and you do not wish to take the matter forward
- to try and resolve the problem yourself, with or without a support person
- to resolve the problem with the help of someone impartial, such as a mediator
- to resolve the matter through a formal process.

## Formal approaches

### Step 4: Making a formal complaint

If it is not possible or appropriate to resolve your complaint through an informal process, you may:

- make a formal complaint in writing to the Complaints Manager; or
- approach a relevant external agency, such as an anti-discrimination or equal opportunity commission, for advice.

After receiving a formal complaint, and based on the material you provide, the Complaints Manager will decide whether:

- he or she is the most appropriate person to receive and handle the complaint
- the nature and seriousness of the complaint requires a formal resolution procedure
- to refer the complaint to **mediation**
- to appoint a person to **investigate** the complaint
- to refer the complaint to a **tribunal hearing**
- to refer the matter to the **police or other appropriate authority**, and/or
- to implement any interim arrangements that will apply until the complaint process is completed.

In making this decision, the Complaint Manager will take into account:

- whether he or she has had any personal involvement in the circumstances and if someone else should handle the complaint
- your wishes, and the wishes of the respondent, regarding how the complaint should be handled
- the relationship between you and the respondent (e.g. an actual or perceived power imbalance between you and the respondent)
- whether the facts of the complaint are in dispute
- the urgency of the complaint, including the possibility that you might face further unacceptable behaviour while the complaint process is underway.

If the Complaint Manager is the appropriate person to handle the complaint, he or she will, if these steps are necessary:

- provide the information received from you to the other person(s) involved and ask for their side of the story
- decide if there is enough information to determine whether the matter alleged in your complaint did or didn't happen, and/or
- determine what, if any, further action to take, including disciplinary action in accordance with this policy.

### Step 5: Investigating the complaint

In some cases, an investigation may be required to determine the facts surrounding the complaint. Our investigations procedure is outlined in Attachment C3.

Following the investigation, a written report will be provided to the Board or a judicial committee appointed by the Board who will determine what further action to take.

- If the complaint is referred to **mediation**, we will follow the steps outlined in *Attachment C2* or as agreed by you, the respondent and the mediator.
- If the complaint is referred to a **tribunal hearing**, the hearing will be conducted according to the steps outlined in Attachment C4.
- If the complaint is referred to the **police or another external agency**, we will endeavour to provide all reasonable assistance required by the police or the agency.

Any costs relating to the complaints process set out in this investigation (eg. investigation, mediation and/or a tribunal hearing, will be met by MA, unless otherwise stated.

### Step 6: Reconsidering a complaint or appealing a decision

If mediation is unable to resolve the matter, you may request that the Complaints Manager reconsider the complaint in accordance with Step 3.

You or the respondent(s) may also appeal a decision made by at a tribunal hearing. The grounds and process for appeals are set out in Attachment C4.

#### **Step 7: Documenting the resolution**

The Complaints Manager will record the complaint, the steps taken to resolve it and the final outcome. This information will be stored in a confidential and secure place. If the complaint was dealt with at the state/district level, the information will be stored by the state association. If the matter is of a serious nature, or if it was dealt with at the national level, the original document will be stored by MA and a copy stored by the state association.

#### **Approaching external organisations**

If you feel that you have been harassed or discriminated against, you can seek advice from your state or territory anti-discrimination or equal opportunity commission. There is no obligation to make a formal complaint. However, if the commission advises you that the issues appear to be within its jurisdiction, you may choose to lodge a formal complaint with the commission.

Once a complaint is received by the commission, it will investigate the matter. If it appears that unlawful harassment or discrimination has occurred, the commission will attempt to conciliate the complaint on a confidential basis. If this fails, or if it is not appropriate, the complaint may go to a formal hearing. The tribunal will make a finding and decide what action, if any, will be taken. This could include an apology or financial compensation for distress, lost earnings or medical and counselling expenses incurred.

If you do lodge a complaint with the commission, an appropriate person from our organisation (e.g. an MPIO) will be available to support you during the process. It is also common to have a legal representation, particularly if the complaint goes to a formal hearing.

**Contact details for the state and territory anti-discrimination and equal opportunity commissions** are available on the Play by the Rules website:  
<http://www.playbytherules.net.au/resources/quick-reference-guide>.

Serious incidents, such as assault or sexual assault, should be reported to the police.

## Attachment C2: Mediation

Mediation is a process that allows the people involved in a complaint to talk through the issues with an impartial person – the mediator – and work out a mutually agreeable solution.

The mediator does not decide who is right or wrong and does not tell either side what they must do. Instead, he or she helps those involved to talk through the issues and makes sure that the process is as fair as possible for all concerned.

Our approach to mediation follows the steps set out below.

1. The Complaints Manager will appoint a mediator to help resolve the complaint. This will be done under the direction of MA and in consultation with the complainant and the respondent(s).
2. The mediator will talk with the complainant and respondent(s) about how the mediation will take place and who will participate. At a minimum, the mediator will prepare an agenda of issues to be discussed.
3. All issues raised during mediation will be treated confidentially. We also respect the rights of the complainant and the respondent(s) to pursue an alternative process if the complaint is not resolved.
4. If the complaint is resolved by mediation, the mediator will prepare a document that sets out the agreement that has been reached. This agreement will be signed by the complainant and the respondent(s). We expect the parties involved to respect the terms of the agreement.
5. If the complaint is not resolved by mediation, the complainant may:
  - write to the Complaints Manager to request that the Complaints Manager reconsider the complaint in accordance with **Step 3**
  - approach an external agency, such as an anti-discrimination or equal opportunity commission, to resolve the matter.

We recognise that there are some **situations where mediation will not be appropriate**, including:

- when the people involved have completely different versions of the incident
- when one or both parties are unwilling to attempt mediation
- when the issues raised are sensitive in nature
- when there is a real or perceived power imbalance between the people involved
- matters that involve serious, proven allegations.

## Attachment C3: Investigation Process

There will be times when a complaint will need to be investigated and evidence gathered.

An investigation helps determine the facts relating to the incident, as well as possible findings and recommendations.

Any investigation that we conduct will be fair to all people involved.

If we decide that a complaint should be investigated, we will follow the steps outlined below.

1. We will provide a written brief to the investigator that sets out the terms of engagement and his or her roles and responsibilities. The investigator will:
  - interview the complainant and record the interview in writing
  - provide full details of the complaint to the respondent(s) so that they can respond
  - interview the respondent(s) to allow them to answer the complaint and record the interview in writing
  - obtain statements from witnesses and collect other relevant evidence, if there is a dispute over the facts
  - make a finding as to whether the complaint is:
    - **substantiated** (there is sufficient evidence to support the complaint)
    - **inconclusive** (there is insufficient evidence either way)
    - **unsubstantiated** (there is sufficient evidence to show that the complaint is unfounded)
    - **mischievous, vexatious or knowingly untrue.**
  - provide a report to the MA Board or a judicial committee appointed by the Board documenting the complaint, the investigation process, the evidence, the finding(s) and, if requested, any recommendations.
2. We will provide a report to the complainant and the respondent(s) documenting the complaint, the investigation process and summarising key points that are substantiated, inconclusive, unsubstantiated and/or mischievous.
3. The complainant and the respondent(s) will be entitled to support throughout this process from their chosen support person or adviser (e.g. MPIO).
4. The complainant and the respondent(s) may have the right to appeal any decision based on the investigation. Information on our appeals process is in Attachment C4.



## Attachment C4: Tribunal Procedures

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We will follow the steps set out below to hear formal complaints made under our Member Protection Policy.

### Preparing for a Tribunal hearing

1. A Tribunal panel will be established, according to the rules set out in MA's Constitution, to hear a complaint that has been referred to it by the Complaints Manager. The number of Tribunal panel members required to be present throughout the hearing will be three (3).
2. The Tribunal panel members will be provided with a copy of all the relevant correspondence, reports or information received and sent by the Complaints Manager relating to the complaint/allegations.
3. The Tribunal hearing will be held as soon as practicable. However, adequate time must be provided for the respondent(s) to prepare for the hearing.
4. The Tribunal panel will not include any person who has any actual or perceived conflict of interest or bias regarding the complaint/allegations.
5. The Complaints Manager will inform the respondent(s) in writing that a Tribunal hearing will take place. The notice will outline:
  - that the person has a right to appear at the Tribunal hearing to defend the complaint/allegations
  - the details of the complaint and of all allegations, as well as the clause of any policy or rule that has allegedly been breached
  - the date, time and venue of the Tribunal hearing
  - that either verbal or written submissions can be presented at the Tribunal hearing
  - that witnesses may attend the Tribunal hearing to support the position of the respondent/s (statutory declarations of witnesses not available to attend and from character witnesses may also be provided to the Tribunal hearing)
  - an outline of any possible penalties that may be imposed if the complaint is found to be true
  - that legal representation will not be allowed (note, if the respondent is a minor, he or she should have a parent or guardian present).

A copy of any information/documents that have been given to the Tribunal panel (e.g. investigation report findings) will be provided to the respondent(s).

The respondent(s) will be allowed to participate in all MA activities and events, pending the decision of the Tribunal, including any available appeal process, unless the Complaints Manager believes it is necessary to exclude the respondent/s from all or some activities and events because of the nature of the complaint.

6. The Complaints Manager will notify the complainant in writing that a Tribunal hearing will take place. The notice will outline:
  - that the person has a right to appear at the Tribunal hearing to support their complaint
  - the details of the complaint, including any relevant rules or regulations the respondent is accused of breaching
  - the date, time and venue of the Tribunal hearing
  - that either verbal or written submissions can be presented at the Tribunal hearing
  - that witnesses may attend the Tribunal hearing to support the complainant's position (statutory declarations of witnesses not available to attend may also be provided to the Tribunal Hearing)
  - that legal representation will not be allowed (note, if the complainant is a minor, he or she should have a parent or guardian present).

A copy of any information / documents given to the Tribunal (e.g. investigation report findings) will be provided to the complainant.

7. If the complainant believes the details of the complaint are incorrect or insufficient, he or she should inform the Complaints Manager as soon as possible so that the respondent(s) and members of the Tribunal panel can be properly informed of the complaint.
8. If possible, the Tribunal panel should include at least one person with knowledge or experience of the relevant laws/rules (e.g. anti-discrimination).

#### **Tribunal hearing procedure**

9. The following people will be allowed to attend the Tribunal hearing:
  - Tribunal panel members
  - the respondent(s)
  - the complainant
  - any witnesses called by the respondent(s)
  - any witnesses called by the complainant
  - any parent/guardian or support person required to support the respondent or the complainant.
10. If the respondent(s) is not present at the set hearing time and the Tribunal chairperson considers that no valid reason has been presented for this absence, the Tribunal hearing will continue subject to the chairperson being satisfied that all Tribunal notification requirements have been met.
11. If the Tribunal chairperson considers that there is a valid reason for the non-attendance of the respondent(s), or the chairperson does not believe the Tribunal notification requirements have been met, then the Tribunal hearing will be rescheduled to a later date.
12. The Tribunal chairperson will inform the Complaints Manager of the need to reschedule the hearing and the Complaints Manager will arrange for the Tribunal to be reconvened.
13. The Tribunal chairperson will read out the complaint, ask each respondent if he or she understands the complaint and if he or she agrees or disagrees with the complaint.
14. If the respondent agrees with the complaint, he or she will be asked to provide any evidence or witnesses that should be considered by the Tribunal when determining any disciplinary measures or penalties.
15. If the respondent disagrees with the complaint, the complainant will be asked to describe the circumstances that lead to the complaint being made.
  - Reference may be made to brief notes.
  - The complainant may call witnesses.
  - The respondent may question the complainant and any witnesses.
16. The respondent will then be asked to respond to the complaint.
  - Reference may be made to brief notes.
  - The respondent may call witnesses.
  - The complainant may ask questions of the respondent and any witnesses.
17. The complainant and respondent(s) may be present when evidence is presented to the Tribunal hearing. Witnesses may be asked to wait outside the hearing until they are required.
18. The Tribunal may:
  - consider any evidence, and in any form, that it deems relevant
  - question any person giving evidence
  - limit the number of witnesses presented to those who provide new evidence
  - require (to the extent it has power to do so) the attendance of any witness it deems relevant
  - act in an inquisitorial manner in order to establish the truth of the issue/complaint before it.
19. Video evidence, if available, may be presented. Arrangements must be made entirely by the person(s) wishing to offer this type of evidence.
20. If the Tribunal panel considers that at any time during the hearing there is any unreasonable or intimidatory behaviour from anyone, the Tribunal chairperson may deny further involvement of that person in the hearing.

21. After all the evidence has been presented, the Tribunal will make its decision in private. It must decide whether the complaint has, on the balance of probabilities, been substantiated. As the seriousness of the allegation increases, so too must the level of satisfaction of the Tribunal that the complaint has been substantiated. The respondent(s) have the opportunity to address the Tribunal on disciplinary measures which may be imposed. Any disciplinary measures imposed must be reasonable in the circumstances.
22. All Tribunal decisions will be by majority vote.
23. The Tribunal chairperson will announce the decision in the presence of all those involved in the hearing and will declare the hearing closed. Alternatively, he or she may advise those present that the decision is reserved and will be handed down in written form at a later time.
24. Within 48 hours, the Tribunal chairperson will:
  - forward a notice of the Tribunal's decision to the Complaints Manager, including any disciplinary measures imposed.
  - forward a letter reconfirming the Tribunal's decision to the respondent(s), including any disciplinary measures imposed. The letter should also outline the process and grounds for an appeal, if allowed. If matter is especially complex or important, the Tribunal chairperson may inform the parties in writing within 48 hours that the decision will be delayed for a further 48 hours.
25. The Tribunal does not need to provide written reasons for its decision.

#### Appeals procedure

26. If a complainant or a respondent(s) is not satisfied with the outcome of a mediation process or a Tribunal decision, he or she can lodge an appeal to MA on one or more of the following grounds:
  - 26.1 that a denial of natural justice has occurred
  - 26.2 that the disciplinary measure/s imposed is unjust and/or unreasonable
  - 26.3 that the decision was not supported by the information/evidence provided at the mediation or to the Tribunal Hearing
27. A person wanting to appeal must lodge a letter setting out the basis for their appeal with the CEO within 21 days of the decision being made. An appeal fee of \$1,000 shall be included with the letter of intention to appeal.
28. If the letter of appeal is not received by the CEO within this time, the right of appeal will lapse. If the letter of appeal is received but the appeal fee is not received within this time, the appeal will also lapse.
29. The letter of appeal and the notice of the Tribunal's decision (clause 24) will be forwarded to the Complaints Manager to review and to decide whether there are sufficient grounds for the appeal to proceed. The Complaints Manager may invite any witnesses to the meeting that he or she believes are required to make an informed decision.
30. If the appellant has not shown sufficient grounds for an appeal in accordance with clause 26, then the appeal will be rejected. The appellant will be notified in writing, including the reasons for the decision. The appeal fee will be forfeited.
31. If the appeal is accepted, an Appeal Tribunal with new panel members will be convened to rehear the complaint. In some instances, the fee may be refunded in part or whole if the appeal is upheld.
32. The Tribunal hearing procedure shall be followed for the Appeal Tribunal.
33. The decision of the Appeal Tribunal will be final.



This record and any notes must be kept in a confidential and safe place. Do not enter it on a computer system. If the issue becomes a formal complaint, this record is to be given to the Complaint Manager.

**Form 2: CONFIDENTIAL RECORD OF FORMAL COMPLAINT**

Complainant's Name	<input type="checkbox"/> Over 18 <input type="checkbox"/> Under 18	Date Formal Complaint Received:    /    /
Complainant's contact details	Phone: Email:	
Complainant's role/position	<input type="checkbox"/> Administrator (volunteer) <input type="checkbox"/> Parent <input type="checkbox"/> Rider / Participant <input type="checkbox"/> Spectator <input type="checkbox"/> Coach/Assistant Coach <input type="checkbox"/> Support Personnel <input type="checkbox"/> Employee (paid) <input type="checkbox"/> Other <input type="checkbox"/> Official .....	
Name of person complained about (respondent)	<input type="checkbox"/> Over 18 <input type="checkbox"/> Under 18	
Respondent's role/position	<input type="checkbox"/> Administrator (volunteer) <input type="checkbox"/> Parent <input type="checkbox"/> Rider / Participant <input type="checkbox"/> Spectator <input type="checkbox"/> Coach/Assistant Coach <input type="checkbox"/> Support Personnel <input type="checkbox"/> Employee (paid) <input type="checkbox"/> Other <input type="checkbox"/> Official .....	
Location/event of alleged incident		
Description of alleged incident		
Nature of complaint (category/basis/grounds)  Tick more than one box if necessary	<input type="checkbox"/> Harassment    or <input type="checkbox"/> Discrimination <input type="checkbox"/> Sexual/sexist <input type="checkbox"/> Selection dispute <input type="checkbox"/> Coaching methods <input type="checkbox"/> Sexuality <input type="checkbox"/> Personality clash <input type="checkbox"/> Verbal abuse <input type="checkbox"/> Race <input type="checkbox"/> Bullying <input type="checkbox"/> Physical abuse <input type="checkbox"/> Religion <input type="checkbox"/> Disability <input type="checkbox"/> Victimisation <input type="checkbox"/> Pregnancy <input type="checkbox"/> Child Abuse <input type="checkbox"/> Unfair decision <input type="checkbox"/> Other .....	
Methods (if any) of attempted informal resolution		

Formal resolution procedures followed (outline)	
If investigated:	Finding
If heard by Tribunal:	Decision  Action recommended
If mediated:	Date of mediation:  Both/all parties present  Agreement  Any other action taken
If decision was appealed	Decision  Action recommended
Resolution	<input type="checkbox"/> Less than 3 months to resolve <input type="checkbox"/> Between 3 – 8 months to resolve <input type="checkbox"/> More than 8 months to resolve
Completed by	Name: Position: Signature: <span style="float: right;">Date / /</span>
Signed by:	Complainant:  Respondent:

**This record and any notes must be kept in a confidential and safe place.** If the complaint is of a serious nature, or if it is taken to and/or dealt with at the national level, the original record must be provided to MA and a copy kept with the organisation where the complaint was first made.

**Form 3: CONFIDENTIAL RECORD OF CHILD ABUSE ALLEGATION**

Before completing this form, please ensure that the steps outlined in Attachment B4 have been followed and advice has been sought from the police and/or the relevant child protection agency.

Complainant's name (if other than the child)		Date formal complaint received: / /
Role/status in sport		
Child's name		Age:
Child's address		
Person's reason for suspecting abuse (e.g. observation, injury, disclosure)		
Name of person complained about		
Role/status in sport	<input type="checkbox"/> Administrator (volunteer) <input type="checkbox"/> Parent <input type="checkbox"/> Rider / Participant <input type="checkbox"/> Spectator <input type="checkbox"/> Coach/Assistant Coach <input type="checkbox"/> Support Personnel <input type="checkbox"/> Employee (paid) <input type="checkbox"/> Other <input type="checkbox"/> Official	
Witnesses (if more than three witnesses, attach details to this form)	Name (1): Contact details: Name (2): Contact details: Name (3): Contact details:	
Interim action taken (if any)		
Police contacted	Who: When: Advice provided:	
Child protection agency contacted	Who: When: Advice provided:	

CEO contacted	Who: When:
Police investigation (if any)	Finding:
Child protection agency investigation (if any)	Finding:
Internal investigation (if any)	Finding:
Action taken	
Completed by	Name: Position: Signature: / /
Signed by	Complainant (if not a child)

**This record and any notes must be kept in a confidential and safe place.** If required, they should be provided to the police and/or the relevant child protection agency.



## 25.2 ANTI-DOPING POLICY

Date approved by ASADA 6 November 2008  
 Date adopted by MA Board 19 November 2008  
 Date Anti-Doping Policy effective 1 January 2009

### TABLE OF CONTENTS

<b>1</b>	<b>DEFINITIONS</b> .....	<b>3</b>
<b>2</b>	<b>WHAT IS MA’S POSITION ON DOPING?</b> .....	<b>4</b>
<b>3</b>	<b>WHO DOES THIS ADP APPLY TO?</b> .....	<b>4</b>
<b>4</b>	<b>OBLIGATIONS</b> .....	<b>5</b>
<b>5</b>	<b>DEFINITION OF DOPING</b> .....	<b>6</b>
<b>6</b>	<b>PROOF OF DOPING</b> .....	<b>6</b>
<b>7</b>	<b>ANTI-DOPING RULE VIOLATIONS</b> .....	<b>6</b>
<b>8</b>	<b>THE PROHIBITED LIST</b> .....	<b>6</b>
<b>9</b>	<b>THERAPEUTIC USE</b> .....	<b>6</b>
<b>10</b>	<b>TESTING</b> .....	<b>8</b>
<b>11</b>	<b>RETIREMENT AND RETURN TO COMPETITION</b> .....	<b>8</b>
<b>12</b>	<b>NEW MEMBERS</b> .....	<b>10</b>
<b>13</b>	<b>ANALYSIS OF SAMPLES</b> .....	<b>10</b>
<b>14</b>	<b>INVESTIGATIONS</b> .....	<b>10</b>
<b>15</b>	<b>RESULTS MANAGEMENT</b> .....	<b>11</b>
<b>16</b>	<b>HEARING</b> .....	<b>12</b>
<b>17</b>	<b>SANCTIONS</b> .....	<b>14</b>
<b>18</b>	<b>CONSEQUENCES TO TEAMS</b> .....	<b>14</b>
<b>19</b>	<b>APPEALS</b> .....	<b>14</b>
<b>20</b>	<b>MANAGEMENT OF ALLEGED ANTI-DOPING RULE VIOLATIONS NOT COVERED BY AN ANTI-DOPING POLICY</b> .....	<b>15</b>
<b>21</b>	<b>CONFIDENTIALITY AND REPORTING</b> .....	<b>15</b>

<b>22</b>	<b>INTERPRETATION OF THE CODE</b> .....	<b>16</b>
<b>23</b>	<b>MISCELLANEOUS</b> .....	<b>16</b>
<b>24</b>	<b>SAFETY POLICY: DRUG AND ALCOHOL TESTING</b> .....	<b>17</b>

### Background

- Under a referral dated 1 June 2006 *Motorcycling Australia (MA)* referred the following anti-doping functions, powers and responsibilities (“anti-doping functions”) to the Australian Sports Anti-Doping Authority (*ASADA*):

  - investigating possible anti-doping rule violations within the sport of *motorcycling*;
  - issuing infraction notices or other matters under the determined results management process;
  - convening hearings before the *Court of Arbitration for Sport (CAS)*. There is no other hearing body for anti-doping matters in *motorcycling*;
  - presenting allegations of anti-doping rule violations and all relevant, incidental matters in hearings before *CAS*; and
  - notifying the results of investigations and hearings and all relevant, incidental matters to relevant bodies including *MA* and the *FIM*. Any notification will be subject to the *Australian Sports Anti-Doping Authority Act 2006 (ASADA Act)* and privacy legislation.
- MA* and *ASADA* acknowledge and agree that under the *ASADA Act*, *ASADA* has the function of supporting and encouraging the development and implementation of comprehensive programs and education initiatives about sports drug and safety matters. *MA* will assist *ASADA* with such matters and will provide education and information regarding anti-doping rules and matters to persons within the sport of *motorcycling* within the framework established by *ASADA*.
- ASADA* will perform and conduct the anti-doping functions in accordance with this referral and the *ASADA Act*. *ASADA* will use its best endeavours to ensure the *FIM* anti-doping code is recognised.
- MA* refers the above anti-doping functions to *ASADA* on the basis that:

  - ASADA* will as soon as practicable, subject to the *ASADA Act* and privacy legislation, provide to *MA* (and if necessary *FIM*) copies of relevant documents including but not only test results, infraction notices and hearing documents;
  - MA* retains the right to appear in anti-doping hearings before *CAS* as an interested party. *MA* will determine whether it wishes to exercise this right upon notification of a hearing by *ASADA*. If *MA* wishes to appear at

any anti-doping hearing before CAS it will pay its own costs of such appearance;

all costs of any investigation and hearing (including but not only CAS application costs and any legal costs associated with any investigation and/or hearing) undertaken by ASADA will be paid by ASADA;

MA will immediately advise ASADA of any alleged anti-doping rule violation in motorcycling and will provide assistance to ASADA in any investigation that ASADA might reasonably request; and

ASADA will, subject to the ASADA Act and privacy legislation, provide such reports to MA on ASADA's conduct of the above anti-doping functions as may be agreed between ASADA and MA.

5. MA will recognise and enforce any sanction determined by CAS in respect of an anti-doping rule violation in the sport of motorcycling and in any other sport.
6. MA will use its best endeavours to ensure its *Members, Athletes* and *Athlete Support Personnel* are aware of this referral of the anti-doping functions to ASADA and assist and co-operate with ASADA in the conduct of the anti-doping functions. MA otherwise recognises ASADA's powers and functions under the ASADA Act.
7. MA has amended its anti-doping policy (ADP) to reflect the roles and responsibilities under the referral. The ADP adopts and reflects the *World Anti-Doping Code (Code)* which is annexed to and forms part of this ADP.
8. Where an *Athlete* or *Athlete Support Personnel* is bound by FIM's anti-doping code as well as this ADP, that *Person* shall be bound to, and have obligations in respect of, both policies.

## 1 DEFINITIONS

*Athlete* means:

any *Person* who participates in sport at the international level (as defined by each *International Federation*), the national level (as defined by each *National Anti-Doping Organisation*, including but not limited to those *Persons* in its *Registered Testing Pool*), and any other competitor in sport who is otherwise subject to the jurisdiction of any *Signatory* or other sports organisation accepting the *Code*. All provisions of the *Code*, including, for example, *Testing* and *TUEs*, must be applied to international and national-level competitors. For the purposes of this ADP, '*Athlete*' includes any participant in sporting activity who is a *Member* of MA, or a *Member* organisation of MA, and meets the definition of *Athlete* under the *Code* and/or the *NAD Scheme* as in force from time to time; and

any *Person* who:

is registered with MA or one of its *Members*; or

participates, or has in the previous eight years participated, in any sporting activity conducted, authorised, recognised or controlled, either directly or indirectly, by *MA* or a body affiliated with *MA*; or

has otherwise agreed to be bound by this ADP.

Code means the World Anti-Doping Code adopted by *WADA* on 17 November 2007 at Madrid; or if the *Code* has been amended, the *Code* as so amended.

Federation Internationale de Motorcyclisme (FIM) is the international federation recognised by the International Olympic Committee or the General Assembly of International Sports Federations as the entity responsible for governing motorcycling internationally.

International Federation (IF) means an international federation recognised by the International Olympic Committee or the General Assembly of International Sports Federations as the entity responsible for governing that sport internationally.

Member means a *Person* who, or a body which, is a member of *MA*; a *Person* who, or a body which, is affiliated with *MA*; or a *Person* who is a member of a body which is a member of or affiliated with *MA*.

Motorcycling Australia (MA) means the national entity which is a member of or is recognised by *FIM* as the entity governing motorcycling in Australia.

National Anti-Doping (NAD) Scheme means the *NAD Scheme* as defined under the *ASADA Act 2006* as amended from time to time.

Prohibited List means the List identifying the *Prohibited Substances* and *Prohibited Methods* which is published and revised by *WADA* as described in Article 4.1 of the *Code* as updated from time to time.

Specified Substance has the meaning assigned to it in Article 4.2.2 of the *Code*.

Sporting Administration Body has the same meaning as in the *ASADA Act 2006*.

## 2 WHAT IS *MA*'S POSITION ON DOPING?

*MA* condemns doping as fundamentally contrary to the spirit of sport. The purpose of this ADP is to protect *Athletes*' fundamental right to participate in doping-free sport and to ensure harmonised, coordinated and effective anti-doping programs at the international and national level with regard to detection, deterrence and prevention of doping.

## 3 WHO DOES THIS ADP APPLY TO?

This ADP applies to *Athletes* and *Athlete Support Personnel* as defined under the *Code*. It also applies to *Members*, employees and contractors of *MA* and any other *Person* who has agreed to be bound by it.

## 4 OBLIGATIONS

The persons identified in **Article 3** are bound by this ADP as a condition of their membership, participation and/or involvement in motorcycling. *Athletes* and/or *Athlete Support Personnel* must comply with this ADP and the anti-doping rules as prescribed in the NAD scheme under the ASADA Act. In particular:

### 4.1 *Athletes* must:

- 4.1.1 know and comply with all anti-doping policies and rules applicable to them. These include, but may not be limited to this ADP, the *FIM* anti-doping code and the *NAD Scheme*;
- 4.1.2 be aware of whether they are in *FIM's* and/or *ASADA's Registered Testing Pools* and comply with the requirements of any such membership;
- 4.1.3 read and understand the *Prohibited List* as it relates to them;
- 4.1.4 be available for *Sample* collection and provide accurate and up-to-date whereabouts information for this purpose when identified for inclusion in a *Registered Testing Pool*;
- 4.1.5 take full responsibility, in the context of anti-doping, for what they ingest, *Use* and *Possess*;
- 4.1.6 inform medical personnel of their obligations not to *Use* or *Possess Prohibited Substances* and *Prohibited Methods* and to take responsibility to make sure that any medical treatment received does not violate anti-doping policies and rules applicable to them;
- 4.1.7 immediately refer information about possible anti-doping rule violations to *ASADA*;
- 4.1.8 assist, cooperate and liaise with *ASADA* and other *Anti-Doping Organisations* in relation to the conduct of any investigation or hearing into an alleged anti-doping rule violation;
- 4.1.9 act in a discreet and confidential manner in discharging their obligations under this ADP;
- 4.1.10 be available for *Sample* collection and provide accurate and up-to-date whereabouts information on a regular basis, even if not a regular *Member of MA*, if required by the conditions of eligibility established by any applicable *Anti-Doping Organisation*;
- 4.1.11 attend anti-doping education as directed by *MA* and/or as appropriate. Failure to attend an anti doping education session shall be no excuse for an alleged anti-doping rule violation, nor shall it mitigate culpability of the *Athlete* in determining sanction; and

4.1.12 accept that ignorance of this ADP, the *Code* or the *Prohibited List* is not an excuse from an alleged anti-doping rule violation, and shall not mitigate culpability in sanction.

4.2 *Athlete Support Personnel* must:

4.2.1 know and comply with all anti-doping policies and rules applicable to them or the *Athletes* whom they support. These include, but may not be limited to this ADP; the *FIM* anti-doping code and the *NAD Scheme*;

4.2.2 support and assist *Anti-Doping Organisations*, including *ASADA* to conduct *Doping Control*;

4.2.3 use their influence on *Athletes'* values and behaviour to foster anti-doping attitudes;

4.2.4 immediately refer information about possible anti-doping rule violations to *ASADA*;

4.2.5 assist, cooperate and liaise with *ASADA* and other *Anti-Doping Organisations* in relation to the conduct of any investigation or hearing into an alleged anti-doping rule violation; and

4.2.6 act in a discreet and confidential manner in discharging their obligations under this ADP.

## 5 DEFINITION OF DOPING

*Doping* is defined as the occurrence of one or more of the anti-doping rule violations set out in Article 2 of the *Code*<sup>1</sup>.

## 6 PROOF OF DOPING

Article 3 of the *Code* applies.

## 7 ANTI-DOPING RULE VIOLATIONS

7.1 Article 2 of the *Code* applies.

## 8 THE PROHIBITED LIST

8.1 This ADP incorporates the *Prohibited List* and otherwise applies Article 4 of the *Code*.

## 9 THERAPEUTIC USE

9.1 *Athletes* with a documented medical condition requiring the *Use of a Prohibited Substance* or a *Prohibited Method* must first obtain a *Therapeutic Use*

<sup>1</sup> The full text of the *Code* can be found at ([www.wada-ama.org](http://www.wada-ama.org)).

*Exemption (TUE)* in accordance with the *Code*, the *International Standard for TUEs* and this ADP.<sup>2</sup>

- 9.2 *Athletes* who have been identified as included in *FIM's Registered Testing Pool* may only obtain *TUEs* in accordance with the rules of *FIM*.<sup>3</sup>
- 9.3 *Athletes* who are not in *FIM's Registered Testing Pool* but are in *ASADA's Registered Testing Pool* or *Domestic Testing Pool* with documented medical conditions requiring the *Use of a Prohibited Substance* or a *Prohibited Method* must request a *TUE* from *ASDMAC*.
- 9.4 *Athletes* who are not in *FIM's* or *ASADA's Registered Testing Pool, Domestic Testing Pool* or have not otherwise been notified by *ASADA*, in accordance with the *NAD Scheme*, that they require *TUEs* prior to *Use of a Prohibited Substance* or a *Prohibited Method*, may submit applications to *ASDMAC* for approval of a *TUE* in accordance with the procedures of *ASDMAC*.
- 9.5 *Athletes* should submit applications for *TUEs* no less than 21 days before they require the approval (eg prior to a *National Event*), except for retroactive *TUEs* under **Article 9.6**.
- 9.6 An application for a *TUE* will not be considered for retroactive approval except in cases where:
- emergency treatment or treatment of an acute medical condition was necessary; or
  - due to exceptional circumstances, there was insufficient time or opportunity for an *Athlete* to submit, or a *TUE* committee to consider, an application prior to *Doping Control*; or
  - ASDMAC* procedures, in accordance with the *Code* and the *International Standard for TUEs*, provide for retroactive approval.
- 9.7 An *Athlete* may not apply to more than one body for a *TUE* at the same time. Applications must be in accordance with the *International Standard for TUEs* and the procedures of *FIM* or *ASDMAC* as appropriate.
- 9.8 The granting of a *TUE* by *ASDMAC* for an *Athlete* in *ASADA's Registered Testing Pool* shall be promptly reported to *WADA*.
- 9.9 *WADA*, on its own initiative, may review at any time the granting of a *TUE* to any *International Level Athlete* in *FIM's Registered Testing Pool* or national-level *Athlete* who is included in *ASADA's Registered Testing Pool*. Further, upon the request of any such *Athlete* who has been denied a *TUE*, *WADA* may review such denial. If *WADA* determines that such granting or denial of a *TUE* did not

<sup>2</sup>*International-Level Athletes* or *Athletes* entering an *International Event* should seek guidance on the process for seeking a *TUE* from the *WADA* website at <http://www.wada-ama.org> or *FIM's* website at <http://www.fim.ch/EN/default.asp>. National level *Athletes* should seek guidance from the *ASDMAC* website at <http://www.asdmac.org.au>.

<sup>3</sup> Unless provided otherwise by the rules of *FIM* or an agreement with an *FIM*, *ASDMAC* does not have the authority under the *Code* to grant *TUEs* to *International-Level Athletes* or for *International Events*.

comply with the *International Standard* for TUEs, WADA may reverse the decision.

- 9.10 An *Athlete* who is denied a TUE by ASDMAC must seek review by WADA of the decision before any appeal may be commenced under Article 13.4 of the *Code*. If, contrary to the requirements of the *Code*, FIM does not have a process in place where *Athletes* may request TUEs, an *International-Level Athlete* may request WADA to review the application as if it had been denied.

## 10 TESTING

- 10.1 All *Athletes* subject to *Doping Control* agree to submit to *In-Competition Testing* and *Out-of-Competition Testing* (at any time or place, with or without advance notice) by an *Anti-Doping Organisation*. ASADA may test any *Athlete*, any time, anywhere.
- 10.2 All *Testing* shall be conducted in conformity with the *International Standard for Testing* in force at the time of *Testing*.
- 10.3 *Athletes* must comply with their obligations under the ASADA Act (including but not only the *NAD Scheme*), the FIM anti-doping code, this ADP and under the *Code* and any *International Standards* in respect to providing accurate whereabouts information to ASADA and/or FIM. Whereabouts information may be released in accordance with the *NAD Scheme*.

## 11 RETIREMENT AND RETURN TO COMPETITION

### International-Level Athletes

- 11.1 An *Athlete* who has been identified by FIM for inclusion in its *Registered Testing Pool* shall be subject to FIM's retirement and return to *Competition* requirements, to the exclusion of **Article 11.3**.
- 11.2 *Athletes* wishing to retire should contact MA to determine if they are in FIM's *Registered Testing Pool* and therefore are required to follow FIM's procedures. MA shall immediately notify ASADA of the retirement or reinstatement of any *Athlete* in FIM's *Registered Testing Pool* and provide copies of the correspondence from FIM confirming this retirement/reinstatement.

### National-Level Athletes

- 11.3 *Athletes* in ASADA's *Registered Testing Pool* or *Domestic Testing Pool* shall be subject to the following requirements:

An *Athlete* who wants to retire from *Competition* must do so by notifying ASADA by fully completing and forwarding to ASADA the ASADA "RETIREMENT NOTIFICATION FORM" (retirement notification)<sup>4</sup>. Retirement notifications that are not fully completed will

<sup>4</sup> In May 2008, the ASADA RETIREMENT NOTIFICATION FORM was accessible on the internet through the website of the Australian Sports Anti-Doping Authority ([www.asada.gov.au](http://www.asada.gov.au)).



not be accepted and will be returned to the *Athlete*. An *Athlete's* retirement date will be the date ASADA receives the fully completed retirement notification.

Upon receipt of a notification under **Article 11.3(a)**, ASADA will, as soon as reasonably practicable, provide the *Athlete* and MA with written confirmation of the *Athlete's* retirement.

Retirement does not:

excuse the *Athlete* from giving a *Sample* requested on or before their retirement date, or a *Sample* required as part of an investigation commenced prior to their retirement date;

excuse the *Athlete* from assisting, cooperating and liaising with ASADA and other *Anti-Doping Organisations* in relation to the conduct of any investigation or hearing into an alleged anti-doping rule violation;

prevent the analysis of a *Sample* given by the *Athlete* on or before their retirement date;

affect the results of *Testing* under (i) or (iii) above;

exempt the *Athlete* from this ADP in relation to an anti-doping rule violation committed on or before their retirement date; or

affect ASADA's power to conduct results management (see **Article 15**).

11.4 An *Athlete* who has retired in accordance with **Article 11.3(a)**, and who wishes to return to *Competition*, can only do so by notifying ASADA by fully completing and forwarding, the ASADA "REQUEST FOR REINSTATEMENT FORM" (reinstatement request)<sup>5</sup>. Reinstatement requests that are not fully completed will not be accepted and will be returned to the *Athlete*. The *Athlete's* reinstatement request date will be the date ASADA receives the fully completed reinstatement request. Reinstatement will be at the discretion of MA in consultation with ASADA.

11.5 Upon receipt of notification under **Article 11.4**, ASADA will, as soon as reasonably practicable:

provide the *Athlete* with written confirmation of the outcome of the *Athlete's* reinstatement request; and

if the reinstatement request is approved, provide MA with written confirmation of the *Athlete's* reinstatement.

11.6 If reinstatement is granted then this ADP will apply to the *Athlete* from the date of their reinstatement request.

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<sup>5</sup> In May 2008, the ASADA REQUEST FOR REINSTATEMENT FORM was accessible on the internet through the website of the Australian Sports Anti-Doping Authority ([www.asada.gov.au](http://www.asada.gov.au)).

An *Athlete* who is reinstated under **Article 11.4** may not compete in *Competitions* and *Events* conducted by or under the auspices of *MA* or *FIM* for a period of 6 months from the date of the reinstatement request.

Upon receiving an application from an *Athlete*, *MA* may grant an *Athlete* an exemption or conditional exemption from the requirements in Article 11.6(a) if the *Athlete* can satisfy *MA* that, in all the circumstances, an exemption or conditional exemption should be granted. Such an exemption or conditional exemption may be granted by *MA* at its sole discretion and *MA* is not required to give reasons for its decision.

11.7 An *Athlete* must be available for unannounced *Out-of-Competition Testing* in accordance with this ADP from the date of their reinstatement request. Being available for *Out-of-Competition Testing* means that an *Athlete* has provided current and accurate and up-to-date whereabouts information as required under the reinstatement request and **Article 10.3** and has complied with any request by an *Anti-Doping Organisation* to provide a *Sample*.

11.8 A decision regarding reinstatement of an *Athlete* may be appealed to CAS by *MA*, the *Athlete* or ASADA.

## 12 NEW MEMBERS

Any new *Member* of *MA* who is an *Athlete* subject to *Doping Control* in accordance with the *NAD Scheme* (including any *Athlete* in ASADA's *Registered Testing Pool*) must also be available for unannounced *Out-of-Competition Testing* in accordance with this ADP for a period of 6 months from the date of their membership request prior to competing in national or international *Competitions* and *Events*.

## 13 ANALYSIS OF SAMPLES

*Samples* collected under this ADP must be analysed by WADA-accredited laboratories or as otherwise approved by WADA. Laboratories shall analyse *Samples* and report results in accordance with the relevant *International Standards*.

## 14 INVESTIGATIONS

14.1 ASADA may conduct an investigation to determine whether an anti-doping rule violation may have occurred under this ADP. ASADA will conduct investigations in accordance with the *Code*, the ASADA Act and the *NAD Scheme* as published from time to time. *MA* may, with the prior agreement of ASADA, conduct its own investigation to determine whether an anti-doping rule violation may have occurred under this ADP, provided that *MA* does so in coordination with any investigation being undertaken by ASADA.

14.2 All persons bound by this ADP and *MA* must assist, co-operate and liaise with ASADA in relation to any investigation into an alleged anti-doping rule violation.

**15 RESULTS MANAGEMENT**

15.1 Results shall be managed in accordance with Article 7 of the *Code*, the ASADA Act 2006 and the *NAD Scheme*.

15.2 ASADA will conduct any follow up investigation in accordance with the *Code*, the ASADA Act 2006 and the *NAD Scheme*.

15.3 ASADA shall be responsible for notification of an alleged anti-doping rule violation and all matters incidental thereto in accordance with the ASADA Act 2006 and the *NAD Scheme*.

15.4 ASADA will issue an infraction notice. ASADA will advise MA and any other relevant parties that ASADA is issuing an infraction notice prior to issuing the infraction notice.

15.5 The infraction notice shall:

notify the *Person* of the anti-doping rule/s which appear/s to have been violated and the basis for the violation;

enclose a copy of this ADP and the *Code* or the web site addresses where these documents may be found;

state that ASADA will refer the matter to a hearing within 14 days (or other period determined by ASADA in accordance with the *Code*, the NAD Scheme and the ASADA Act), unless the *Person* gives a written waiver under **Article 15.7**; and

state that if the *Person* does not respond within 14 days (or other period in accordance with the *Code*, the NAD Scheme and the ASADA Act) a hearing can be held in absentia or sanction can be applied in accordance with **Article 17**.

15.6 Any relevant party will only disclose or use information about a *Person* who is alleged to have, or has committed an anti-doping rule violation as permitted under the ASADA Act 2006 and the *NAD Scheme*.

15.7 ASADA will refer the matter to hearing in accordance with **Article 16**. ASADA may decide not to refer the matter to hearing if the *Person* in writing:

acknowledges they have admitted the anti-doping rule violation; and

waives the right to a hearing in relation to:

whether they have committed an anti-doping rule violation; and

what sanction will apply.

15.8 If the *Person* does not respond within 14 days (or other period determined by ASADA in accordance with the *Code*, the NAD Scheme and the ASADA Act) a hearing can be held in absentia or sanction can be applied in accordance with **Article 17**.

- 15.9 If an *Athlete* or other *Person* retires while a results management process is underway, ASADA retains jurisdiction to complete its results management process. If an *Athlete* or other *Person* retires before any results management process has begun, so long as ASADA would have had results management jurisdiction over the *Athlete* or other *Person* at the time the *Athlete* or other *Person* committed an anti-doping rule violation, ASADA will have jurisdiction to conduct results management.
- 15.10 MA must, after consultation with ASADA, impose a *Provisional Suspension* on any *Person* whose *A Sample* is the subject of an *Adverse Analytical Finding* of a *Prohibited Substance* other than a *Specified Substance*.
- 15.11 MA may, after consultation with ASADA, impose a *Provisional Suspension* on any *Person* whose *A Sample* is the subject of an *Adverse Analytical Finding* of a *Specified Substance* or who is issued with an infraction notice or who is subject to an investigation.
- 15.12 MA may, after consultation with ASADA, impose the following *Provisional Suspension*. MA may suspend:
- financial or other assistance to the *Person*;
  - the *Person* from *Competition* in *Events* and *Competitions* conducted by or under the auspices of MA; and
  - the *Person's* licence or participation permit (if relevant).
- 15.13 MA may, after consultation with ASADA, apply the *Provisional Suspension*:
- from the date of the infraction notice;
  - following the 14 day submission period; or
  - as deemed appropriate by MA or FIM;
- until the determination of the hearing or a determination by ASADA not to refer the matter to hearing.
- 15.14 If a *Provisional Suspension* is imposed, the hearing under **Article 16** shall be advanced to a date that avoids substantial prejudice to the *Athlete*.
- 15.15 ASADA will convene any *Provisional Hearing* and will present the case at any *Provisional Hearing* unless otherwise agreed.
- 15.16 As a general rule, the *Provisional Suspension* of a *Person* will not be publicly disclosed. A *Provisional Suspension* may however be publicly disclosed so long as such disclosure will not be unfairly prejudicial to the interests of the *Person*. ASADA must be consulted prior to any such disclosure.

## 16 HEARING

- 16.1 Article 8 of the *Code* applies.

- 16.2 ASADA will wait 14 days (or other period determined by ASADA in accordance with the *Code*, the NAD Scheme and the ASADA Act or a period less than 14 days as agreed between ASADA and the *Person*) after sending an Infraction Notice above and then will convene CAS to conduct the hearing. ASADA will prosecute the alleged anti-doping rule violation.
- 16.3 CAS will determine:
- if the *Person* has committed a violation of this ADP;
  - if so, what sanction will apply;
  - how long the sanction will apply; and
  - any other issues properly brought before it for determination.
- 16.4 CAS will give to the *Athlete*, ASADA and MA a written statement of:
- the findings of the hearing and brief reasons for the findings;
  - what sanction (if any) will apply;
  - for how long the sanction (if any) will apply; and
  - any other issues determined by it.
- 16.5 Sanctions will be applied under **Article 17**.
- 16.6 ASADA will report the outcome of all anti-doping rule violations in accordance with the *Code*, the ASADA Act 2006 and the *NAD Scheme*.
- 16.7 Hearings under this Article shall be completed expeditiously as reasonably practicable.
- 16.8 Australian Sports Commission (ASC), MA, FIM and WADA and any other relevant body (for example, Australian Olympic Committee, Australian Paralympic Committee or Australian Commonwealth Games Association) shall have the right to attend hearings as an observer or affected party.
- 16.9 Decisions by CAS under this Article may be appealed as provided in **Article 19**.
- 16.10 Decisions by CAS under this Article shall not be subject to further administrative review at the national level except as required by applicable national law.
- 16.11 If, during a hearing, a party to the hearing process implicates a third party to an anti-doping rule violation, ASADA may use any information that arises as a result of the CAS process without having to first seek the permission of the parties. This clause expressly ousts Rule 43 of the CAS Code of Sports-related Arbitration.

## 17 SANCTIONS

- 17.1 Articles 9 and 10 of the *Code* apply.
- 17.2 CAS or another relevant body may require the *Athlete* or other *Person* to repay all funding and grants received by the *Athlete* from that body subsequent to the occurrence of the anti-doping rule violation. However, no financial sanction may be considered a basis for reducing the period of *Ineligibility* or other sanction which would otherwise be applicable under this ADP. Repayment of funding and grants may be made a condition of reinstatement.
- 17.3 CAS may also determine, in addition to applying the sanctions under the *Code*, that a *Person* who has committed an anti-doping rule violation, is required to go to counselling for a specified period.
- 17.4 Where CAS determines that an employee or contractor of *MA* has committed an anti-doping rule violation, *MA* will take disciplinary action against the employee or contractor.
- 17.5 Once the period of a *Person's Ineligibility* has expired and the *Person* has fulfilled the conditions for reinstatement, then provided that the *Person* has paid all forfeiture penalties in full and has satisfied in full any award of costs made against the *Person* by CAS and any other requirements determined by CAS, the *Person* will become automatically re-eligible and no application for reinstatement will be necessary. If, however, further forfeited amounts become due after the *Person's* period of *Ineligibility* has expired then any failure by the *Person* to pay all outstanding amounts on or before their respective due dates shall entitle *MA* to deny the *Person's* access to further *Competitions* and *Events* or any other *MA* activity until the amounts due are paid in full unless otherwise agreed by both parties.

## 18 CONSEQUENCES TO TEAMS

Article 11 of the *Code* applies.

## 19 APPEALS

- 19.1 Decisions made under **Article 16** of this ADP may be appealed to the CAS Appeals Division in accordance with this ADP, Article 13 of the *Code* and the CAS Code of Sports Related Arbitration. Such decisions shall remain in effect while under appeal unless the appellate body orders otherwise. Before an appeal is commenced, any post-decision review authorised in the *NAD Scheme* or **Article 16.9** must be exhausted. The following persons shall have the right to appeal:

the *Athlete* or other *Person* who is the subject of the decision being appealed;

the other party to the case in which the decision was rendered;

ASADA;

any other affected parties including *MA*;

*FIM* and any other *Anti-Doping Organisation* under whose rules a sanction could have been imposed;

the International Olympic Committee or International Paralympic Committee, as applicable, where the decision may have an effect in relation to the Olympic Games or Paralympic Games, including decisions affecting eligibility for the Olympic Games or Paralympic Games; and

WADA.

19.2 The outcome of all appeals must be reported to all parties, *ASC*, *MA*, *FIM* and *WADA* within 14 days of the conclusion of the appeal. *ASADA* may inform other *Persons* or organisations as it considers appropriate.

19.3 The time to file an appeal to *CAS* shall be within 21 days of the release of the written decision of the initial hearing.

## 20 MANAGEMENT OF ALLEGED ANTI-DOPING RULE VIOLATIONS NOT COVERED BY AN ANTI-DOPING POLICY

In the case of a *Person* who has committed an anti-doping rule violation or has committed conduct which would have amounted to an anti-doping rule violation if the *Person* was bound by a *Code* compliant anti-doping policy and the *Person* has not been sanctioned by *CAS* or any other hearing body because the *Person* was not bound by a *Code* compliant anti-doping policy, *MA* will:

prevent that *Person* from competing in *MA Competitions*, *Events* and activities if the *Person* is an *Athlete*;

prevent that *Person* (so far as reasonably possible) from having any involvement in *MA Competitions*, *Events* and activities; and

not employ, engage or register that *Person*;

unless and until that *Person* agrees to be retrospectively bound by this ADP from the occurrence of the anti-doping rule violation.

## 21 CONFIDENTIALITY AND REPORTING

21.1 The identity of any *Athlete* or other *Person* who is asserted to have committed an anti-doping rule violation may only be *Publicly Disclosed* by *ASADA*, or *MA* after consultation with *ASADA*, in accordance with the *Code*, the *ASADA Act*, the *NAD Scheme* and the terms of the Confidentiality Undertaking signed between *ASADA* and *MA*.

21.2 *ASADA* or *MA*, or any official of either, will not publicly comment on the specific facts of a pending case (as opposed to general description of process and science) except in response to public comments attributed to the *Athlete*, other *Person* or their representatives.

- 21.3 No later than 20 days after it has been determined in a hearing in accordance with Article 16 that an anti-doping rule violation has occurred and the time to appeal such decision has expired, or such hearing has been waived and the time to appeal the decision has expired, or the assertion of an anti-doping rule violation has not been challenged in a timely fashion, ASADA must *Publicly Disclose* at least: the disposition of the anti-doping matter including the sport, the anti-doping rule violated, the name of the *Athlete* or other *Person* committing the violation, the *Prohibited Substance* or *Prohibited Method* involved and the *Consequences* imposed. ASADA must also *Publicly Disclose* within 20 days appeal decisions concerning anti-doping rule violations. ASADA will also, within the time period for publication, send all hearing and appeal decisions to WADA. MA may also elect to make a public statement in relation to the matter, following consultation with ASADA.
- 21.4 In any case where it is determined, after a hearing or appeal, that the *Athlete* or other *Person* did not commit an anti-doping rule violation, the decision may be *Publicly Disclosed* only with the consent of the *Athlete* or other *Person* who is the subject of the decision. ASADA will use reasonable efforts to obtain such consent, and if consent is obtained, will *Publicly Disclose* the decision in its entirety or in such redacted form as the *Athlete* or other *Person* may approve.
- 21.5 Any decision of an *Anti-Doping Organisation* regarding a violation of this ADP shall be recognised by all *Sporting Administration Bodies*, which shall take all necessary action to render such results effective.
- 21.6 Subject to the right to appeal provided in **Article 19**, the *Testing*, *TUE* and hearing results or other final adjudications of any organisation recognised by ASADA or any *Sporting Administration Body* which are consistent with the *Code* and are within the organisation's authority, shall be recognised and respected by MA. MA may recognise the same actions of other bodies which have not accepted the *Code* if the rules of those bodies are otherwise consistent with the *Code*, the *NAD Scheme* and/or ASADA's position.

## 22 INTERPRETATION OF THE CODE

- 22.1 Article 24 of the *Code* applies.

## 23 MISCELLANEOUS

- 23.1 Statute of Limitations – Article 17 of the *Code* applies.
- 23.2 Doping Control for animals competing in Sport – Article 16 of the *Code* applies (if relevant).
- 23.3 Words not defined in this ADP have the meaning ascribed to them in the *Code* unless a contrary meaning appears from the context.
- 23.4 This ADP may be amended by MA subject to prior consultation with ASADA and ongoing compliance with the *Code* and ASADA Act.
- 23.5 Where this ADP adopts and applies an article of the *Code* that article and the terms in it shall be considered and applied in the context of this ADP.



## 24 SAFETY POLICY: DRUG AND ALCOHOL TESTING

### 24.1 OVERVIEW

MA is committed to ensuring the health and safety of all people associated with its operations and to providing a safe environment. MA and its members, including clubs and promoters, also have a legal duty to take reasonable care of participants in Events.

Motorcycle sport is inherently dangerous. MA recognises that the use of drugs and alcohol can adversely affect an individual's performance and can be a contributing factor towards making the sport unsafe, increasing the likelihood that injuries and damage to property and equipment will or could occur.

This Policy is designed to ensure that MA complies with its legal obligations and reinforces its commitment to the safety of all participants.

For the avoidance of doubt, this Policy does not replace or in any way affect the anti-doping testing that may be carried out by ASADA or by MA under the Anti-Doping Policy.

### 24.2 SCOPE

This Policy applies to:

- all people who are required to be licensed under the Manual (for the avoidance of doubt, this includes all riders, officials (whether paid or volunteers), coaches and mechanics);

- all people who enter the "pit" or "paddock" area at a Location; and

- anyone else who MA or any SCB requires to comply with it from time to time, for example as a condition of entry to a Location.

### 24.3 PURPOSE

The purposes of this Policy are as follows.

- To create a safe and healthy environment for all participants in Events that is free from the hazards that may be associated with the use of drugs and alcohol.

- To ensure that MA complies with its legal obligations to provide a safe environment for participants.

- To communicate this policy on the use of drugs and alcohol during Events, and the drug and alcohol testing regime.

- To communicate that it is unacceptable to be under the influence of drugs or alcohol during Events.

### 24.4 DEFINITIONS

For the purposes of this Policy, the following terms shall have the following meanings.

**Anti-Doping Policy** means MA's "Anti-Doping Policy" as amended from time to time.

**ASADA** means the Australian Sports Anti-Doping Authority.

**Event** means a motorcycling event sanctioned by MA directly, or indirectly through a SCB. This may include, but is not limited to, a race, training or testing and exhibitions.

**Event Organiser** means MA, a SCB, MA member club, promoter or any other entity having control of an Event.

**Location** means any venue where an Event is taking place.

**MA** means Motorcycling Australia Limited.

**Manual** means the "Manual of Motorcycle Sport" produced by MA, as amended from time to time. This means and includes any policies, rules or documents which MA determines amend or supplement the "Manual of Motorcycle Sport" from time to time.

**Policy** means this policy (including any schedules or annexures) as adopted and amended by MA from time to time.

**Prohibited Substance** means any substance which is listed in the "List of Prohibited Illicit Drugs" published by the Australian Sports Commission from time to time.

**Sample** means a sample provided in conjunction with a Test.

**SCB** means a "State Controlling Body" for the sport of motorcycling as recognised by MA under its constitution.

**Significant Incident** means any incident which occurs during an Event that results in a person requiring medical treatment, property damage, or any other incident which, in the opinion of the Event Organiser (or its nominee) requires further investigation. This latter category may include dangerous occurrences or near misses during a race.

**Test** means any test conducted under this Policy to detect the presence of alcohol or a Prohibited Substance.

#### 24.5 PROHIBITED ACTIVITIES

The use of drugs or alcohol can affect an individual's ability to safely participate in Events and can contribute to dangerous incidents. Any person to whom this Policy applies must not:

use, consume, possess, manufacture, sell, purchase or otherwise transfer a Prohibited Substance at a Location;

have a blood alcohol reading of more than 0.00 at a Location;

have any Prohibited Substances in their system at a Location;

refuse to provide a Sample as part of a Test; or

give false answers to any questions from any person administering a Test.

#### 24.6 SANCTIONS

Any person who breaches any of the provisions of clause 5 will be refused participation in the relevant Event at the Location.

There will be no sanction on a person under this Policy except as set out in sub-clause (a) above. However, for the avoidance of doubt, this does not restrict or limit the possibility of sanctions or penalties under any other rule, regulation, policy, procedure of MA, a SCB, Event Organiser or other controlling body (including, but not limited to, under the procedures in the Manual or the Anti-Doping Policy).

#### 24.7 PRESCRIBED MEDICATION

If a person to whom this Policy applies considers there is a possibility that prescribed medication is affecting their ability to participate safely in an Event, that person shall inform the Event Organiser immediately. It is not necessary for the person to disclose the illness, ailment or the medication which they are taking.

If a participant follows the procedure in sub-clause (a) above, then:

they can participate in an Event if they can provide a medical clearance from their treating medical practitioner clearly stating the medication will not affect the participant's ability to perform their duties (for a rider, it must state the medication does not affect the ability of the rider to control a motorcycle); or

they can not participate in the Event if they can not provide such a medical clearance.

#### 24.8 TESTING

At a Location, an Event Organiser may conduct a Test upon any person to whom this Policy applies to detect the presence of alcohol or a Prohibited Substance in the following circumstances:

on a voluntary basis if a participant requests a Test prior to or during the Event;

randomly as determined by the Event Organiser;

when the Event Organiser suspects, on reasonable grounds, that the person is under the influence of alcohol or a Prohibited Substance.

An Event Organiser may conduct a Test by testing the breath, urine or saliva of a person. However, such method of testing must be approved by MA.

The result of any Test and any decision made by the Event Organiser which follows is final. There is no appeal process and a person is not entitled to undergo a second Test.

#### 24.9 CONFIDENTIALITY

The results of all Tests will be kept confidential to the organisation conducting the Test, the Event Organiser, any relevant SCB, and MA.

## 24.10 REHABILITATION AND COUNSELLING

MA recognises drug and alcohol dependency as a treatable condition. Any person who breaches clause 5 of this Policy is encouraged to seek advice and to take appropriate treatment before their performance is affected.

## 24.11 ALCOHOL BREATH TESTING

### Testing Procedure

This procedure applies to competitors and officials.

Testing of competitors and officials to determine the presence of alcohol in their body, by analysis of their expired air, is appropriate and necessary for the safety of competitors, officials and the public.

In order to test fairly, an initial test will be undertaken. Should this test return a positive reading, a second test will be undertaken a short time later under controlled conditions to confirm that positive result.

Any competitors or officials detected with a blood alcohol content above 0.1g/litre will be excluded from further participation in the day's competition (under GCR 4.3.9.1) and subject to sanctions under Chapter 25 and other provisions of the Anti-Doping Policy.

### Notification to Competitors or Officials

Competitors or officials must be informed by written notice or in SR at least 24 hours prior to any testing being conducted during the event. They do not need to be informed of the actual times when the tests will be conducted. Evidence of such notice being given must be lodged with the Stewards prior to any tests being performed.

## 24.12 Requirements of Competitors or Officials

Competitors and officials being tested will be asked not to consume any substances by mouth for a period of 5 minutes prior to any breath analysis test being carried out.

Should an initial test indicate the presence of alcohol, a participant will be isolated for approximately 20 minutes, in the company of a witness. Another test will be undertaken no less than 15 minutes

after the initial test. No substances may be consumed by the competitor or official by mouth during this period.

Should a competitor or official refuse to submit to an alcohol breath test, or fails to follow the proper and reasonable instructions of the testing official, the competitor or official will be considered to have returned a positive result. In these circumstances, no further testing is required and the competitor or official will be excluded from further participation in the day's competition.

## 24.13 Requirements for Testing

All tests must be conducted using an appropriate instrument which has been certified as being calibrated in accordance with the requirements of the manufacturer or their agent, within the previous 6 months.

The result of all tests performed must be recorded, together with the names of the competitor or official and the witness, the time and date of the test and the result of the test eg, OK if 0, or actual reading if >0.

#### 24.14 Procedure for Testing

Testing should normally be carried out in the morning, prior to any competition, but may be undertaken at any time during the event.

Testing will be carried out by an official authorised by MA for the purpose (refer to GCR 4.3.9.2) and that official must have been trained and accredited by the manufacturer of the testing equipment or their agent. Such officials may include doctors and police.

Any competitor or official, whose blood alcohol level is above 0.1g/litre, as identified by the instrument, will be given the opportunity to undertake a further test, which will be undertaken no sooner than 15 minutes and no later than 20 minutes after the initial (positive) test. In all cases, the participant shall be accompanied by a witness appointed by the Testing Official for the entire period between the 2 tests.

Should the subsequent test indicate a positive blood alcohol reading (ie above 0.1g/litre, as identified by the instrument) the competitor or official will be excluded from further participation in the day's event and sanctioned under the other provisions of the MA Anti-Doping Policy.

A positive alcohol result is a breach of the MA Anti-Doping Policy.

Should the subsequent (second) test be negative, then no further action will be taken against the competitor or official. The RCB reserves the right however to ask the same participant to undertake a further test during the meeting.

In any case, the result of the tests may be reported to the RCB and/or MA by the official undertaking the tests in the general event report. Any positive result on the initial test followed by a negative test shall not be recorded in the competitor or official's history file.

The following extract must be read to competitors or officials prior to undertaking testing:

"You are about to have your expired air tested to ensure compliance with the MA's Anti-Doping Policy in relation to the presence of alcohol in your body. Should the test be positive, a further test will be undertaken shortly to confirm the test. Please follow the instructions of the testing official."

In the event of a positive result in the initial test (single positive), the following must be read to the competitor or official:

"Your expired air has indicated the presence of alcohol in your body, this is a breach of the MA Anti-Doping Policy. Another test will be performed shortly to confirm the initial

test. You will be requested to be accompanied by a witness at all times for the next 20 minutes. You will not be permitted to consume any substance by mouth until after the test.”

#### 24.15 Procedure for Processing a “Double Positive” Result

The competitors and officials must be advised by the testing official of the result of both tests, that is, the reading noted on the instrument.

The competitors and officials must be advised that under the MA Anti-Doping Policy, no further participation in the meeting will be permitted.

#### 24.16 Procedure following a report of a “Double Positive” Result

The applicable action having been taken, the procedures for notification of a positive result will be followed (see GCR 25.2.2).

#### 24.17 Report by Testing Official

In the case where no positive reading was achieved on the confirming test, the results shall be included with the Stewards’ report of the meeting.

In the case where 1 or more positive readings were achieved on the confirming test, the original of the report must be hand delivered or sent to the RCB by registered post the following day, together with all appropriate Stewards Reports.

#### 24.18 ALCOHOL BLOOD TESTING

Any competitor or official detected with a blood alcohol content above 0.1g/litre as a result of a blood test performed by qualified medical practitioners or police will be subject to sanctions under GCR 25.2.17.

## 25.3 ANTI-MATCH FIXING POLICY

### 1. Authorisation and Approval

This Policy has been adopted by the Board of Motorcycling Australia Limited for all members of MA on 1 July 2013.

### 2. Further Information

Policy – Motorcycling Australia Risk and Compliance Manager  
Implementation – Motorcycling Australia Sport and Events Coordinator

### 3. Policy Review

This policy will be reviewed annually and revised as needed.

### 4. Introduction

- a. Motorcycling Australia (**MA**) recognises that betting is a legitimate pursuit, however illegal or fraudulent betting is not. Fraudulent betting on motorcycle sport and the associated match-fixing is an emerging and critical issue globally, for all sport, the betting industry and governments alike.
- b. MA and its Member Organisations have a major obligation to address the threat of match-fixing and the corruption that flows from that.
- c. MA and its Member Organisations have a zero tolerance for illegal gambling and match-fixing.
- d. MA will engage the necessary technical expertise to administer, monitor and enforce this Policy.
- e. The purpose of the National Policy on match-fixing is to:
  - i. protect and maintain the integrity of motorcycle sport
  - ii. protect against any efforts to impact improperly the result of any event or activity
  - iii. establish a uniform rule and consistent scheme of enforcement and penalties, and
  - iv. adhere to the National Policy on match-fixing in Sport as agreed by Australian Governments on 10 June 2011.
- f. The conduct prohibited under this Policy may also be a criminal offence and/or a breach of other applicable laws or regulations. This Policy is intended to supplement such laws and regulations. It is not intended, and should not be interpreted, construed or applied, to prejudice or undermine in any way the application of such laws and regulations. Relevant Persons must comply with all applicable laws and regulations at all times.

### 5. Application

#### 6.1 Application of Policy

- a. This Policy is made by the Board of Motorcycling Australia (**Board**) and is binding on all Relevant Persons. It may be amended from time to time by the Board.
- b. The Board may, in its sole discretion, delegate any or all of its powers under this Policy, including but not limited to the power to adopt, apply, monitor and enforce this Policy.
- c. By virtue of their ongoing membership, employment or other contractual relationship with MA, Relevant Persons are automatically bound by this Policy and required to comply with all of its provisions.

#### 6.2 Relevant Person(s)

- a. This Policy applies to any Relevant Person as defined from time to time by the Board. For clarity this includes, but is not limited to:
- i. Riders;
  - ii. Rider parents and/or guardians.
  - iii. Coaches;
  - iv. Officials;
  - v. Motorcycling Australia staff and volunteers;
  - vi. Promoters;
  - vii. Contracted Personnel;
  - viii. Administrators;
  - ix. Person(s) who hold governance positions with MA, its State Controlling Bodies (SCBs) or its Member Organisations and
  - x. Support person including, but not limited to doctors, physiotherapists, team managers.

### 6.3 Education

- a. All Relevant Persons must complete appropriate education and training programs as directed by MA from time to time.
- b. All Relevant Persons as at the commencement of this Policy must undertake the advised Anti-Match Fixing education program.
- c. All persons who become Relevant Persons after the commencement of this Policy must undertake the advised Anti-Match Fixing education program as part of their induction:
  - i. prior to competing in any Event or Competition, or
  - ii. within two months of commencing employment (whether paid or voluntary).

### 6.4 Anti-Match fixing Code of Conduct

- a. In addition to this Policy, all Relevant Persons are bound by MA's Anti-Match Fixing Code of Conduct (**AMF Code of Conduct**) (see Appendix A), as amended from time to time, which is underpinned by the following principles:
- Be smart: know the rules
  - Be safe: never bet on your sport
  - Be careful: never share sensitive information
  - Be clean: never fix an event
  - Be open: tell someone if you are approached.

## 6. Prohibited Conduct

- a. A Relevant Person to whom this Policy applies must not directly or indirectly, alone or in conjunction with another or others breach this Policy or the AMF Code of Conduct.
- b. The following conduct is a breach of this Policy and is Prohibited Conduct:
  - i. betting, gambling or entering into any other form of financial speculation on any Competition or on any Event connected with MA;
  - ii. Communicating in any way, including by using a mobile phone, computer or other device, information that might give another person an unfair advantage if they were to engage in gambling related to that information, other than as required as part of acquitting official duties; or
  - iii. participating (whether by act or omission) in match-fixing by:
    - A. Deliberately underperforming or 'tanking' as part of an arrangement relating to betting on the outcome of any contingency within a Competition or Event;
    - B. Deliberately fixing, or exerting any undue influence on, any occurrence within any Competition or Event as part of an arrangement relating to betting on the outcome of any contingency within a Competition or Event;



- C. Inducing or encouraging any Relevant Person to deliberately underperform as part of an arrangement relating to betting on the outcome of any Competition or Event;
  - D. Providing Inside Information that is considered to be information not publicly known such as mechanical set up, team composition, the form of individual rider tactics etc) other than in connection with bona fide media interviews and commitment;
  - E. Ensuring that a particular incident, that is the subject of a bet, occurs;
  - F. Providing or receiving any gift, payment or benefit that might reasonably be expected to bring the Relevant Person or Motorcycling into disrepute; or
  - G. Engaging in conduct that relates directly or indirectly to any of the conduct described in clauses 3 a. ii. A. to F. above and is prejudicial to the interests of the MA or which bring a Relevant Person or MA into disrepute.
- c. For the avoidance of doubt, betting, gambling and financial speculation includes payment or reward, whether monetary or not, on or to influence or effect, the occurrence of a incident or outcome, as well as the receipt of payment or reward whether monetary or not, on, or to influence or effect, the occurrence of an incident or outcome.
  - d. Any attempt or any agreement to act in a manner that would culminate in Prohibited Conduct shall be treated as if the relevant Prohibited Conduct had occurred, whether or not the Prohibited Conduct actually occurred as a result of the attempt or agreement to act.
  - e. If a Relevant Person knowingly assists or is a party to 'covering up' Prohibited Conduct, that Relevant Person will be treated as having engaged in the Prohibited Conduct personally.
  - f. Nothing in this section 3 prevents the Board from enforcing any other Rules and Regulations or referring any Prohibited Conduct to a relevant law enforcement agency.

## 7. Reporting Process

- a. A Relevant Person to whom this policy applies must promptly notify the Chief Executive Officer (**CEO**) if he or she:
  - i. is interviewed as a suspect, charged, or arrested by police in respect of conduct that would amount to an allegation of Prohibited Conduct under this Policy
  - ii. is approached by another person to engage in conduct that is Prohibited Conduct
  - iii. knows or reasonably suspects that another person has engaged in conduct, or been approached to engage in conduct that is Prohibited Conduct
  - iv. has received, or is aware or reasonably suspects that another person has received, actual or implied threats of any nature in relation to past or proposed conduct that is Prohibited Conduct.
- b. If a Relevant Person wishes to report the CEO for involvement in conduct that is Prohibited Conduct under this Policy then the Relevant Person to which this section 4 applies may report the conduct to the Chair of the Board (**Chairman**).
- c. Notification by a Relevant Person under this section 4 can be made verbally or in writing in the discretion of the Relevant Person and may be made confidentially if there is a genuine concern of reprisal. However, the CEO (or the Chairman as the case may be) must record the fact of the reporting of Prohibited Conduct and particulars of the alleged Prohibited Conduct in writing within 48 hours of the report from the Relevant Person for presentation to the Board.
- d. Any report by a Relevant Person under this section 4 will be dealt with confidentially by MA unless disclosure is otherwise required or permitted under this Policy, by law, or if the allegation of the Prohibited Conduct is already in the public domain.
- e. A Relevant Person has a continuing obligation to report any new knowledge or suspicion regarding any conduct that may amount to Prohibited Conduct under this Policy, even if the Relevant Person's prior knowledge or suspicion has already been reported.

## 8. Investigations

### 8.1 Allegations of Prohibited Conduct

- a. MA will establish a Hearing Panel who will have the power to investigate the alleged Prohibited Conduct and determine an appropriate sanction in accordance with this Policy, and will be required to report their findings to the CEO, Chairman and any relevant law enforcement agency.
- b. If the Board or CEO receives a report or information that a Relevant Person has allegedly breached this Policy including by engaging in actual or suspected Prohibited Conduct, the Board must, as soon as reasonably practicable refer that report or information and any documentary or other evidence that is available to it in relation to the alleged Prohibited Conduct by the Alleged Offender to the Hearing Panel.
- c. The Board may, in its sole discretion, elect to not refer matters to the Hearing Panel until after it discloses the allegations of Prohibited Conduct to the Police or other such relevant regulatory agency.
- d. If the Board or CEO has referred to the Hearing Panel a report or information that an Alleged Offender has allegedly breached this Policy including by engaging in actual or suspected Prohibited Conduct, the Board may, in its discretion and pending determination by the Hearing Panel suspend the Alleged Offender from any Event or activities sanctioned by MA or a Member Organisation until the outcome of any Hearing Panel determination under section 6 of this Policy.
- e. Nothing in this section 5 prevents the Board or CEO from enforcing any other Rules and Regulations or referring any Prohibited Conduct to a relevant law enforcement agency.

### 8.2 Confidentiality and Reporting

- a. To maintain the confidentiality of the process, no Relevant Person, MA, or any other party will publically announce, comment on or confirm any details of investigations or subsequent hearings or appeals except in accordance with this clause 5.2.
- b. The identity of a Relevant Person against whom a finding of Prohibited Conduct has been made by the Hearing Panel may only be publicly disclosed after the Hearing Panel has notified the Relevant Person, MA and any other interested party of its decision. Thereafter, such public disclosure will be by way of an official release by MA in its sole discretion.
- c. For the avoidance of doubt, in circumstances where a finding is made by the Hearing Panel against a Relevant Person, and the Relevant Person subsequently appeals, MA is not prohibited from making a public disclosure as set out in this clause prior to the Appeal being finalised.
- d. In circumstances where the Hearing (or Appeals) Panel finds in favour of the Relevant Person against whom allegations of Prohibited Conduct have been made, MA may only make such public disclosure with the consent of the Relevant Person.
- e. MA must not disclose any specific facts of an allegation of Prohibited Conduct or breach of this Policy prior to determination by a Hearing Panel. Notwithstanding this clause, however, a general description of a process that may be instigated under this policy is permissible.
- f. Where any public announcement may be considered detrimental to the wellbeing of a Relevant Person, the Board will determine the most appropriate course of action in its sole discretion based on the circumstances of the Relevant Person.
- g. All parties must maintain all information received in the course of any report, notice, hearing or appeal (other than a notice of decision by the Hearing Panel or an appeal tribunal) in relation to an allegation of conduct that is Prohibited Conduct as strictly confidential.
- h. Clauses 5.2 (a) to (e) do not apply if the disclosure is required by law or MA determines to refer information to a law enforcement agency.

### 8.3 Criminal Offences

- a. Any alleged Prohibited Conduct by an Alleged Offender which is considered by the Board or CEO as a prima facie unlawful offence will be reported to the police force in the jurisdiction the offence is alleged to have occurred and/or the Australian Federal Police.

### 8.4 Privilege

- a. Notwithstanding anything else in this Policy, a Relevant Person who is interviewed under suspicion, charged or arrested by a law enforcement agency in respect of a criminal offence that is, or may be considered to be conduct that is Prohibited Conduct under this Policy shall not be required to produce any information, give any evidence or make any statement to the Board if they establish that to do so would breach any privilege against self-incrimination, or legal professional privilege.
- b. Clause 5.4 a. does not limit the Board from enforcing any other Rules and Regulations.

## 9. Disciplinary Process

### 9.1 Commencement of proceedings

- a. The Hearing Panel must comprise persons independent of MA with appropriate skills and experience appointed by the Board for such time and for such purposes as the Board thinks fit. The Board will appoint one of the members of the Hearing Panel to act as its Secretary.
- b. On receipt of a referral from the Board of an actual or suspected contravention of this Policy by an Alleged Offender, the Secretary of the Hearing Panel must issue a notice to the Alleged Offender detailing the following:
  - i. The alleged offence includes details of when and where it is alleged to have occurred;
  - ii. The date, time and place for the proposed hearing of the alleged offence which shall be as soon as reasonably practicable after the Alleged Offender receives the Notice;
  - iii. Information advising the Alleged Offender of their rights and format of proceedings;
  - iv. The potential penalties in the event that the Hearing Panel makes a finding that the Alleged Offender engaged in the Prohibited Conduct;
  - v. A copy of the referral from the Board and any documentary or other evidence that was submitted to the Hearing Panel by the Board in relation to the alleged Prohibited Conduct by the Alleged Offender.
- c. Within fourteen business days of the date of the Notice, the Alleged Offender must notify the Hearing Panel in writing of:
  - i. Whether or not he or she wishes to contest the allegations, and
  - ii. If the Alleged Offender does not wish to contest the allegations and accedes to the imposition of penalty, he or she may so notify the Hearing Panel in writing, in which case no hearing shall be conducted and the Hearing Panel will remit the matter to the Board for the Board's consideration and imposition of a penalty, or
  - iii. If the Alleged Offender does not wish to contest the allegations, but wishes to make submissions disputing and/or seeking to mitigate the penalty, he or she may must notify the Hearing Panel either:
    - A. That he or she wishes to make those submissions at a hearing before the Hearing Panel, in which case, the Hearing will proceed in accordance with clause 6.2 below; or
    - B. That he or she wishes to make those submission in writing, in which case the Hearing Panel will, on receipt of those submissions, remit the matter to the Board for the Board's consideration and imposition of a penalty (giving due consideration to those written submissions)
  - i. If the Alleged Offender does not admit or denies the alleged Prohibited Conduct and notifies the Hearing Panel that he or she wishes to contest the allegations, the Alleged Offender, is, by that notice, taken to have consented to the determination of the allegations in accordance with the procedure outlined in this Policy, and if the Hearing Panel finds that the Alleged Offender breached this Policy including by engaging in Prohibited Conduct, to the imposition of a penalty.
- d. If the Alleged Offender fails to respond to the Notice within fourteen business days of the date of the Notice, the Alleged Offender shall be deemed to have:
  - i. Waived their entitlement to a hearing in accordance with this Policy, and
  - ii. Admitted to the Prohibited Conduct specified in the Notice, and
  - iii. Acceded to the imposition of a penalty by the Board, and

- iv. The Hearing Panel will remit the Alleged Offender's Prohibited Conduct to the Board, informing the Board, by notice in writing, of the Alleged Offender's failure to respond to the Notice and requesting the Board to impose a penalty in the Board's Discretion in accordance with this clause.
- e. Notwithstanding any of the above, an Alleged Offender shall be entitled at any stage to admit they have engaged in the Prohibited Conduct specified in the Notice and to accede to penalties determined by the Board.
- f. Personnel covered by MA or a Member Organisation Employee Collective Agreement will be subject to relevant clauses, including clauses relating to disputes, hearings, appeals and termination contained in such agreements, and if applicable, the *Fair Work Act 2009* (Cth).

## 9.2 Procedure of the Hearing Panel

- a. This clause applies if the Alleged Offender contests the allegation(s) that he or she has engaged in the Prohibited Conduct specified in the Notice, and there is a hearing of the allegations by the Hearing Panel.
- b. The purpose of the hearing shall be to determine whether the Alleged Offender has engaged in the Prohibited Conduct specified in the Notice and, if the Hearing Panel considers that the Alleged Offender has engaged in Prohibited Conduct, for the imposition any penalty in the Hearing Panel's discretion.
- c. The Hearing Panel may conduct the hearing as it sees fit and, in particular, shall not be bound by the rules of evidence or unnecessary formality. The Hearing Panel must determine matters in accordance with the principles of procedural fairness, such as a hearing appropriate to the circumstances; lack of bias; inquiry into matters in dispute; and evidence to support a decision.
- d. The hearing shall be inquisitorial in nature and the Hearing Panel may call such evidence as it thinks fit in its discretion and all Relevant Persons subject to this Policy must, if requested to do so by the Hearing Panel, provide such evidence as they are able.
- e. The hearing must be conducted with as much expedition as a proper consideration of the matters permit. However, the Hearing Panel may adjourn the proceedings for such reasonable time as it considers it necessary.
- f. Notwithstanding the above, the Alleged Offender:
  - i. Is permitted to be represented at the hearing (at their own expense);
  - ii. May call and question witnesses;
  - iii. Has the right to address the Hearing Panel to make their case; and
  - iv. Is permitted to provide written submissions for consideration by the Hearing Panel (instead of or as well as appearing in person).  
If the Alleged Offender provides any written submissions, the Hearing Panel must consider those submissions in its deliberations.
- g. The hearing shall be closed to the public. Only persons with a legitimate interest in the hearing will be permitted to attend. This will be at the sole discretion of the Hearing Panel.
- h. The Hearing Panel must determine whether the Alleged Offender engaged in the Prohibited Conduct on the balance of probabilities, and must be "comfortably satisfied" on the weight of the evidence, and bearing in mind the potential serious nature of the allegations and repercussions of any finding.
- i. The decision of the Hearing Panel shall be a majority decision and must be recorded in writing. The decision must, at a minimum, set out and explain:
  - i. The Hearing Panel's findings, on the balance of probabilities and by reference to the evidence presented or submissions made, as to whether the Alleged Offender engaged in Prohibited Conduct, and
  - ii. If the Hearing Panel makes a finding that the Alleged Offender engaged in Prohibited Conduct, what, if any, penalties it considers appropriate.
- j. Subject only to the rights of appeal under clause 6.3, the Hearing Panel's decision shall be the full, final and complete disposition of the allegations of Prohibited Conduct by the Alleged Offender and will be binding on all parties.

- k. If the Alleged Offender or their representative does not appear at the hearing, after proper notice of the hearing has been provided, the Hearing Panel may proceed with the hearing in their absence.

### 9.3 Appeals

- a. The Alleged Offender, MA and/or the Member Organisations have a right to appeal the decision of the Hearing Panel.
- b. The available grounds of appeal are:
  - i. Where the decision of the Hearing Panel is wrong having regard to the application of this Policy or the AMF Code of Conduct;
  - ii. Where new evidence has become available;
  - iii. Where natural justice has been denied; or
  - iv. In respect of the penalty imposed.
- c. A notice of appeal must be made in writing and lodged with the Board through the CEO, within fourteen business days of receipt by the Appellant of the Hearing Panel's written decision. The notice of appeal must specify the grounds for the appeal.
- d. Where the Board receives a notice of appeal, the Board must convene an appeal tribunal for the purposes of hearing the appeal ('the Appeal Tribunal'). Any hearing of the appeal must be held within thirty days of the notice of appeal being received by the Board.
- e. Any decision of the Hearing Panel that is appealed to the Appeal Tribunal will remain in effect while under appeal unless the Board orders otherwise.
- f. The Appeal Tribunal must be appointed by the Board for such time and for such purposes as the Board thinks fit and must:
  - i. Be comprised of three persons independent of MA with appropriate skills and experience to hear the matter
  - ii. include at least one person who has considerable previous experience in the legal aspects of a disciplinary/hearings tribunal and dispute resolution, and
  - iii. not include any members from the initial Hearing Panel.
- g. The hearing before the Appeal Tribunal is not a rehearing of the matter, but a hearing of the issue under appeal only.
- h. The Appeal Tribunal may conduct the appeal as it sees fit. However, any party to the appeal can be represented at and make written and oral submissions to the Appeal Tribunal subject to the discretion of the Appeal Tribunal.
- i. The Appeal Tribunal may, in its discretion:
  - i. Affirm the decision of the Hearing Panel and the penalty imposed;
  - ii. Affirm the decision of the Hearing Panel but decide to impose an alternative penalty; or
  - iii. Revoke the decision of the Hearing Panel and the penalty imposed.
- j. The decision of the Appeal Tribunal shall be a majority decision and must be recorded in writing. The Appeal Tribunal's decision must be communicated to the CEO, appellant and any other person affected by the decision as soon as practicable.
- k. The decision of Appeal Tribunal shall be final, non-reviewable, non-appealable and enforceable. No claim, arbitration, lawsuit or litigation concerning the dispute shall be brought in any other court or tribunal. Note: This provision does not prevent any law enforcement agency taking action.

### 9.4 Sanctions

- a. If a Relevant Person admits they engaged in Prohibited Conduct or there is a finding that a Relevant Person has engaged in conduct that is Prohibited Conduct under this Policy or the AMF Code of Conduct, the Board, the Hearing Panel or the Appeal Tribunal, as the case may be, may order:
  - i. The Alleged Offender to be fined, and the amount of such fine;
  - ii. The Alleged Offender to be suspended from participating in any Competition or Event;
  - iii. The Alleged Offender to be banned from participating in any Competition or Event;

- iv. The Alleged Offender to be reprimanded for their involvement in the Prohibited Conduct;
  - v. The disqualification of results, including individual points and prizes, as well as team results;
  - vi. The Alleged Offender to lose accreditation to continue their involvement in MA;
  - vii. The Alleged Offender to be ineligible, for life, from participating in any Competition or Event or from any other involvement with MA;
  - viii. The Alleged Offender to be counselled and/or required to complete a course of education related to responsible gambling and harm minimisation; or
  - ix. Subject to the terms and conditions of any contract between MA and the Relevant Person, have that contract terminated.
- b. Notwithstanding the provisions of clause 7(a), the Board, the Hearing Panel or the Appeal Tribunal may impose any other such penalty as they consider appropriate in their discretion.
  - c. In addition to the penalties set out above, the Board, the Hearing Panel or the Appeal Tribunal may impose any combination of these penalties in their absolute discretion taking account of the gravity of the Prohibited Conduct.
  - d. Further, the Board, the Hearing Panel or the Appeal Tribunal may, depending on the circumstances of the Prohibited Conduct, suspend the imposition of a penalty in their absolute discretion.
  - e. All fines received pursuant to this Policy must be remitted to MA for use by MA for the development of integrity programs or as otherwise deemed appropriate by the Board.
  - f. The Hearing Panel and the Appeal Tribunal may, in their sole discretion, award costs to a Relevant Person accused of Prohibited Conduct in circumstances where the Hearing Panel or the Appeal Tribunal makes no finding against them. This is the only circumstance in which costs can be awarded. For the avoidance of doubt, the award of costs to a Relevant Person by the Hearing Panel is not of itself an appealable decision.

## 10. Information Sharing

### 10.1 Information Sharing

- a. MA may share personal information relating to an Alleged Offender with Betting Operators, law enforcement agencies, government agencies and/or other sporting organisations to prevent and investigate match-fixing incidents.
- b. In sharing information MA will remain bound by the legal obligations contained in the Privacy Act 1998 (Cth).

### 10.2 Monitoring by Betting Operators

- a. MA will work with Betting Operators to help ensure the ongoing integrity of the Competitions and Events undertaken under the auspices of MA, its SCBs and Promoters.
- b. Relevant Persons to whom this Policy applies must disclose information to MA of all their business interests, and connections with Betting Operators.
- c. Betting Operators will monitor and conduct regular audits of its databases and records to monitor the incidents of suspicious betting transactions (including single or multiple betting transactions or market fluctuations) that may indicate or tend to indicate that Relevant Persons have engaged in conduct that is Prohibited Conduct under this Policy.
- d. In order to enable the Betting Operator to conduct such audits, MA may, from time to time and subject to any terms and conditions imposed by MA (including in relation to confidentiality and privacy), provide to Betting Operators details of Relevant Persons who are precluded by virtue of this Policy from engaging in Prohibited Conduct.
- e. Betting Operators must provide the Board with regular written reports on incidents of suspicious betting transactions (including single or multiple betting transactions or market fluctuations) that may indicate or tend to indicate that Relevant Persons have engaged in conduct that is Prohibited Conduct under this Policy.
- f. All requests for information or provision of information by MA or a Betting Operator shall be kept strictly confidential and shall not be divulged to any third party or otherwise made use of except where required by law or where

information is already in the public domain other than as a result of a breach of this Policy and all MA contracts agreements with Betting Operators must contain provisions to this effect.

### 10.3 Sponsorship

- a. MA acknowledges that betting is a legal activity, and recognises that Betting Operators may wish to enter Commercial Partnerships to promote their business.
- b. MA may enter Commercial Partnerships with Betting Operators from time to time, subject to any applicable legislative requirements.
- c. A Member Organisation or any Team may enter into a Commercial Partnership with a Betting Operator with the written consent of MA. Such consent may be withheld at the discretion of MA and specifically where the proposed commercial agreement:
  - i. Conflicts with an existing Commercial agreement held between MA and a Betting Operator(s), and/or
  - ii. is with a Betting Operator with whom MA has not entered into an integrity agreement as required under the National Policy on match-fixing in Sport and recognised by the applicable state gambling regulator.
- d. Subject to clause 8.2 c. above, a Relevant Person shall not be permitted to:
  - i. enter into any form of Commercial Partnership with a Betting Operator, or
  - ii. promote a Betting Operator, or
  - iii. have any form of commercial relationship with a Betting Operator.

## 11. Interpretations and Definitions

### 9.1 Interpretation

- a. Headings used in this Policy are for convenience only and shall not be deemed part of the substance of this Policy or to affect in any way the language of the provisions to which they refer.
- b. Words in the singular include the plural and vice versa.
- c. Reference to 'including' and similar words are not words of limitation.
- d. Words importing a gender include any other gender.
- e. A reference to a clause is a reference to a clause or subclause of this Policy.
- f. Where a word or phrase is given a particular meaning, other parts of speech and grammatical forms of that word or phrase have corresponding meanings.
- g. In the event any provision of this Policy is determined invalid or unenforceable, the remaining provisions shall not be affected. This Policy shall not fail because any part of this Policy is held invalid.
- h. Except as otherwise stated herein, failure to exercise or enforce any right conferred by this Policy shall not be deemed to be a waiver of any such right nor operate so as to bar the exercise or enforcement thereof or of any other right on any other occasion.

### 9.2 Definitions

In this Policy unless the context requires otherwise these words mean:

- a. **Alleged Offender** means a person accused of engaging in Prohibited Conduct under this Policy, prior to a determination by the Hearing Panel.
- b. **Athlete** means any person identified within MA's athlete framework (Annexure A) as amended and updated from time to time.
- c. **Authorised Providers** means State Controlling Bodies, Promoters, Affiliates, or other organisations from time to time that conduct Events (for example the Australian Motocross Championship or a private event management company operating an Event on behalf of MA).
- d. **Betting Operator** means any company or other undertaking that promotes, brokers, arranges or conducts any form of Betting activity in relation to motorcycle sport.
- e. **Coaches** means any person described in MA's coach framework (Annexure B) as amended and updated from time to time.

- f. **Competition** means a motorcycling event or activity measuring performance against an opponent, oneself or the environment either once off or as part of a series.
- g. **Event** means a one off Competition, or series of individual Competitions conducted by Motorcycling Australia or its SCBs.
- h. **Hearing Panel** means the Panel appointed by the Board to hear and determine allegations of Prohibited Conduct.
- i. **Inside Information** means any information relating to any Competition or Event that a Relevant Person possesses by virtue of his or position within Motorcycling Australia. Such information includes, but is not limited to, factual information regarding the competitors in the Competition or Event, tactical considerations or any other aspect of the Competition or Event but does not include such information that is already published or a matter of public record, readily acquired by an interested member of the public, or disclosed according to the rules and regulations governing the relevant Competition or Event.
- j. **Member Organisations** means those entities recognised by Motorcycling Australia's constitution as its member organisations.
- k. **National Policy on match-fixing in sport** means the Policy endorsed, on 10 June 2011, by all Australian sports ministers on behalf of their governments, with the aim of protecting the integrity of Australian sport.
- l. **Official** means any person identified within the Motorcycling Australia's Officials Accreditation Framework (Annexure C) as amended and updated from time to time.
- m. **The Sport** means Motorcycling Australia Limited.
- n. **Motorcycling** means the Sport and events of motorcycle racing as determined by the Sport and the International Association with such variations as may be recognised from time to time.
- o. **Policy** means Motorcycling Australia's National Policy on match-fixing as amended from time to time.
- p. **Prohibited Conduct** means conduct in breach of clause 3 of this Policy.
- q. **Relevant Person** means any of the persons identified in clause 2.2, or any other person involved in the organisation administration or promotion of motorcycle sport, whose involvement in Gambling would bring motorcycling into disrepute.
- r. **Team** means a collection of Athletes and includes a national representative team, National Institute Network Teams, including the Australian Institute of Sport and State/Territory Institutes/Academies' of Motorcycling Australia or Member Organisation team that competes in Competitions or Events.

### **Annexure A – Athlete Framework**

The National Policy on Match Fixing applies to athletes identified as a registered rider competing in, or registered with:

- International Championship Events
- National Championship Events
- State Championship Events
- Any other competition or event that attracts or is likely to attract a betting market (whether domestic or overseas)

### **Annexure B – Coaches Framework**

The National Policy on Match Fixing applies to coaches, including those contracted by MA and its Member Organisations, and those recognised by MA through the National coaching Accreditation Scheme.

### **Annexure C – Officials and Volunteers Framework**

The National Policy on Match Fixing applies to officials recognised by MA through the National Officiating Accreditation Scheme and officials who undertake roles during events and activities including volunteers, commentators, commissioners, time keepers, officials and marshals.

### **Anti-match Fixing Code of Conduct**



### *Preamble*

Motorcycling Australia (MA) recognises that betting is a legitimate pursuit, however illegal or fraudulent betting is not. Fraudulent betting on sport and the associated match-fixing is an emerging and critical issue globally, for sport, the betting industry and governments alike.

Accordingly, MA, its State Controlling Bodies (SCBs) and affiliated organisations have a major obligation to address the threat of match-fixing and the corruption that flows from that.

MA and the State Controlling Bodies have a zero tolerance for illegal gambling and match-fixing.

MA has developed a National Policy on match-fixing to:

- protect and maintain the integrity of motorcycle sport
- protect against any efforts to impact improperly the result of any event or activity
- establish a uniform rule and consistent scheme of enforcement and penalties
- adhere to the National Policy on match-fixing in Sport as agreed by Australian Governments on 10 June 2011.

A copy of the National Policy can be obtained from MA upon request, and is available on MA's website located at [www.ma.org.au](http://www.ma.org.au).

MA will engage necessary technical expertise to administer, monitor and enforce this Policy.

#### 1. **Application**

The National Policy, as amended from time to time, includes a defined list of Relevant Persons to whom this code of conduct applies.

#### 2. **Sample code of conduct principles/rules of behaviour**

This code of conduct sets out the guiding principles for all Relevant Persons on the issues surrounding the integrity of motorcycle sport and betting.

#### *Guiding principles*

1. Be smart: know the rules
2. Be safe: never bet on your sport
3. Be careful: never share sensitive information
4. Be clean: never fix an event
5. Be open: tell someone if you are approached

#### 1. **Be smart: know the rules**

Find out MA's betting integrity rules (set out in the MA's Anti-Match Fixing Policy) prior to each season, so that you are aware of MA's most recent position regarding betting.

If you break the rules, you will be caught and risk severe punishments including a potential lifetime ban and even being subject to a criminal investigation and prosecution.

#### 2. **Be safe: never bet on your sport**

Never bet on yourself, your opponent or your sport. If you, or anyone in your entourage (coach, friend, family members etc), bet on yourself, your opponent or your sport you risk being severely sanctioned. It is best to play safe and never bet on any events within your sport including:

- never betting or gambling on your own matches or any competitions in your sport; including betting on yourself or your team to win, lose or draw as well as any of the different spot bets (such as first goal scorer, most valuable player, etcetera)
- never instructing, encouraging or facilitating any other party to bet on sports you are participating in

- never ensuring the occurrence of a particular incident, which is the subject of a bet and for which you expect to receive or have received any reward, and
- never giving or receiving any gift, payment or other benefit in circumstances that might reasonably be expected to bring you or your sport into disrepute.

3. **Be careful: never share sensitive information**

As a Relevant Person you will have access to information that is not available to the general public, such as knowing mechanical difficulties or machine performance or set up information. This is considered sensitive, privileged or inside information. This information could be sought by people who would then use that knowledge to secure an unfair advantage to make a financial gain.

There is nothing wrong with you having sensitive information; it is what you do with it that matters. Most Relevant Persons know that they should not discuss important information with anyone outside of their team where the Relevant Person might reasonably be expected to know that its disclosure could be used in relation to betting.

4. **Be clean: never fix an event**

Be fair, honest and never fix an event or part of an event. Whatever the reason, do not make any attempt to adversely influence the natural course of an event or competition, or part of an event or competition. Motorcycling events and activities must always be an honest test of skill and ability and the results must remain uncertain. Fixing an event or competition, or part of an event or competition goes against the rules and ethics of sport and when caught, you may receive a fine, suspension, lifetime ban from your sport, and/or even a criminal prosecution.

Do not put yourself at risk by following these simple principles:

- Always perform to the best of your abilities.
- Never accept to fix an event. Say no immediately. Do not let yourself be manipulated—unscrupulous individuals might try to develop a relationship with you built on favours or fears that they will then try to exploit for their benefit in possibly fixing an event. This can include the offer of gifts, money and support.
- Seek treatment for addictions and avoid running up debts as this may be a trigger for unscrupulous individuals to target you to fix competitions. Get help before things get out of control.

5. **Be open: tell someone if you are approached**

If you hear something suspicious or if anyone approaches you to ask about fixing any part of a match then you must tell someone at Motorcycling Australia (MA's CEO David White 03 9684 0500) straight away. If someone offers you money or favours for sensitive information then you should also inform the person specified above. Any threats or suspicions of corrupt behaviour should always be reported. The police and national laws are there to protect you. Motorcycling Australia has developed the National Policy and the procedures contained in it to help.

## 25.4 PRIVACY REGULATION

The protection of personal information is important to Motorcycling Australia (**MA**). MA is committed to respecting the right to privacy and the protection of personal information.

This document sets out how MA may collect, hold and use personal information. By providing your personal information to MA, you consent to its use, storage and disclosure in accordance with this Privacy Policy.

### What personal and sensitive information does MA collect?

#### *Personal Information*

Personal information is information or an opinion (including information or an opinion forming part of a database) from which it is possible to determine someone's identity.

The information collected by MA about a particular person will vary depending on the circumstances of collection. It may include, but is not limited to, a person's contact details (name, email and/or postal address, phone number), date of birth, gender, credit card details, driver's licence number, passport number, insurance details, employment history, qualifications or communication history with MA.

#### *Sensitive Information*

Sensitive information is a type of personal information that also includes information or an opinion about someone's:

- racial or ethnic origin;
- political opinions;
- membership of a political association, professional or trade association or trade union;
- religious beliefs or affiliations or philosophical beliefs;
- sexual preferences or practices;
- criminal record; or
- health, genetic information or disability.

If it is reasonably necessary in the circumstances, MA may also collect sensitive information such as a person's medical history, nationality, their ethnic background or disabilities.

MA is required by law to obtain consent when collecting sensitive information. MA will assume consent to the collection of all sensitive information that is provided to it for use in accordance with this Privacy Policy, unless told otherwise.

### How does MA collect personal and sensitive information?

Information may be collected when you:

- (a) become a member of a motorcycling club, association or other body which is a member of or affiliated with MA (**MA Affiliate**);
- (b) subscribe to any publication of MA or an MA Affiliate, including electronic publications;
- (c) provide details to MA or an MA Affiliate in an application, consent form, survey, feedback form or incident report;
- (d) enter personal information into, or agree to having your personal information entered into, one of MA's online systems;
- (e) access the MA website or a website of an MA Affiliate;
- (f) contact MA via email, telephone or mail or engage with MA via social media;

- (g) participate in any program, activity, competition or event run by MA or an MA Affiliate;
- (h) purchase tickets to a motorcycling or sporting event from MA or an authorised agent;
- (i) purchase merchandise, products or services from MA or an authorised agent or licensee;
- (j) are elected or appointed to the Board or a committee of MA;
- (k) apply for employment or a volunteer position with MA or an MA Affiliate; or
- (l) where MA is required to do so by law (for education, child protection, work health and safety laws, charitable collections, medical treatment or other legislation in Australia).

#### *Providing information*

Depending on the circumstances, some types of information will be required and others might be optional. If you do not provide some or all of the information requested, this may affect MA's ability to communicate with you or provide the requested products or services.

By not providing requested information, you may jeopardise your ability to participate in programs or competitions or apply for employment or volunteer positions with MA or an MA Affiliate. If it is impracticable for MA to deal with you as a result of you not providing the requested information or consent, MA may refuse to do so.

#### *Collection from third parties*

MA or an MA Affiliate may collect personal information regarding a child from the parent or other responsible person associated with that child.

In many circumstances, MA collects information from MA Affiliates or other third parties.

Examples of such third parties could include, without limitation, the Australian Sports Commission, the Australian Sports Anti-Doping Agency, the Australian Institute of Sport, non-affiliated motorcycling organisations or government and law enforcement bodies.

#### *Information storage and protection*

MA stores information in different ways, including in paper and electronic form. Much of the information we collect from and about our members is added to our electronic database which is hosted by a third party data storage provider. When your information is entered into the MA membership database, the information may be combined or linked with other information held about you.

Security of personal information is important to MA. MA has taken steps to protect the information we hold from misuse, loss, unauthorised access, modification or disclosure. Some of the security measures MA uses includes strict confidentiality requirements of our employees, volunteers, MA Affiliates and service providers, security measures for system access and security measures for our website.

### **How does MA use and disclose personal and sensitive information?**

#### *Use*

MA, and third parties to whom we may disclose personal information in accordance with this Privacy Policy, may use your personal information to:

- (a) verify your identity;
- (b) complete background checks;
- (c) research, develop, run, administer and market competitions, programs, activities and other events relating to motorcycling;

- (d) [research, develop and market products, services, merchandise and special offers made available by us and third parties;](#)
- (e) respond to emergency situations involving or requiring medical treatment;
- (f) administer, manage and provide you with access to [www.ma.org.au](http://www.ma.org.au);
- (g) keep you informed of news and information relating to various motorcycling events, activities and opportunities via various mediums.

MA may use health information to ensure that programs we operate are run safely and in accordance with any special health needs participants may require. Health information may also be kept for insurance purposes. In addition, we may use de-identified health information and other sensitive information to carry out research, to prepare submissions to government, or to plan events and activities.

#### *Disclosure*

MA may disclose your personal information to a range of organisations which include, but are not limited to:

- (a) MA Affiliates and other organisations involved in motorcycling programs in Australia;
- (b) [companies we engage to carry out functions and activities on MA's behalf, including direct marketing;](#)
- (c) promoters;
- (d) our professional advisers, including our accountants, auditors and lawyers;
- (e) our insurers;
- (f) relevant sporting bodies such as the International Motorcycling Federation (Federation Internationale Motcyclisme), Australian Sports Commission, the Australian Sports Anti-Doping Authority, Australian Institute of Sport, various National Sporting bodies, Federal and State Departments of Sport amongst others; and
- (g) [in other circumstances permitted by law.](#)

In some circumstances, personal information may also be disclosed outside of Australia - for example personal information is disclosed to:

- (h) the International Motorcycling Federation (Federation Internationale Motcyclisme) which is located in Switzerland; and
- (i) our data storage provider which is located in the United States of America.

In such circumstances, MA will use its best endeavours to ensure such parties are subject to a law, binding scheme or contract which effectively upholds principles for fair handling of the information that are suitably similar to the Australian Privacy Principles.

#### *Direct marketing*

We will assume consent to use non-sensitive personal information to provide better services and for marketing purposes (including disclosure of such information to service providers).

Every person whose data is collected by MA has the option to refuse e-mail, SMS or posted offers by making a request in writing to MA's Privacy Officer via the contact details set out below or by making use of the opt-out procedures included in any communications from us (however, information relating to the option to unsubscribe from those communications may be retained).

#### *Other disclosures*

In addition, MA may also disclose personal information:

- (a) with your express or implied consent;

- (b) when required or authorised by law;
- (c) to an enforcement body when reasonably necessary; or
- (d) to lessen or prevent a threat to an individual or public health or safety.

#### *MA website*

When users visit the MA website, our systems may record certain information about their use of the site, including the web pages visited and the time and date of their visit. MA uses this information to help analyse and improve the performance of the MA website.

In addition we may use “cookies” on the MA website. Cookies are small text files that help a website to remember the preferences of users to improve the experience of using that website. In some cases, the cookies that we use may collect some personal information. MA will treat this information in the same way as other personal information we collect. You are free to disable cookies on your internet browser to prevent this information being collected; however, you will lose the benefit of the enhanced website experience that the use of cookies may offer.

Websites linked to the MA website are not subject to MA's privacy standards, policies or procedures. MA cannot take any responsibility for the collection, use, disclosure or security of any personal information that you provide to a third party website.

#### **Accessing and seeking correction of information held by MA**

MA will take all reasonable steps to ensure that the personal information it collects, uses or discloses is accurate, complete and up-to-date. However, we rely on the accuracy of personal information as provided to us both directly and indirectly.

We encourage all users to regularly review and update their personal information. If you would like to access personal information that we hold about you, we require you to put your request in writing. If we do not allow you access to any part of the personal information we hold about you, we will tell you why.

Individuals may also request access to their personal information held by us by making a request via the contact details set out below. We will respond to your request for access within 14 days and endeavour to provide the requested information within 30 days. If you find that the personal information we hold about you is inaccurate, incomplete or out-of-date, please contact us immediately and we will see that it is corrected.

#### **Resolving privacy issues and complaints**

Any issues or complaints in relation to the collection, use, disclosure, quality, security of and access to your personal information may be made to the MA Privacy Officer at this address:

Privacy Officer  
MA  
PO Box 134, South Melbourne Vic 3205  
Email: [mail@ma.org.au](mailto:mail@ma.org.au)  
Phone: 03 9684 0500

We will respond to your complaint within 30 days and try to resolve it within 90 days. If we are unable to resolve your complaint within this time, or you are unhappy with the outcome, you can contact the Office of Australian Information Commissioner via its enquiries line 1300 363 992 or website <http://www.oaic.gov.au/> to lodge a complaint.

For further information on MA's management of personal information, please contact MA.

MA may amend this Privacy Policy from time to time.

## 25.5 OCCUPATIONAL HEALTH AND SAFETY POLICY

### Statement

Motorcycling Australia recognises the importance of providing all stakeholders, employees' volunteers, officials, contractors, visitors and participants with a safe and healthy work environment under their control.

### Objectives

Our goal is to prevent all occupational injuries and illnesses. Motorcycling Australia will achieve this by:

- Managing a workplace health and safety program for all Motorcycling Australia's stakeholders
- Ensuring safety is a prime consideration in all operations and practices
- Involving stakeholders in occupational health and safety matters and consulting with them on ways to recognise, evaluate and control workplace hazards
- Providing instruction, training and supervision to improve individuals understanding of workplace hazards, including safe work practices and emergency procedures. Motorcycling Australia will implement and maintain an ongoing occupational health and safety program, including conduct regular inspections aimed at reducing workplace incidents.

All stakeholders are responsible and accountable for the safety of their employees, contractors, officials, volunteers, participants, spectators and company property under their control. All employees, officials (voluntary/paid), competitors, associated competition participants, non-competitive participants and others are responsible for ensuring all regulations, procedures and safe work practices are followed at all times. All Stakeholders are expected to fulfil their obligations by:

- Following all safety directions, legislation, regulations and procedures
- Reporting all injuries and safety incidents,
- Actively participating in safety initiatives.

## 25.6 ENVIRONMENTAL SUSTAINABILITY POLICY

### Statement

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

MA is committed to the environment through development and promotion of an environmental program which is committed to incorporating principles of sustainability in motorcycle sport within Australia.

### Objectives

MA's goal is to establish a culture of continuous environmental improvement across motorcycling sport in Australia. To achieve this we will:

- Establish and maintain an Environmental Program
- Comply with all relevant legislation, regulations, policies, local laws and site agreements that are designed to protect the environment.
- Implement a National Environmental Code and Management Plan that aims to prevent pollution, minimise the potential for adverse environmental impacts and explore improved environmental options, especially in relation to:
  1. Noise emissions
  2. Soil and ground water contamination (e.g., pit/ motorcycle clean up practices)
  3. Emissions to air (e.g. fuel vapour, dust, fumes, odour)
  4. Protection of flora and fauna
  5. Discharges to water catchment areas (e.g. spills of fuel, brake fluids, coolant, oils, litter, degreasing, cleaning agents)
  6. Protection of cultural heritage

All employees, officials (voluntary/paid), competitors, associated competition participants, non-competitive participants and others will comply with MA's Environmental Sustainability Policy.



## 25.7 NATIONAL TEAM SELECTION POLICY

The purpose of these Rules are to maintain and improve best possible results in all International competitions.

### 25.7.1 Process of Selection

25.7.1.1 All athletes wishing to be considered for selection must:

25.7.1.2 Sign a copy of the MA Code of Conduct at the time of entering the relevant National Championship.

25.7.1.3 Selected Riders

25.7.1.4 Riders selected in National Teams in all disciplines must sign a contract with MA,

25.7.1.5 Riders should not sign either document unless they have a full and clear understanding of all terms and conditions.

25.7.1.6 Riders may wish to contact the following for clarification.

i. Their legal advisor

ii. Motorcycling Australia (03 9684 0500)

iii. ANZSLA Sports Law Referral Service (1800 804 031).

25.7.1.7 The Code of Conduct will be attached to all entry forms for each event. Both documents will be available on the MA website at [www.ma.org.au](http://www.ma.org.au).

### 25.7.2 General Selection Policy

25.7.2.1 Each discipline selection committee may, at its discretion, apply specific objective criteria according to the requirements of the particular discipline.

25.7.2.2 In general terms, each committee will make selections with regard to but not restricted by:

- a) A rider's fitness subject to a medical examination by a medical practitioner appointed or approved by MA,
- b) Results attained in the relevant National Championship of the selection year in question,
- c) Results attained in International and World championships of the year prior to and during the year of selection,
- d) The rider's behaviour as outlined in the code of conduct in relation to previous selections and dealings with administrators,
- e) The rider's ability to adapt to a team oriented environment,
- f) The Riders record in relation to any appearances before any State or National tribunal,
- g) The availability of the rider to compete in the relevant World Championship,
- h) The willingness of the rider to sign the Riders contract with MA,
- i) Whether a rider has incurred a previous ban by failing a drug test conducted in accordance with the Anti Doping Policy of MA,
- j) The potential of a rider to represent Australia on a long-term basis,
- k) The availability of machinery to a potential candidate.

25.7.2.3 Riders must be Australian citizens to qualify for selection.

### 25.7.3 Other Criteria

25.7.3.1 Each relevant discipline may contain specific criteria not set down in the policy above. This information will be available on the MA website: [www.ma.org.au](http://www.ma.org.au).

### 25.7.4 Application of Criteria

25.7.4.1 Each selection committee will apply the principles of natural justice to the policy as well as to each individual selection.

25.7.4.2 The committee shall also be conscious and apply equal weight under the criteria to the consideration of each selection.

25.7.4.3 The committee should also be prepared to provide feedback either written or verbal to rider who has missed selection and may wish to query the reasons behind their non-selection so that their future opportunities may be enhanced.

### 25.7.5 Appeals

25.7.5.1 The sole ground for any appeal in relation to the non-selection of a competitor will be that this selection policy was not followed or implemented in a just or fair manner.

25.7.5.2 In the first instance, any complaint will be referred to the Tribunal of MA.

25.7.5.3 The appeal must:

- a) Be in writing and signed by the appellant,
- b) Be lodged within 21 days of the original decision with the Tribunal, and
- c) Be accompanied by the prescribed fee.

25.7.5.4 In some instances, the fee may be refunded in part or whole if the appeal is upheld.

25.7.5.5 Other requirements for the appeal appear in the Manual of Motorcycle Sport under the heading "Appellate Bodies" Chapter 5]

25.7.5.6 Only one further avenue of appeal exists, to the National Sport Dispute Centre.

25.7.5.7 Riders should seek legal advice prior to any further appeal action.

### 25.7.6 Injuries/Misadventure

25.7.6.1 The relevant selection committee shall have at its absolute discretion, the right to replace any rider, as long as at all times it complies with the selection policy of MA.

- 25.7.6.2 Selected riders must be willing to undergo a medical examination to determine their fitness to compete.
- 25.7.6.3 In case of bereavement, machine problems or other extenuating circumstances, the selection committee will make a determination on a case by case basis.
- 25.7.7 Removal from National Squad**
- 25.7.7.1 A Team Manager may, at their discretion, remove a team member from the squad if:
- 25.7.7.2 The member breaches or fails to comply with the Riders' contract and Code of Conduct,
- 25.7.7.3 By reason of injury, the member is unable to complete team requirements,
- 25.7.7.4 The member breaches or fails to comply with the requirements of the Anti Doping Policy of MA,
- 25.7.7.5 Fails to comply with a reasonable direction of the team Manager that is given in accordance with the role description of Team Managers.
- 25.7.7.6 The decision to remove a team member must be ratified by the CEO of MA.

## Motorcycling Australia Media Guide

### Media Advice Guide:

In 2013, Motorcycling Australia developed the Media Advice Guide for all MA members. The guide covers everything from setting up a website to writing a media release and is available to download free from our website.

### Get your local media involved:

Local media such as newspapers and radio stations are a great place to start to increase coverage of your efforts as a rider or for an event you are promoting.

If you're just starting out and haven't done much promotion work before, don't be afraid to ask the media what information they need and if they have any advice for you.

Consider asking around for someone studying Public Relations, Journalism or Marketing and Communications, who might be interested in helping out with your promotion as work experience.

Contact your local university or TAFE to see if they run related courses and have some students who may be interested in helping out.

### **Newspapers:**

Find out if your local newspaper has a Sports Editor (if not speak to the News Editor) and tell them about your efforts or event. Ask them if they'd be interested in coming out to see you ride or attend an event, or if they'd like you to send more information.

### **Radio:**

Call your local radio station ask to speak to the News Producer, or if you are interested in getting promotion on a particular program (e.g. the Sunday afternoon sports program) then ask to speak with the producer of that program. Explain what your

news is and ask if they would like you to send more information.

### **Television:**

If you are approaching a television station, ask to speak with the news desk or someone in sports. Explain what your news is, including opportunities for action footage or interviews and ask if they would like you to send more information.

The best way to give the more information is via a media release. Examples of how a media release should be written can be found on the MA website.

### The Media Release:

A media release is a short, one page news story that provides the reader with the who, what, when, where, and why of the story. This information should be included in the first two paragraphs of the release. It should also include a headline – which summarises the story, a date, and contact details at the end for anyone seeking more information. (A downloadable media release template is available for you to use from the MA website at [www.ma.org.au/media](http://www.ma.org.au/media).)

### **In a media release you should:**

- \* Write like a reporter writes a news story (read it through in your head in a news-reader voice to see if it works).
- \* Use simple and easy to understand language, as if a 10 year old could read it.
- \* Ensure your writing is short and snappy and get to the point quickly - one sentence is the equal to one paragraph in media releases.
- \* Answer any questions a journalist may have, make it as easy as possible for them to write the story.
- \* Present the facts in an 'inverted pyramid' style of writing – the most important information always goes at the top, that way if only the first two or three paragraphs are read they still get the most important information.

- \* Proof read, proof read again and have someone else proof read for you. Check for spelling, grammar and the correct wording.
- \* Include an image.
- \* Include a link to further information

### **Media interviews:**

If you are speaking with local media and they are interested in interviewing you, the following are some of the do's and don'ts of interviews for TV, radio, newspapers, magazines, and websites.

### **Interview preparation:**

- \* Be accessible, return all calls within 24 hours and ensure you have a professional voicemail message that you check regularly.
- \* Think of questions you might be asked and prepare some answers.
- \* Write down key messages you wish to tell them about so that you stay focused when answering questions.
- \* Practice! It might sound stupid, and feel even worse but getting someone to 'mock' interview you is a great way to practice, as it should be much easier talking to a journalist than having a friend or family member interviewing you.
- \* Dress to suit the situation, always wear your team/ sponsor/club clothing for interviews and official occasions. ( Be mindful of visible tattoos and piercings).
- \* Be punctual

### **During the interview:**

- \* Find out how much the journalist knows on the topic, it will change the type of answers you need to give.
- \* Find out the length of the interview, so you know how long your answers should be.
- \* Don't feel like you have to start talking instantly. Take a slow breath and take your time to

think about the question. Speak slowly; be confident, clear and to the point.

- \* Don't feel that you have to keep talking to fill the silence, if you've said all you want to say, stop talking.
- \* Avoid waffling on and using; 'um, ah', 'yeah, no, yeah', 'you know' and putting 'but' and the end of each sentence. If you're talking to someone from outside the industry, don't use technical industry- specific words.
- \* Never 'bag' or talk negatively about others, the interview should be about you, and never lie.
- \* Keep in mind the facts of the event or your story; don't go off on a tangent. Make sure you know all the facts about the race, the club, the championship, and the event, whatever it is that they are interviewing you about including things not directly related to you.
- \* If you had a bad race, or an event was rained out, don't dwell on the negative, look for a positive angle. E.g. if you fell off and DNF'd, rather than talk about how bad it is, talk about how you've learned from it and will hopefully be able to improve next time.
- \* Don't be afraid to ask them what the question was again, and take your time to think about an answer.
- \* Use the opportunity to thank sponsors, team mates, parents and any anyone else who has helped you.

### **If television cameras are present:**

- \* Don't look at the camera, instead look at the person who is talking to you, maintain eye contact with them and don't fidget.
- \* Don't wear sunglasses on camera, however if they are sponsor glasses, place them on the top of your head.

At the end of an interview:

- \* Thank the journalist for their time.

\* Ask who else they are interviewing and put them in touch with other people in the field (even your competition) and ask if there's anything else you can help them with.

\* Be a good resource for the journalist about the industry, not just what directly relates to you. If you help them out they will more likely cover you or your events.

\* Journalism is based on trust so don't burn a journalist with bad information.

### **The nature of the media industry:**

It is important to remember that even if you have spent hours writing media releases, made countless phone calls and have been interviewed by a journalist, if something more 'newsworthy' comes up - it could be a dramatic car crash or something seemingly ridiculous like a dog saving a chicken - your story could be dropped and forgotten.

This can happen, and is not meant to discourage you, however it is a reality of promotion and public relations. It pays to have thick skin and to persevere no matter how many times your story gets rejected.

### **Other promotional activities:**

In addition to media coverage there are other ways that you can increase promotion of an event you are organising or riding in, which include:

\* Creating posters and distributing them to shops along your town's main street to put in their front window is a great way of increasing the event's profile.

\* Printing flyers to put in mail boxes of people in the local area.

\* Visits to local schools with a bike and a rider to have a chat about what you do and rider safety. This is a great way to get children interested in the sport and you can take posters and some free tickets to give away.

\* Setting up a static display in your local shopping centre (with centre permission) is also a

great way of getting more people interested in the event.

### **Sponsorship:**

Sponsorship plays a vital role in the success of our sport, for an event or so you can continue riding in your chosen discipline.

Before approaching sponsors it is important to do some research and preparation. You should research potential sponsors with a similar interest, or sponsors from outside the motorcycling industry who could stand to benefit from exposure within it.

### **Preparing for sponsorship:**

\* Create a brief sponsorship proposal. Don't be put off by the name; it's just an information pack that sells you! It should include things like:

\* A letter introducing yourself and explaining what you want (product or financial support) and how it would help you. It should also include an explanation of what's in it for the sponsor – what you can offer them in return for their sponsorship, which is the most important part of the proposal. The letter should also include background information such as: website details, statistics, member numbers of your club and your contact details. Even though you need to put most of this information in, the letter still needs to be short and sweet, two pages max. It pays to do several drafts and get a few people to proof read them for you.

\* You should also include a record of your recent results or successful events that you have run, and if possible include some photographs.

\* Any positive newspaper clippings about you (keep the originals and use photocopies instead).

\* In total the proposal should be no longer than four pages.

\* Find the right person in an organisation to approach about sponsorship, often the Marketing or Brand Manager or in small businesses it is often the General Manager.

\* Have reasonable expectations and don't be discouraged by rejection, you will be rejected more times than you will be accepted.

#### **Approaching potential sponsors:**

\* Send through a copy of your proposal – email or hard copy - and follow up with a phone call the day after. Explain what you are interested in, and offer to come in and meet them.

\* Be punctual.

\* Present yourself well; stand up straight, dress appropriately, speak clearly and don't have chewing gum in your mouth.

\* When you first meet, take off your hat, shake their hand and make eye contact and introduce yourself.

\* Sell yourself, what's in it for them? How can they get value for their sponsorship of you or your event?

\* Have a copy of your materials (see preparation section) on hand to show them even if you've already sent it to them.

\* Answer any questions they may have and thank them for their time when you head off.

#### **Retaining Sponsors:**

If you are successful in securing sponsorship make sure you keep them informed and up-to-date with your activities.

\* Ensure that you service your sponsor and that you fulfil the terms of your agreement at events. Don't do the wrong thing by a sponsor, word travels fast, and you could find yourself blacklisted.

\* Following each race/event let the sponsor know how it went and keep in contact with them, let them know of any exciting developments and include them in your media release list.

\* If, unfortunately, something goes wrong, keep your sponsors informed.

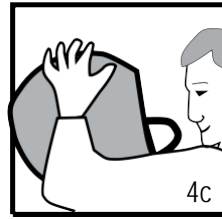
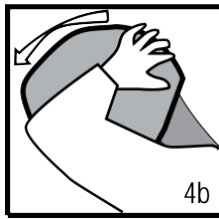
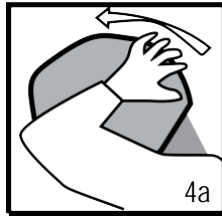
\* If you receive any media coverage keep a record of it and send them a copy.

\* Provide them with a yearly report to show them (in words and pictures) what you've done as part of the agreement, another alternative would be to provide them with a framed picture with a message of thanks for their support included.

\* If for some reason a sponsor cannot continue working with you (it happens), be good natured about it, politely ask for a reason, and irrespective of the answer extend them the opportunity to re-establish the relationship in future if they are interested.

## 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 obstructs 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.





[INSERT EVENT NAME]  
 [INSERT DAY & DATE]  
 [INSERT VENUE]

[INSERT  
 PROMOTER /  
 CLUB LOGO  
 HERE]

## SUPPLEMENTARY REGULATIONS

EVENT: [Insert Meeting Name]

DATE: [Insert Meeting Day]  
 [Insert Meeting Date]

VENUE: [Insert Venue Name]  
 [Insert Venue Location]

TRACK LICENCE NUMBER: [Insert Track Licence Number]

MA PERMIT NUMBER: [Insert MA Permit Number]  
 [Insert IMN – If Applicable]

EVENT CONTACT [Insert Contact Name]  
 [Insert address for correspondence]  
 [Insert Contact Number]

EVENT KEY OFFICIALS

Steward	[RCB Appointment]
Clerk of Course	[Insert name]
Race Secretary	[Insert name]



## 1. ANNOUNCEMENT

The [Insert Club or Promoter here], hereafter called the Promoter will conduct [Insert Meeting Name] for [Insert type of categories] at the [Insert venue name and location], on [Insert meeting day and date].

## 2. JURISDICTION

2.1 The abovementioned meeting has been authorised by [Insert RCB] which has issued the Motorcycling Australia Permit Number [Insert Permit Number] and is open to holders of current Motorcycling Australia [Insert licence category] Licences.

2.2 The meeting will be held in accordance with the current General Competition Rules (GCR's) contained in the Manual of Motorcycle Sport, these Supplementary Regulations, and any final instructions approved by [Insert RCB]. By entering this meeting all parties agree to comply with these rules, regulations, by-laws and instructions.

## 3. EVENT OFFICIALS

The following officials will be overseeing the meeting:

Steward	[MA Appointment]
Clerk of Course	[Insert name]
Race Secretary	[Insert name]
Scrutineer	[Insert name]
[Other]	[Insert names]

## 4. ENTRIES

4.1 Entries are now open and close last mail [Insert closing day & date]. Late entries will not be accepted.

4.2 In the case of postponement or abandonment of the meeting, all or any part of the entry fee may be retained by the [Club or Promoter - whichever is applicable], if such retention is approved by [Insert RCB].

4.3 Only entries received on the official entry form that is accompanied by the correct fee will be accepted.

4.4 Entry fees will only be refunded if a rider informs [Insert Promoter/Club], in writing, 10 days before the event. A medical certificate is required if a rider withdraws less than 10 days before the event.

## 5. ENTRY FEE

5.1 [Insert entry fee for each category].

5.2 Payment by [Insert acceptable payment methods] only. Any fees for dishonoured cheques will be the responsibility of the entrant.

5.3 Cheques and Money Orders are to be made payable to the [Insert club or promoter name – whichever is applicable].

5.4 Please include a self addressed stamped envelope for confirmation of entry, the issuing of entry passes and any final instructions.

## 6. ENTRY PASSES

[Insert details of the number of passes issued for each entry].

## 7. INSURANCE

7.1 National Personal Accident Scheme provides basic cover for death and permanent disability.

7.2 Ambulance Insurance is compulsory for licensees.

It is strongly recommended that competitors give consideration to taking out weekly benefits insurance.

## 8. MEDICAL SERVICES

[Insert details of what type or types of medical services shall be in attendance at the meeting and at what times they will be available].

[Note to Promoters: Australian Championships require civil ambulances to be in attendance at all times ie, ambulance to transport injured to hospital]

## 9. SCRUTINEERING

9.1 Scrutineering will begin at [Insert time]

9.2 Machines entered in the competition must have successfully passed a machine examination prior to taking part in practice, qualifying or racing. An MA decal will be placed on the front number plate to indicate that it has been successfully examined.

9.3 Current competition licences and full riding gear must be presented at scrutineering. Eligibility checks can take place at any time during the meeting. Machines which suffer accident damage in practice or race sessions must be re-examined before participating again.

9.4 In addition to supervising the pulling down and checking of machines after official protests have been received by the Clerk of Course in accordance with the GCRs, the Steward can order that any machine be measured and if this occurs the Scrutineer will supervise a team member to pull down any machine that has taken part in the event. Failure to comply with this regulation will result in this matter being referred to the Clerk of Course for further action.

9.5 Machines will not be sealed for later checking after the event. All machines that are to be pulled down and scrutineered will take place at the circuit before the machine is released by the Scrutineer. A member of the rider's team must be available at all times to carry out the strip down under the control of the Scrutineer. Failure to comply with this regulation will result in this matter being referred to the Clerk of Course for further action.

## 10. CLASSES OF COMPETITION

[Insert details of each class of competition]

## 11. ENTRIES TO CONSTITUTE A CLASS

11.1 To constitute a class for the purpose of gaining Championship status, the number of contestants entered and competing in each class shall be

[Insert details for each class of competition] [Refer to GCR's for details of classes]

11.2 Should there be insufficient entries in any class of competition, the decision to run or cancel the class, or to combine events and re-distribute any awards and/or prizemoney, will be at the discretion of the [club or promoter - whichever is applicable], subject to [Insert RCB] approval.

## 12. STARTS

[Insert details of start procedure as per GCR's]

## 13. RACE FORMAT

[Insert details of the race format for each class of competition. Include details for heats, Semi-finals, finals & or rounds of competition – whichever is applicable].

## 14. EVENT SCHEDULE

[Insert details of timetable for meeting – including time that gates open, scrutineering times, when riders briefing shall occur, practice time, time racing commences and racing schedule and/or order of events].

For the purposes of drug and alcohol testing, the commencement of the meeting will be deemed to be [insert time – usually same as start of scrutineering] with the completion of the meeting for the participant being when the participant has vacated the venue.

## 15. AWARDS AND PRIZEMONEY

[Insert details of awards and/or prizemoney for each class of competition].

## 16. PAYG

PAYG Withholding affects the payment of prizemoney. If you do not provide an ABN or declare the sport is a hobby, the Promoter must withhold 46.5% of prizemoney over \$50.00 which is otherwise payable to you. Please tick one of the boxes on the entry form and if appropriate provide your ABN to ensure the full amount of prize money is paid to you.

## 17. PRESENTATIONS

[Location and time they shall be conducted (If applicable)]

## 18. MACHINES AND RIDERS

18.1 All machines entered must comply with the current GCRs for [Insert Discipline] competition.

18.2 Multiple entry of the one machine in the same class of competition is not permitted.

18.3 [Insert details of any other restrictions such as whether change of machine is allowed during competition etc.]

## 19. RIDING NUMBERS

Wherever possible, competitors will be allocated their registered riding number or their preferred riding number. All others will be allocated numbers at the [Club's or Promoter's - whichever is applicable] discretion.

All number plates on all machines MUST comply with the GCRs and must not contain any decals or advertising other than the required MA decal.

## 20. GRID POSITIONS

[Insert details on how grid positions shall be determined or allocated – refer to GCRs for details]

## 21. RIDERS' BRIEFING

A riders' briefing will be held prior to the commencement of racing, which ALL competitors MUST attend. Details will be included in the final instructions.

## 22. CIRCUIT DESCRIPTION

[Insert details of the circuit – including its type of construction, length and the direction of racing]

## 23. TRACK INSPECTION

All competitors will be given the opportunity to walk and inspect the track prior to any on track participation. This inspection must be done on foot and competitors are reminded that service vehicles may be in operation on the circuit at this time.

### 23.1 TRACK DISSATISFACTION

Competitors who are not satisfied with any aspects of the track can present these concerns to the Clerk of Course if those concerns cannot be resolved, the competitor will be invited to withdraw from the meeting.

## 24. FACILITIES

[Type of facilities that are available at the venue (If applicable)]

## 25. NOISE

[Insert details of any noise restrictions that apply to the meeting at the venue].

Noise testing may take place at any time at the discretion of the Chief Scrutineer or the Clerk of Course. Refer to [discipline chapter] for details.

## 26. TYRES

[Identify any restrictions on the use of various types of tyres (If applicable)]

## 27. ANTI-DOPING POLICY

27.1 All competitors and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, as carried out by the Australian Sports Anti-Doping Authority. Refer to GCR 25.2 for details.

27.2 If any doubts exist over banned substances it is recommended competitors contact the Drugs in Sport Hotline, ph: 1800 020 506. When drug testing takes place, the payment of prizemoney may be delayed at [Insert RCB] discretion until the results of the tests are known.

## **28. DRUG AND ALCOHOL TESTING**

All competitors and officials are advised that random drug and alcohol testing may take place during the competition. Refer to GCR 25.2 for details on the Safety Policy – Drug and Alcohol testing.

## **29. CODE OF CONDUCT**

All competitors, officials and parents are reminded of MA's Code of Conduct contained within MA's Member Protection Regulations, found at [www.ma.org.au](http://www.ma.org.au) or Chapter 25 of the GCR, which is a guide to appropriate behaviour at all motorcycle race meetings. This Code of Conduct applies to this Meeting and will be enforced.

## **30. ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA**

All competitors, officials and parents are reminded of MA's Electronic Communications and Social Media Policy, found at [www.ma.org.au](http://www.ma.org.au), which sets out a framework for acceptable online behavior where communications involve fellow MA members, volunteers, officials, coaches, sponsors, partners, staff and any other connected persons.

## **31. ADMISSION CHARGES**

[Cost of entry to the venue per person i.e.: Adult, Child, Pensioner etc. - If applicable]

## **32. DISCIPLINE SPECIFIC INFORMATION**

[Any discipline specific issues that are applicable]



[INSERT EVENT NAME]  
 [INSERT DAY & DATE]  
 [INSERT VENUE]

[INSERT PROMOTER /  
 CLUB LOGO HERE]

# ENTRY FORM

Entries Close: [Insert closing date of entries]  
 Send to: [Insert contact name]  
 [Insert address]  
 [Insert City/Town, Postcode, State]  
 [Insert number and/or fax]

Office Use Only:  
 Allocated Rider No:

**RIDER DETAILS: (Please Print Clearly)**

Rider's First Name: \_\_\_\_\_ Rider's Surname: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City / Town: \_\_\_\_\_ State: \_\_\_\_\_ Postcode: \_\_\_\_\_  
 Telephone: \_\_\_\_\_ Mobile: \_\_\_\_\_  
 Date of Birth: \_\_\_\_\_ Email: \_\_\_\_\_  
 Next of Kin: \_\_\_\_\_ Next of Kin Contact: \_\_\_\_\_  
 Rider's MA Lic No.: \_\_\_\_\_ Expiry Date: \_\_\_\_\_ Grade: \_\_\_\_\_ 1<sup>st</sup> Preferred No. Plate \_\_\_\_\_ 2<sup>nd</sup> Preferred No. Plate \_\_\_\_\_

**PASSENGER DETAILS: (SIDECAR ONLY)**

Passenger's First Name: \_\_\_\_\_ Passenger's Surname: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City / Town: \_\_\_\_\_ State: \_\_\_\_\_ Postcode: \_\_\_\_\_  
 Date of Birth: \_\_\_\_\_ Passenger's MA Lic No.: \_\_\_\_\_ Expiry Date: \_\_\_\_\_  
 Next of Kin: \_\_\_\_\_ Next of Kin Contact: \_\_\_\_\_

**QUOTING AN AUSTRALIAN BUSINESS NUMBER (ABN) FOR PRIZEMONEY**

The Goods and Services Tax (GST) affects the payment of prizemoney. If you do not provide an ABN or declare the sport is a hobby, we must by law withhold 48.5% of prizemoney over \$50 which is otherwise payable to you. Please tick one of the boxes below and if appropriate provide your ABN to ensure the full amount of prizemoney is paid to you.

I am a professional rider and my ABN is: \_\_\_\_\_  Motorcycle sport is my hobby, which is the reason I am not quoting an ABN

**MUST BE COMPLETED BY ALL COMPETITORS/ENTRANTS**

I/we are completely aware of the mechanical and electrical specification of the motorcycle which I/we have entered in this event and guarantee that this motorcycle conforms to all rules stated in the GCR's of MA and these Supplementary Regulations.

Rider's Name \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Entrant's Name: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**RIDER MACHINE DETAILS**

1<sup>st</sup> Bike - Make/Model & Capacity: \_\_\_\_\_ 2<sup>nd</sup> Bike - Make/Model & Capacity: \_\_\_\_\_  
 3<sup>rd</sup> Bike - Make/Model & Capacity: \_\_\_\_\_ 4<sup>th</sup> Bike - Make/Model & Capacity: \_\_\_\_\_

Classes	Machine details and capacity	Rider Age	Entry Fee
[Promoter to Insert Class]	[Promoter Insert Machine details and capacity]	[Promoter Insert Age]	[Promoter Insert Entry Fee]
[Promoter to Insert Class]	[Promoter Insert Machine details and capacity]	[Promoter Insert Age]	[Promoter Insert Entry Fee]
[Promoter to Insert Class]	[Promoter Insert Machine details and capacity]	[Promoter Insert Age]	[Promoter Insert Entry Fee]
[Promoter to Insert Class]	[Promoter Insert Machine details and capacity]	[Promoter Insert Age]	[Promoter Insert Entry Fee]
<b>Total Entry Fee</b>			

**ENTRY FEES:** PAYMENT (Cheque, credit card or money order)  
 Make Payment to [Promoter to insert payment details] ABN: [Promoter Insert ABN]  
 Card Type  MasterCard  Visa  Bankcard Total Amount: \$ \_\_\_\_\_  
 Credit Card: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Expiry Date: \_\_\_\_ / \_\_\_\_  
 Name on card: \_\_\_\_\_ Signature: \_\_\_\_\_

**Office Use Only**

Date Received:	Money Received:	[Promoter insert info as required]	[Promoter insert info as required]
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[Insert Event Details here]

## CONTRACT TO PARTICIPATE IN THE <ADD EVENT NAME HERE>

**WARNING! THIS IS AN IMPORTANT DOCUMENT WHICH AFFECTS YOUR LEGAL RIGHTS AND OBLIGATIONS, PLEASE READ IT CAREFULLY AND DO NOT SIGN IT UNLESS YOU ARE SATISFIED YOU UNDERSTAND IT.**

1. I THE UNDERSIGNED (see below): [Insert Name]

HEREBY AGREE with Motorcycling Australia Limited ("MA") that I am by this agreement entitled to participate in the Motorcycle Activity/meeting listed in Schedule 2 (hereinafter called "the Meeting" or the "Event") at the venue listed at Schedule 3 (hereinafter called "the Venue") on the terms and conditions set out in this document.

### 2. DEFINITIONS

- In this declaration:
- "Claim" means and includes any action, suit, proceeding, claim, demand, damage, cost or expense however arising including but not limited to negligence but does not include a claim against a Motorcycling Organisation under any right expressly conferred by its constitution or regulation;
  - "Indemnitees" means and includes the persons, organisations and bodies corporate whose names appear in Schedule 1.
  - "MA" means Motorcycling Australia Limited;
  - "State Controlling Body" (SCB) means a state or territory motorcycling association affiliated as a member of MA;
  - "Motorcycling Activity" means performing or participating in any capacity in any authorised or recognised Motorcycling Organisation event, meeting or activity;
  - "Motorcycling Organisation" means includes MA, and the MA members (including the SCBs and affiliated clubs) and where the context so permits, their respective directors, officers, members, servants or agents.

### 3. ACKNOWLEDGMENT OF RISKS, DANGERS & OBLIGATIONS

I ACKNOWLEDGE that:

- motorcycle sport is dangerous and that by engaging in the sport (whether as a competitor, recreational rider, coach, official or media) at the Meeting I take and am exposed to certain risks and dangers and am under certain obligations as follows:
  - that I may be injured, physically or mentally, and may be killed;
  - that my machinery or equipment may be damaged, lost or destroyed;
  - that competitors may ride dangerously or with a lack of skill;
  - that track or Event conditions may be hazardous and may vary without warning or predictability;
  - that organisers, officials, landowners/track operators and any agents or representatives of those in charge of meetings are frequently obliged to make decisions under pressure of time/or events;
  - that any policy of insurance of or in respect of my life or physical or mental health may be voided;
  - that there may be no or inadequate facilities for treatment or transport of me if I am injured;
  - that I have an obligation to myself and to others to act safely and within the rules and regulations of MA;
- the Indemnitees do not make any warranty that the services at the Meeting will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied;
- to the extent that any warranty is implied it is excluded to the full extent permitted by law;
- have voluntarily read and understood this warning and accept and assume the inherent risks in participating in the Event.

### 4. WARNING UNDER THE Australian Consumer and Fair Trading Act 2012 (Vic)

Under the provisions of the Australian Consumer and Fair Trading Act 2012 (Vic) several conditions are implied into contracts for the supply of certain goods and services. These conditions mean that the supplier named on this form is required to ensure that the recreational services it supplies to you are:

- rendered with due care and skill;
- as fit for the purpose for which they are commonly bought as it is reasonable to expect in the circumstances; and
- reasonably fit for any particular purpose or might reasonably be expected to achieve any result you have made known to the supplier.

Under section 22N of the Australian Consumer and Fair Trading Act 2012 (Vic) the supplier is entitled to ask you to agree that these conditions do not apply to you. If you sign this form, you will be agreeing that your rights to sue the supplier under the Australian Consumer Law and Fair Trading Act 2012 (Vic) if you are killed or injured because the services were not rendered with due care and skill or they were not reasonably fit for their purpose, are excluded, restricted or modified in the way set out in this form.

NOTE: The change to your rights, as set out in this form, does not apply if your death or injury is due to gross negligence on the supplier's part. \*Gross

negligence" is defined in Regulation 5 of the Australian Consumer Law and Fair Trading Regulations 2012 (Vic).  
For the purposes of the clause 3, "the Supplier" shall mean and include the Indemnitees.

### 5. INDEMNITY AND RELEASE GIVEN TO ORGANISERS

IN CONSIDERATION of the acceptance of me as a participant in the Meeting:

- I AGREE TO INDEMNIFY AND KEEP INDEMNIFIED to the full extent permitted by law the Indemnitees and each of them in the following manner:
  - that I participate in the Meeting at my sole risk and responsibility;
  - that I accept the Venue as it stands with all or any defects hidden or exposed;
  - that I indemnify and hold harmless the Indemnitees, their respective servants, agents, officials and competitors against any actions, costs, losses or Claims which may be made by me or on my behalf for or in respect of or arising out of my death or any injury loss or damage caused to me or my equipment whether caused by negligence, breach of contract or in any other manner whatsoever.
- I AGREE TO RELEASE to the full extent permitted by law the Indemnitees and each of them from all liability to me for any Claim, loss, damage, cost or expense (whether arising under statute, from negligence, personal injury, psychological trauma, death, property damage or infringement of third party rights or otherwise) that arises as a result of any act, matter or thing done, permitted or omitted to be done by me or which is in any way connected with my presence at or involvement in the Event.
- The release and indemnity provided by me in this declaration is in addition to, and will not in any way limit the application of, the conditions of sale attaching to tickets, conditions of entry, conditions of credentials or any other applicable terms or conditions in respect of the Event.
- A term of this release and indemnity will not apply where the term contravenes the law of the relevant jurisdiction under which any legal action is legitimately taken however such terms are severable and do not invalidate the remaining terms.

### 8. MEDICAL

I declare that I am and must continue to be medically and physically fit and able to participate in the Meeting. I will immediately notify MA in writing via my SCB of any change to my fitness and ability to participate. I understand and accept the Indemnitees will continue to rely upon this declaration as evidence of my fitness and ability to participate.

- I acknowledge and agree that if required, the Indemnitees (or any of them) may arrange medical or hospital treatment (including ambulance transportation) for me. I authorise such actions being taken by the Indemnitees and agree to meet all costs associated with such action. I understand it is compulsory for me to have ambulance insurance in some form and I accept responsibility for the cost of ambulance transportation, ambulance cover and further agree to maintain ambulance cover during the term of my license / membership.

### 10. PRIVACY

I hereby consent to the collection of my personal information by the <Add Promoter/Event Organiser Here>, MA and the SCB in connection with my involvement at the Event and the use and disclosure of my personal information by <Add Event Organiser Here>, and MA to other agencies and officials associated with the Event for the purposes of conducting and managing the Event. I understand that I may gain access to my personal information held by <Add Promoter/Event Organiser> by contacting <Add Promoter/Event Organiser Here> at <Add Address of Promoter/Event Organiser Here> or MA at 147 Montague St, South Melbourne, Victoria, 3205. I understand that if I do not provide the personal information requested above that I may not be permitted to participate in the Event.

### 11. PERSONAL HEALTH INFORMATION

I hereby agree with MA and the SCB that in consideration for my participation in the Event that MA and the SCB may receive, collect, store and use personal health information about me in the manner set out below:

- I ACKNOWLEDGE that:
  - If I am injured, become ill or die at or following the Event the party listed at Item 8 in Schedule 1 in addition to any hospital at which I am treated (together "my Carers") will have health related information about me in their possession, power and control relating to me which is subject to obligations imposed by the Privacy Act ("my Information") and the Privacy Act is intended to protect my personal information;
  - MA and my SCB wish to collect my Information for purposes that include their risk management programs, evaluating and improving the safety of MA and SCB events and of the Meeting organisers and facility providers

- of MA / SCB permitted events, and generally to reduce the risks to persons engaged in motorcycle sport; and
- It is reasonable for MA and my SCB to collect, store, use and disclose my Information in accordance with clause 11(a)(i) above and in the manner set out in clause 11(b).

- IN CONSIDERATION of my acceptance as a participant in the Meeting I consent and agree that MA and my SCB:
  - may collect and store any of my Information, including obtain my Information from third parties including my Carers;
  - may use any information collected in accordance with this clause for any purpose consistent with creating safer competition in motorcycle sport and events held by or in conjunction with MA, my SCB, or with an MA or SCB permit;
  - may disclose my Information to third parties provided such disclosure is reasonably intended to be used for the purpose of improving safety at events held by or in conjunction with MA, or with an MA permit provided any such information is held by MA or my SCB in accordance with the MA Privacy Policy.
- I irrevocably authorise MA and my SCB and hereby appoint MA and my SCB as my lawful attorneys to collect from my Carers, and I hereby direct my Carers to provide to MA or my SCB upon request being made by MA or my SCB, any of my Information including but not limited to any information concerning any incident or event causing or contributing to or resulting from any injury, illness or death to me, the details of any diagnosis and prognosis provided to me by my Carers (or any party with the knowledge of any of my Carers), and any other matter to the knowledge of my Carers that might reasonably be considered to be requested by MA or my SCB for the purpose of improving safety at MA and SCB events.

### 12. POLICIES AND REGULATIONS

I acknowledge, understand and agree that it is a condition of my participation in the Event that I agree to be bound by, and subject to, the rules, regulations and jurisdiction of MA as amended from time to time. Copies of all MA rules, policies and regulations are available by contacting the MA office.

- All participants are bound by the MA anti doping policy and thus understand they may be subject to drug testing. Testing conducted by the Australian Sports Anti-Doping Authority (ASADA) is in accordance with the ASADA Act and the National Anti-Doping Scheme. This involves the taking of a sample (any human biological fluid or tissue whether alive or otherwise, or any human breath) for the purpose of detecting the use of a Prohibited Drug or Doping Method. Any participant infringing MA's policy or refusing a drug test may be disqualified or otherwise dealt with in accordance with the terms of the anti-doping policy.

### 13. RIGHT TO USE IMAGE

Right to Use Image: I acknowledge and consent to photographs and electronic images (including, but not limited to, moving images) being taken of me during my participation in the Event. I acknowledge and agree that such photographs and electronic images are owned by [organisation] and it may use the photographs and electronic images for promotional or other purposes without my further consent being necessary. Further, I consent to [organisation] using my name, image, likeness and also my performance in the Event, at any time, by any form of media, to promote [organisation] or the Event.

### SCHEDULE 1:

- Federation Internationale de Motocyclisme
- Motorcycling Australia Ltd
- <Add State Control Body Here>
- <Add Promoter/Event Organiser Here>
- <Add Track Hirer Here>
- <Add Land Owner Here>
- <Add Sponsor Here>
- <Add First Aid Provider Here>
- <Add Other Here>
- All other persons involved in the organisation, conduct and promotion of the Event or construction or location of the facilities used in connection with or otherwise related to the Event
- Each of the respective officers, employees, servants, agents, sponsors, successors and assignees of each of the above.

### SCHEDULE 2:

<Add Meeting Time & Date Here>

### SCHEDULE 3:

<Add Venue Here>

**14. EXECUTION** I THE UNDERSIGNED STATE THAT I HAVE READ AND UNDERSTOOD THIS DECLARATION (INCLUDING THE WARNING, INDEMNITY AND RELEASE) AND AGREE TO THE TERMS AND CONDITIONS AS STATED.

NAME (PRINT): \_\_\_\_\_ SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

PASSENGER (PRINT): \_\_\_\_\_ SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

### 15. THIRD PARTY INDEMNITY WHERE PARTICIPANT IS UNDER 18 YEARS OF AGE

I/WE \_\_\_\_\_ being the parents or guardians of the person named in Clause 1 (hereinafter called "the entrant") HEREBY ACKNOWLEDGE:

- I/we have read the whole of this document and understand it; b) I/we consent to the entrant participating in the Event; AND c) I/we are aware of the risks, dangers and obligations set out in Clause 3 above; d) I/we acknowledge that the entrant is bound by and subject to the rules and policies of MA, including, without limitation, the MA anti-doping policy.

16. IN CONSIDERATION of the entrant being accepted as a participant in the Meeting I/WE HEREBY INDEMNIFY AND RELEASE the Indemnitees in the same manner and to the same effect as if I/WE were the entrant and agree to personally accept all terms and conditions and obligations set out in this declaration,

PARENT/GUARDIAN: \_\_\_\_\_ SIGNATURE \_\_\_\_\_ DATE: \_\_\_\_\_

PASSENGER'S PARENT/GUARDIAN: \_\_\_\_\_ SIGNATURE \_\_\_\_\_ DATE: \_\_\_\_\_

**SIGN  
HERE**

## Compulsory Riders Briefing and Site Induction:

All information on this page must be covered at all events

### Welcome

Welcome to riders, team managers and support crews to this event.  
This briefing is to give you important information so please pay attention.

### Intros:

My name is.....  
I am the Clerk of Course (Referee).  
The Assistant Clerk of Course (Referee)  
is.....  
The Steward is .....

*[add additional introductions as necessary]*

### Roll Call 1:

*[Include 5 riders' names here]*

### (It is my duty of care to inform you:)

By entering this meeting you have acknowledged that motorcycle sport is dangerous and you are exposed to certain risks. You may be injured physically, mentally or worse. Your machinery or equipment may be damaged, lost or destroyed. Others may ride dangerously or with a lack of skill. The track or event conditions may be hazardous and change without warning. You have an obligation to yourself and to others to act safely and within the law, and the rules and regulations of Motorcycling Australia.

### (Your responsibilities:)

Make sure you have read and understood the duty of care statement on your entry form and you have read and understood the GCR's, final instructions and supplementary regulations.

If you believe you have been disadvantaged due to a rule being broken or have an issue with the behaviour of another competitor or their crew then please see me. Should I not be able to address your concerns then you have the right to lodge a protest through me to the Steward of the event.

Your responsibilities include:

- Taking the opportunity for prior inspection of the track
- Riding to the track conditions with due regard for the safety of other riders and officials
- Obeying directions of officials and medical people
- Knowing the meaning of the flag signals and the locations of flag officials
- Signing entry and indemnity forms to signify your acceptance of the risks involved in participating today.

**(Safety Concerns:)**

If you have safety concerns with the venue or the operation of the meeting you need to see me.

If I cannot satisfy your concerns then you need to consider withdrawing from competition at this meeting.

**Roll Call 2:**

*[Include 5 riders' names here]*

**Flags:**

Yellow Flag: NO PASSING in yellow flag zone

Red Flag: Slow down and return to main grid (or dummy grid)

If we red flag a race you are to return to the main grid and await further instructions.

*[any additional flags used during event]*

**Practice and Race Order:**

Is posted at the entrance to the starting area.

**Qualifying and Race Procedure:**

There will be a 2 minute call up, where to wait for starts etc.

**Qualifying and Race Procedure:**

*(provide information as required)*

**Entering and exiting the starting area**

*(provide information as required).*

**Timing**

*(provide information as required).*

**Podiums:**

*(provide information as required).*

**Public have access**

Be mindful of the security of your equipment when you are on track. Be mindful of public safety

**Roll Call 3:**

*[Include 5 riders' names here]*

**Race motorcycles**

May only be ridden in the designated areas, the dummy grid and the racetrack. No one is to ride **at all** in areas where there is public access. If you do you will be penalised! Get off and push

**Crashes & Breakdowns**

If possible get yourself and your bike off the track – assist marshals where possible. Bikes must be returned to the scrutineering bay. Only riders should collect their bikes, unless injured.

**Injured Riders**

Crews and family who have an injured rider must go to the race secretary's office. They will be accompanied by a race official to the Medical centre when appropriate.



**Anyone who has been hospitalised**

In the last 7 days should check in with the medical team so they know your medical history should they have to deal with you during the event.

**Roll Call 4:**

*[Include 5 riders' names here]*

**Helmets are to be worn**

When riding in the designated areas, this includes pit crews on bikes.

**Body Jewellery**

All body jewellery is to be taped over or removed.

**Noise, Alcohol and Drug Testing**

May take place during this meeting in accordance with the GCR's.

**Photographers**

May be present during this meeting.

**You must all sign on**

Before leaving here. Team managers also sign on.

**Questions?**

***Add anything else that is unique to your event.***

Thanks for your attention. Good luck. Ride safe.

[NAME]

Clerk of Course MA Lic # [XXX]

[DATE]

[SIGNATURE]

**THIS DOCUMENT MUST BE COMPLETED AND PROVIDED TO THE RELEVANT CONTROLLING BODY WITH THE EVENT DOCUMENTATION**

## Trackside Officials Induction

### Welcome

Welcome to officials, marshals and volunteers to this event.  
This briefing is to give you important information so please pay attention.

My name is.....I am the ..... [title of senior official giving briefing].

I am here to provide you an induction to ensure you have an understanding of the site safety rules, what is expected of you and other relevant information you will need to know for this event. If you have a problem please see me.

I would like to introduce the following Senior Officials to you:

The Clerk of Course is .....

The Steward (Referee) is.....

[other senior officials] .....

Most of the time you will be either getting direction from me either directly or through your chief marshal.

Please ensure you sign the indemnity form and over 18 years of age declaration. Make sure you understand the duty of care statement, the indemnity form and all relevant rules and instructions for this event.

If you have not yet completed these, you will need to do so before you commence flagging or undertaking your assigned duties.

Mobile phones and private radios must not be used while an official is on duty due a heightened safety risk mobiles create (i.e. drawing attention from on-track activities). Emergency situations or where specific permission is given may permit the use of mobile phones.

You are here by your own choice and must bear responsibility for your own welfare and that of those around you.

It is a condition that you follow all reasonable directions in regard to ensuring a safe and healthy working environment.

You must adhere to Motorcycling Australia's Code of Conduct which can be located in the Manual of Motorcycle Sport.

### Responsibilities

While undertaking activities on during this event, you have a responsibility for health and safety matters. In particular, you are not to place yourself or other persons at risk while undertaking event related activities.

Your responsibilities include:

- Be aware of the proper risk management procedures for the activity
- Do not deviate from the procedures given to you or take short cuts
- Use Personal Protective Equipment (PPE) as required
- Refrain from inappropriate behaviour which could place self or other persons at risk
- Observe the safety signs

- If uncertain as to the proper procedures, seek advice from the appropriate Official
- Attend the officials briefing as required

**Personal Protective Equipment (PPE):** You are required to wear a high visibility vest. We recommend that you wear a hat or cap, use ear plugs and apply sun screen. Please remember to keep yourself hydrated while out in the sun. You must also have enclosed footwear.

**Drugs and Alcohol:** You are not to participate in any official capacity if you are adversely affected by drugs or alcohol. Whilst driving vehicles, operating machinery or electrical equipment, you are required to have a zero blood alcohol count (0.00% BAC). If you are found to be affected by liquor, you will be asked to leave the premises immediately.

**Incident or Injury Reporting:** Any injuries or incidents that occur are to be reported to me **immediately**.

**Hazard Reporting:** Any identified hazards that cannot be immediately resolved, must be reported to your chief marshal and/or the Safety Officer as soon as possible. If the task or area poses a serious and immediate threat, cease all work, make the area safe or move to a safe location. You are then required to notify me **immediately**.

**First Aid Services:** The arrangements for first aid are.....

**The Start and Finish** times for each day are as follows .....

**Refreshments** will be provided (how & when) .....

**The toilet locations** are: .....

**The emergency assembly point** is located .....

**If you are injured and need to contact medical staff i.e. radio channel (x), mobile or (XXX)**

**If a rider is injured you must remain at your post. You must not tend to the fallen rider – this will put you at risk and expose you to injury**

### Flags

In Compliance with the General Competition Rules the following Track Signals represent the following:

**Yellow flag held stationary:** - Danger, ride slowly, overtaking is forbidden

**Yellow flag waved:** Immediate danger, slow down, prepare to stop, no jumping, overtaking forbidden.

**Red flag displayed:** Race or practice stopped and riders must stop racing and immediately return to the pits with the utmost care and attention

You must watch in the direction of racing i.e where riders are going to– not coming from. Your role is to warn riders about incidents which the riders are approaching, not that they have already passed.

Flags must be used in accordance with the rules and there should be at least two people per marshal point where possible.

Please refer to the Manual of Motorcycle Rules for full list of flags.

**Flag use**

The **stationary yellow flag** is to be used on the first lap of practice for each class and in relatively insignificant or minor incidents with no injuries. An example may be if a rider crashes in a corner and gets up unhurt but can't start his machine but is still on the track.

The **waved yellow flag** is to be used in situations of moderate or major consequence and some examples of these would be, if a rider is injured, if medical staff are on the track, if a rider has crashed on a down ramp or close to a down ramp and can't be seen by oncoming riders at the up ramp of a blind jump.

The no passing zone extends from the waved yellow to the next green flag - or in the absence of a green flag the next flag point.

(any other flags to discuss)

**Rider Injuries**

If a rider is injured get the medics. Do not lift them or attempt to move them in case of neck and spinal injuries. Do not attempt to remove their helmet or neck brace if they are wearing one.

As a rule, if a rider can't get up themselves, wait for the medical team to arrive. Keep in a safe position, stay calm and make sure that oncoming riders can clearly see your waved yellow flag. If the motorcycle is on top of the rider and is burning them – you may get the motorcycle off them but do not put yourself at risk by doing so.

**Positioning**

Please stay at the position you are allocated, do not leave your position unless instructed by myself or the chief marshal. For your safety stay at your flag marshalling point until such times as you are actively flagging. Do not cross that track at any time during racing unless instructed to do so by myself or the chief marshal.

**Grievance Procedure:**

If you have a complaint or grievance, you may convey this directly to the Race Secretary. This can be done verbally or in writing. Appropriate action will be determined by the Race Secretary. All complaints will be treated as confidential.

We thank you in advance for participating. The sport of motorcycling would not be able to function fully without the substantial assistance from all volunteer workers and officials. We appreciate this commitment, and thank you for the time spent assisting our sport.

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**Officials Briefing Continued**

**Other relevant event information may be added as required.**

**For example:**

*Riders may change their bike if the first bike is damaged or broken down. This must be approved by Officials and the bike impounded*