



Australian ProMX MX1
Champion
Dean Ferris



ASBK Inaugural Night Race
Sydney Motorsport Park
2023



2024 MANUAL OF MOTORCYCLE SPORT

2024 MANUAL OF MOTORCYCLE SPORT



Tom Drane
2023 American Flat Track
Singles Runner Up





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2024 MANUAL OF MOTORCYCLE SPORT

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Refer to the MA website, www.ma.org.au, for the below:

- Model Supplementary Regulations
- National Integrity Framework (NIF) documentation including the Member Welfare Policy
- National Personal Accident Insurance
- Non-NIF Complaint and Dispute Resolution Policy
- Licence Conditions and Endorsements
- Officials' Powers and Authorities

MA would like to acknowledge the Traditional Custodians of the land on which we work and ride,
and recognise their continuing connection to land, water and community.

We pay respect to Elders past, present and emerging.

INTRODUCTION TO THE 2024 EDITION

Welcome to the MA 2024 Manual of Motorcycle Sport (MoMS), a publication designed to assist you in your riding or officiating throughout the upcoming calendar year.

THE MANUAL OF MOTORCYCLE SPORT

The MoMS embody the General Competition Rules (GCRs) for all disciplines of Motorcycle Competition within Australia. The development and provision of the rules and information within this resource is one of the key functions of MA. While the information is correct at the time of printing, the GCRs can and do change throughout the year. We therefore urge you to keep an eye on the MA website, where bulletins and updated versions are posted as necessary (www.ma.org.au).

The online version of the MoMS is optimised for use on all your devices anywhere, anytime. You can download it as a single document or chapter by chapter to use offline or save and print as required.

As you review this years' publication you will notice a number of structural changes, which may mean a particular GCR is not where it used to be.

As a resource for use at events and in all aspects of associated officiating duties, a limited number of printed hard copy MoMS will be distributed to Level 4 Officials. Printed MoMS will also be available to purchase through the MA office. Contact details can be found in the MA Information section of the MoMS.

New rules or changes will appear in **bold**. Rules or sections that have been removed from the previous year will appear as ~~strike through~~. We recommend you read deleted GCRs in context with new and existing GCRs to ensure you understand the meaning behind the change.

MOTORCYCLING AUSTRALIA INFORMATION



Visit your State Controlling Body
for more information about affiliated Clubs in your area.

MOTORCYCLING AUSTRALIA		OFFICE BEARERS	
Address	Office 38/1 International Drive, Westmeadows, VIC, 3049	President	Peter Goddard
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Web	www.ma.org.au	National Director of Coaching	Stephan Gall
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BOARD OF DIRECTORS		COUNCILLORS	
President	Peter Goddard	New South Wales	Madeleine Bowditch
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Director	Brett Redman	Queensland	Russell Bentley
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Director	Simon Bailey	Tasmania	Stuart Wellar
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Director	Sarah-Jane Dunford	Western Australia	Peter Campaign

COMMITTEE MEMBERS

JUDICIAL LEGAL MEMBERS	HERITAGE AND MUSEUM	JUDICIAL MOTORCYCLE MEMBERS	RULES AND TECHNICAL
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Andrew Weeks	Shaun Lennard	Dale Wyatt	MA Board Representative
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Ivan Golding			Allan Halley
Richard Thomas			Garry Lambert
			Sandra Palmer

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Caitlin Hynes	Dr Michael Thumm	Jeff Sutton	Rod Jenner
Kate Peck	Dr Greg Harris	Paul Hinds	Lyndon Heffernan
Laura Allerton	Dr Tamara Johnson	Peter Smith	Paul Bray
Tamara Johnson	Dr Lawrie Malisano	Tom Williams	
Kate Raymond			
April Ryan			

Want to become a Commission member?
 Commissions are voluntary MA members, who assist with the interpretation
 and review of the rules, to ensure fairness and encourage participation.
 Visit the **Commission** page at **www.ma.org.au**

STATE CONTROLLING BODIES

MOTORCYCLING AUSTRALIA NORTHERN TERRITORY			
CEO	Cilla Thomas	Phone	+61 457 714 256
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Web	www.motorcyclingwa.org.au	Web	www.mtas.org.au

Visit your State Controlling Body
for more information about affiliated Clubs in your area.

GENERAL COMPETITION RULES

THE PHILOSOPHY AND STRUCTURE OF THE GCRS

The guiding philosophy of these GCRs is that good sense, cooperation, and fair and reasonable interpretation will be applied to Motorcycle Competition in Australia. The rules and regulations for our sport should reflect the guiding philosophy. MA has been careful to ensure there is a process for every participant to have their say in the formation of these GCRs.

We actively seek constructive criticism of the GCRs 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.

These GCRs confer on the representatives and their official's discretion in their application and interpretation. It is intended that discretion will be exercised to ensure that Competition is free and fair and as safe as possible.

RULE CHANGES

Submissions for alterations, deletions or additions to the next annual MoMS must be submitted by the end of February each year *e.g. for the 2025 MoMS Rule Change Requests must be submitted by the 28th of February 2024.*

Submissions must be made via the Rule Change Request Form and sent to rules@ma.org.au.

You can still submit a Rule Change Request post the end of February, however unless this is deemed urgent by the relevant Commission and/or the Rules and Technical Committee, this will not be considered for the following year. *e.g. Rule Change Requests submitted in March 2024 will not be considered for the 2025 MoMS, but considered for the 2026 MoMS.*

IMMEDIATE RULE CHANGES

In the event a rule requires an immediate amendment, stakeholders will be notified of the change, via a Bulletin/ Press Release which will be submitted to all SCB's to disseminate to affiliated Clubs.

All Bulletins will be made available on the MA website.

COMMISSION MEETING MINUTES FEEDBACK

The Commissions will review all Rule Change Requests at the Joint Commission Meeting, which is held in March each year. The Rules and Technical Committee will then review all Commission Minutes in April each year and provide further comment.

These minutes, which detail all Rule Change Requests and corresponding comments from the Commissions and the Rules and Technical Committee, will be posted online in June each year, for SCB's and stakeholders to view and submit feedback, by the end of July.

You can view the Commission Minutes on the MA website.

Feedback must be submitted via the MA Commission Meeting Minutes Feedback Form and submitted to rules@ma.org.au

RULES AND TECHNICAL COMMITTEE MEETING

Comments from the public will be reviewed by the Rules and Technical Committee in August each year. The Committee will determine if the new rule or rule change will be approved or rejected.

STRUCTURE OF THE MOMS

This MoMS is divided into 16 chapters.

The first 5 chapters apply to all disciplines of the sport and the rest to the specific disciplines. There will be a degree of crossover between the first 5 chapters and the specific discipline chapters as some of the GCRs contained in the first chapters need to be added to or varied according to the needs of a particular discipline.

We strive to make each edition of the MoMS more user friendly, by having an index and reframing every chapter into a consistent format. We also endeavour to eliminate any ambiguities and contradictions.

Ride. Race. Enjoy.

Chapter 1: Jurisdiction

This chapter provides a dictionary of abbreviations and phrases used in the GCRs, and states the purposes and principles underlying them.

These GCRs are binding on everyone who participates in any Event, including competitors and RCBs.

Chapter 2: Administration

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

MA is a member of the FIM, a federation of the controlling bodies of Motorcycle sport throughout the world. 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.

When the SCBs established MA, they agreed (through its constitution) to be bound by the decisions of MA. The SCB's are, in effect the owners of MA, and their control over MA is exercised through the MA Council.

The MA Board has the power under its constitution to make the GCRs.

The Agreements for Conduct of the Sport set out in GCR 2.1.4 is important and typifies the philosophy which underpins these GCRs. In providing for the making of agreements, the GCRs clear the way for resolving differences between RCBs and Promoters, by consultation, discussion and agreement.

The MA Officials, Powers and Authorities Document available on the MA website identifies the roles, responsibilities and limits of authority of various key officials.

All aspects of Licensing have been removed from the GCRs and consolidated into the Licence Conditions and Endorsements document, which can be found on the MA website.

Chapter 3: Events

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

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

Chapter 4: Alternative Forms of Events

This chapter is relevant for Promoters seeking to conduct activities outside of mainstream Motorcycle Competition such as Sand Drags, Hill Climbs and other competitive activities.

Chapter 5: Offences, Protests and Appeals

The guiding philosophy of good sense, cooperation, and fair and reasonable interpretation underpin these GCRs.

Where participants wish to protest against the actions of an official or another participant these GCRs require a mechanism for the fair hearing of those protests.

Chapters 6 to 16: Discipline Specific Chapters

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

- Australian Championships
- Competition Classes
- Competition Rules
- Technical Regulations

Appendices

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

For Clubs and Promoters, model SRs are available on the MA website, www.ma.org.au.

It's your sport! We welcome your input.
Refer to the **Rule Change Process** page on the MA website
www.ma.org.au

1 JURISDICTION

1.1 DEFINITIONS

- 1.1.1.1 “Board” means the Board of Directors of MA.
- 1.1.1.2 “Club” means an incorporated or unincorporated body formed for the primary purpose of promoting the sport **of motorcycling** and being affiliated to an SRCB.
- 1.1.1.3 “Competition” means any, Race and/or any practice session, qualifying session, test session or section forming part of competitive Event.
- 1.1.1.4 “Code” means the Sporting Code of the FIM.
- 1.1.1.5 “Commission” means any one or more discipline-specific groups, appointed by the MA Rules and Technical Committee to assist with the interpretation and review of the GCRs.
- 1.1.1.6 “Constitution” means the Constitution of MA.
- 1.1.1.7 “Consume” in relation to any prohibited substances includes inject, swallow, transdermal absorption or inhale and “Consumption” has a corresponding meaning.
- 1.1.1.8 “Council” means the Council of MA.
- 1.1.1.9 “Disqualify” means to forbid the disqualified person, body or Machine from taking part in any Competition under these GCRs and “Disqualification” has a corresponding meaning.
- 1.1.1.10 “Electric Motorcycle” means any Motorcycle powered and propelled solely by stored electricity (battery/accumulator), without the use of petroleum-based fuels.
- 1.1.1.11 “Event” means the organised competitive activity described in a permit issued by an RCB.
- 1.1.1.12 “Exclude” means to forbid the excluded person, body or Motorcycle from taking further part in, or being recognised as having taken part in, the Competition or Event from which such person body or Machine has been Excluded and “Exclusion” has a corresponding meaning.
- 1.1.1.13 “FIM” means Fédération Internationale de Motocyclisme.
- 1.1.1.14 “FMN” means a Federation Member Nation under the FIM Statutes.
- 1.1.1.15 “GCRs” means these General Competition Rules.
- 1.1.1.16 “International Meeting” means any Competition inscribed as such in the FIM calendar.
- 1.1.1.17 “Investigate” or “Investigation” means to carefully examine the factual validity of an alleged offence.
- 1.1.1.18 “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.
- 1.1.1.19 “Key Officials” means the Steward or Referee, the Clerk of Course, the Race Secretary, and the Scrutineer **accredited under the MA National Officiating Accreditation Scheme**.
- 1.1.1.20 “MA” means Motorcycling Australia Limited.
- 1.1.1.21 “MA Anti-Doping Policy” means the document bearing that name, including any amendment to or replacement thereof.
- 1.1.1.22 “Motorcycle” means and includes the following categories of Machine:
 - a) Solo - a one-track vehicle with two wheels with the drive through the rear wheel.
 - b) Solo two-wheel drive - a one-track vehicle with two wheels with the drive through the front and or rear wheels.
 - c) Sidecar - a two-track vehicle with three road wheels, with the drive through the rear wheel of the vehicle.
 - d) Cycle car - a three-track vehicle with three wheels that is driven by either one or two wheels.
 - e) Trike - a three-track vehicle with three wheels that is driven by its rear wheels.
 - f) ATV - a two-track vehicle with four wheels driven by the rear or all wheels and on which a rider may be accommodated astride the vehicle having control of the steering by way of handlebars operating the front wheels.
 - g) UTV/SxS (Utility Terrain Vehicle/ Side by Side) - a two-track vehicle with four wheels driven by the rear or all wheels and in which a driver and passenger may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels.
 - h) A reference to “Machine” means Motorcycle, and in these GCRs such terms are interchangeable.

- 1.1.1.23 "OEM" means conforming to the original manufacturer's specifications for the model. In the context of this definition "model" refers to the manufacturer's identifier for the make, model and model year of a particular Motorcycle.
- 1.1.1.24 "Parc Fermè" means a designated place or enclosure for keeping Motorcycles under the control of Event Officials.
- 1.1.1.25 "Prohibited substance" means any substance prohibited under these GCRs.
- 1.1.1.26 "Promoter" means the holder of a Competition permit.
- 1.1.1.27 "Race" means a Competition involving one or more Motorcycles, where time or speed is the determining factor of the result.
- 1.1.1.28 "RCB" means the Relevant Controlling Body being MA or the SCB having responsibility for administering an Event.
- 1.1.1.29 "Record" means an Event where speed, distance and time, or any combination of those factors, determine the result.
- 1.1.1.30 "Relegation" means to send, consign or demote a competitor or Motorcycle to an inferior position in the Competition placings or grid.
- 1.1.1.31 "Repealed GCRs" means the General Competition Rules of MA in force until the date of commencement of these Rules.
- 1.1.1.32 "Re-start" is to continue a Race that has already been started.
- 1.1.1.33 "Re-run" is when the first Race attempt and any results have been declared null and void.
- 1.1.1.34 "SCB" means State Controlling Body affiliated to and recognised by MA as its sole delegate and the RCB within that SCB's State or Territorial borders.
- 1.1.1.35 "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.
- 1.1.1.36 "SIA" means Sports Integrity Australia.
- 1.1.1.37 "Series" means a number of related Events coming in succession over a specified period of time.
- 1.1.1.38 "SRs" means Supplementary Regulations.
- 1.1.1.39 "Steward" includes a Referee.
- 1.1.1.40 "Support person" in relation to an entrant, rider, licensee or competitor, means 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.
- 1.1.1.41 "Suspend" means to forbid the suspended person, body or Machine from taking part in any Competition during the period of suspension and "Suspension" has a corresponding meaning.
- 1.1.1.42 "Traditional Enduro" means Enduro of one or more days of Competition over a natural terrain course of up to 7.5 hours duration. The course consists of a number of trail sections between 5km and 35km in length with time checks at the end of each section. Riders enter the trails three per minute and attempt to maintain a pre-determined time allowance on each section. There are penalties for late and early check-in at the Time Checks. There are a number of "Special Tests" throughout the course.
- 1.1.1.43 "Venue" means a permanent or temporary place or facility, which has been approved by the RCB for the conduct of Motorcycle Competition.

1.2 INTERPRETATION

- 1.2.1 Headings are for convenience only and do not affect interpretation and, unless the context indicates a contrary intention, "includes" in any form is not a word of limitation, a reference to "month" is to a calendar month, and a reference to "\$" or "dollar" is to Australian currency.

1.3 PURPOSE AND AUTHORITY OF GCRS

- 1.3.1.1 The purpose of the GCRs is to regulate and control Motorcycle Competition.
- 1.3.1.2 The GCRs are made under clause 15 of the MA Constitution, are binding on all members of MA and are to be interpreted in accordance with the MA Constitution.
- 1.3.1.3 Any RCB or Promoter organising or any individual participating in an Event is deemed to know and be bound by the GCRs and the SRs together with relevant MA policies including the MA Anti-Doping Policy and the National Integrity Framework and undertakes, without reservation to submit to the authority thereof.

1.3.2 Recognition of Authority of FIM

1.3.2.1 In making the GCRs, MA acknowledges and recognises that:

- a) FIM is the World Controlling Body of Motorcycle Competition, and
- b) It is desirable that there be consistent standards and rules of Competition at all levels.

1.4 REPEAL OF CURRENT GCRS

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

1.5 BY - LAWS

1.5.1.1 MA may make by-laws which must be consistent with these GCRs, and which may:

- a) Proclaim model SRs,
- b) Prescribe forms and fees as required under the GCRs,
- c) Prescribe fines for any breach of the GCRs,
- d) Prescribe the requirements for, and conditions of, insurance under the GCRs,
- e) Establish National and State Championships, titled Events, Series, Competitions and Events and for such purposes:
 - i) Define criteria for the eligibility of licensees,
 - ii) Define criteria for the eligibility of Motorcycles,
 - iii) Publish calendars,
 - iv) Create prizes, trophies and medallions,
 - v) Prescribe Competition formats,
 - vi) Prescribe traveling and other expenses,
 - vii) Attach any relevant FIM rule or regulation.
- f) Prescribe manuals and procedures for the performance by any person or body of any power, duty or function under the GCRs,
- g) Provide for the establishment and operation of training and educational courses,
- h) Prescribe the design, function and operation of apparatus, instruments and equipment used for timing, measuring, weighing, counting or calculating,
- i) Prescribe levels of noise, atmospheric and other emissions from Motorcycles,
- j) Prescribe fuel contents and standards,
- k) Prescribe laboratories for fuel testing,
- l) Prescribe track and Venue conditions, designs and standards,
- m) Establish the weights, measurements and other dimensions of Motorcycles, and
- n) Provide for or prescribe such acts, matters or things as shall be necessary for the full and effective operation of the GCRs,
- o) Prescribe the requirements for obtaining and renewing licences, endorsements and accreditations.

1.5.1.2 Subject to this GCR, an SCB may make by-laws, which must be consistent with these GCRs and consistent with anything done or made under GCR 1.5.1.1, and which may:

- ~~a) Proclaim model SRs which comply, as closely as possible, with the model SRs available on the MA website.~~
- a) Establish State and Territory Championships, titled Events, Series, Competitions and Events for such purposes:
 - i) Publish calendars which do not conflict with any national calendar,
 - ii) Create prizes, trophies and medallions.
 - ~~iii) Prescribe Competition formats which must conform to the GCRs,~~
 - ~~iv) Prescribe traveling and other expenses.~~
- ~~c) Provide for the establishment and operation of training and educational courses,~~
- ~~d) Prescribe noise, atmospheric and other emissions from Motorcycles,~~
- b) Provide for or prescribe such acts, matters or things as shall be necessary for the full and

effective operation of by-laws.

- 1.5.1.3 An SCB must, not less than one month after any by-law has been made by that SCB, forward a copy thereof to the Board.
- 1.5.1.4 The Board may amend or revoke any by-law made under the GCRs.



INTERNATIONAL RIDER SPOTLIGHT



DIRT TRACK / TRACK



MOTOCROSS



ROAD RACING



WOMEN IN MOTORCYCLING



ENDURO



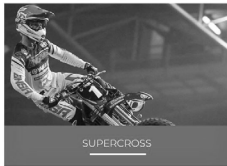
SPEEDWAY



SUPERMOTO



TRIAL



SUPERCROSS



ATV



MINIHANA

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 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 events, or Events that connote a national status other than World Championship and FIM Prize Events,
 - ii) Australian Championships,
 - iii) MA Series,
 - iv) Australian Record attempts,
 - v) Events which have a course traversing more than one State,
 - vi) Support events at World Championships,
- c) SCBs - All other Competitions within the territorial borders of their State unless permission has been granted by the SCB within the territory of the proposed event for another RCB to permit the activity.

2.1.2 Specialist Sub-committees

2.1.2.1 An RCB 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 logbook or other record of eligibility,
- c) To direct the issue of a replacement logbook 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 GCRs.

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

2.1.2.3 Specialist Sub-committees will be appointed for such term and upon such conditions as the RCB determines.

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

2.1.2.5 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.

2.1.3 Use of Titles

2.1.3.1 The use of any description of an Event which implies a World or Continental status or the use of the term International as a title or subtitle is reserved for events which are inscribed in the FIM or appropriate Continental Union Calendar.

2.1.3.2 The use of any description of an Event which implies an Australian or National status is reserved for events which are administered by MA.

2.1.4 Agreements for Conduct of the Sport

2.1.4.1 Subject to these GCRs, any RCB may enter into agreements or arrangements with other RCBs, or with any Promoter for the conduct of events.

2.1.4.2 If any such agreement or arrangement:

- a) Includes FIM, and
- b) Is for the conduct of an event which includes both International and National Competition, where relevant the GCRs will apply to the National Competition conducted at the event, but in all other respects the Code will apply and be binding on all participants.

2.1.5 Conflict between Code and GCRs

2.1.5.1 If the GCRs and the Code are in conflict in relation to any matter to which both apply, the Code will prevail.

2.2 SPORTS DEVELOPMENT LEVY

2.2.1 Collection and Distribution

2.2.1.1 MA may establish a Sports Development Levy for any one or more discipline and prescribe the amount payable by the Promoter for an Event in that discipline

2.2.1.2 The Promoter of an event must, within 14 days after Event, pay to MA the prescribed Sports Development Levy imposed on takings from:

- a) Charges for admission by the public to the event venue, and
- b) Sales of programs for the Event.

2.3 SPORTS DEVELOPMENT ACCOUNT

2.3.1.1 MA must pay any proceeds it receives from the Sports Development Levy into a Sports Development Account.

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

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

2.4 OFFICIALS

2.4.1 Powers and Authorities

2.4.1.1 For information regarding the powers and authorities of officials, refer to the MA Officials' Powers and Authorities document, available on the MA website www.ma.org.au.

2.4.2 Official Accreditation, Upgrades and Renewals

2.4.2.1 For information regarding official accreditation, upgrades and renewals, refer to the MA Officials Accreditations, Upgrades and Renewals document, available on the MA website www.ma.org.au

2.5 LICENSING

2.5.1 Licence Conditions

2.5.1.1 For all licensing and endorsement requirements, please refer to the MA Licence Conditions and Endorsements Document available at www.ma.org.au.

For information on becoming an Official or to upgrade and/or renew your Official Accreditation, visit the MA Coaching and Officials page at www.ma.org.au



For up to date GCRs
please visit the MA **General Competition Rules** page at
www.ma.org.au

3 EVENTS

3.1 VENUES

3.1.1 Register of Venues

3.1.1.1 Each SCB must, for its area of responsibility, establish and maintain a register of:

- a) Permanent Venues, and
- b) Temporary venues for special Events which may be altered by the addition, removal or modification of, any one or more venues.

3.1.2 Track Inspectors

3.1.2.1 For information regarding Track Inspectors, please refer to the MA Officials' Powers and Authorities document, available on the MA website, www.ma.org.au.

3.1.3 The Licensing of Tracks

3.1.3.1 No Venue may be operated without a track licence.

3.1.3.2 An application for the issue of a track licence must be in the prescribed form to the RCB

3.1.3.3 The RCB may, in respect of a track:

- a) Issue a licence subject to such terms and conditions as it thinks fit or may refuse to issue a licence, and
- b) Revoke or suspend a track licence if the venue licensee fails to comply with the licence or any condition.

3.1.3.4 During each Event the track licence must be prominently displayed in the administration area of the Event together with a plan of the Venue and the GPS co-ordinates for the location of the Venue.

3.1.3.5 Any support person who enters a Venue or who otherwise participates (in whatever manner and actively or passively) in an Event is bound by these GCRs and any SRs in force for that competition.

3.1.4 Notices to the Public

3.1.4.1 At all Events 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.

3.1.4.2 Wherever at such Events, it is considered desirable by the Promoter, or is a condition of the grant of a track 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.

3.1.4.3 No other form of notice for warning the public or for prohibiting access to certain areas shall be used.

3.1.4.4 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.

3.1.4.5 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.

3.1.4.6 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.

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

WARNING TO THE PUBLIC

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

Notice 4.1

PROHIBITED AREA

The Public is not permitted in this area.
Notice 4.2

NOTICE

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

SMOKING PROHIBITIONS

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

WARNING

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

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



Notice 4.7

3.2 THE PROMOTION AND CONDUCT OF EVENTS

3.2.1 Authority to Promote

3.2.1.1 Subject to the GCRs, Events may be promoted or conducted by:

- a) An RCB, or
- b) A Promoter being either a club affiliated to MA or to an SCB, or a private Promoter being a Promoter that is not an affiliated club.

3.2.1.2 An Event that is to be promoted or conducted by a private Promoter must be the subject of a Promoter Agreement between the RCB and the private Promoter that describes the respective duties, responsibilities and liabilities of each party, and imposes on the private Promoter the obligation to insure against liability to pay compensation for personal injury, property damage or advertising injury arising out of the private Promoter's acts or omissions therefrom.

3.2.1.3 SCBs must notify MA of the details of affiliated Promoters within one month of them affiliating.

3.2.1.4 Where an event that is to be promoted or conducted by a club, such club must be:

- a) If an SCB is the RCB, affiliated with the SCB, or
- b) If MA is the RCB, affiliated with MA if they have not already affiliated with an SCB.

3.2.2 Competition Permits

3.2.2.1 No Event may be:

- a) Promoted without prior approval from the RCB.
- b) Conducted without a Competition permit.

3.2.2.2 An application for a Competition permit must be in the prescribed form to the RCB and must:

- a) Be accompanied by the prescribed fee,
- b) For any Event forming part of an Australian Championship, be submitted at least ~~three months~~ **12 weeks** before the date set for the Event,
- c) For International ~~meetings~~ **Events** (i.e. involving licensees from federations other than MA, MA series, or National Events with a description implying an Australian or National status, be submitted at least eight weeks before the date set for the ~~meeting~~ **Event**,
- d) **For State or Open status Events, be submitted at least eight weeks before the date set for the Event,**
- e) For any other Event, be submitted at least ~~14 days~~ **two weeks** before the date set for the Event,
- f) Be accompanied by proposed SRs, and
- g) Identify the proposed Venue.

- 3.2.2.3 An RCB may issue a Competition permit subject to terms and conditions or may refuse to issue a permit.
- At the time of issue of a Competition permit to a Promoter, the RCB may require the Promoter to deposit with the RCB a bond which is:
 - Equivalent to the prize money, and/or
 - An estimate by the RCB of the gate levy payable.
 - Where a bond is not required, the RCB will assume responsibility for the prize money.
 - A permit must not be issued unless the Promoter making application is insured to the satisfaction of the RCB.
- 3.2.2.4 Where any of the conditions of a Competition permit are not satisfied the RCB may revoke the permit.
- 3.2.2.5 The permit for an Event must be prominently displayed in the administration area of the Event.
- 3.2.3 Refund of Permit Fees**
- 3.2.3.1 If an Event does not take place, any fee paid for the permit must be repaid unless in the opinion of the RCB, the meeting did not take place because of the conduct of the permit holder. In that Event, the RCB may withhold the refund wholly or in part at its discretion.
- 3.2.4 Forfeiture of Permit**
- 3.2.4.1 A Promoter will be liable to forfeit a permit if the Promoter breaches any of the GCRs, or if a private Promoter is in breach of the Promoter Agreement, and in all things done in relation to an Event, must comply with, and is bound by:
- the GCRs,
 - All conditions of the permit,
 - Any SRs, and
 - MA and governmental Venue standards.
- 3.2.5 The Appointment of Key Officials**
- 3.2.5.1 An Event must not take place, and an Event permit is not valid, unless it takes place under the direction and control of the Key Officials.
- 3.2.5.2 Key Officials for Australian Championships forming a series must:
- In respect of Stewards, be appointed by MA,
 - In respect of all other Key Officials, be nominated by the Promoter for approval by MA.
- 3.2.5.3 Key Officials for Australian Championships which do not form part of a series must:
- In respect of Stewards, and Eligibility Scrutineers, be appointed by MA,
 - In respect of all other Key Officials, be nominated by the Promoter for approval by MA.
- 3.2.5.4 Key Officials for Events permitted by MA which are not Australian Championships must:
- In respect of Stewards, be appointed by MA,
 - In respect of all other Key Officials, be nominated by the Promoter for approval by MA.
- 3.2.5.5 Key Officials for Events controlled by SCBs must:
- In respect of Stewards, be appointed by the SCB,
 - In respect of all other Key Officials, be nominated by the Promoter for approval by the SCB.
- 3.2.5.6 The Steward of an Event is vested by MA with supreme control and authority over the conduct of all Competition.
- 3.2.6 Competitions between Categories of Machine**
- 3.2.6.1 In respect of any Competition:
- Unless otherwise provided for by the GCRs or any relevant SRs approved by MA, no two machines of a different category may compete in any Competition,
 - No Competition may be conducted under the GCRs between a Motorcycle and any other vehicle.

Ride. Race. Enjoy.

3.2.7 Invitations for Entries

3.2.7.1 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 SRs for the Event.

3.2.8 Applications for Entries

3.2.8.1 A licence holder wishing to participate in an Event may apply to enter the Event. 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 RCB, be accompanied by a medical certificate that the applicant is fit to participate in the Event,
- d) Contain no false or misleading information,
- e) Comply with the SRs for the Event.

3.2.8.2 The Promoter to whom such an application is submitted may not reject it without the prior approval of the RCB. If the application is rejected, the Promoter must inform the applicant of the rejection and state the reason for rejection. The applicant can protest the rejection in accordance with the Offences, Protests and Appeals chapter of these GCRs.

3.2.9 Responsibilities of Promoters

3.2.9.1 A Promoter, on or before the day of the Event 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 Competitions to be conducted.
 - vi) For Australian Championships, a welcome message from an MA Representative.
 - vii) A single page ad for MA. MA to provide the artwork.
- b) Provide copies of the program to all key Officials, entrants and competitors.
- c) Appoint Officials and in so doing may appoint assistant pit and Flag Marshals who need not be the holders of Officials' licenses. No Assistant Pit or Flag Marshal may carry out any duty unless directly supervised by a licensed Official.
- d) Provide fire extinguishers for immediate use at the Start to the satisfaction of the RCB,
- e) Where MA is the RCB, at any Event where speed is the determining factor, provide an ambulance which is (subject to availability):
 - i) Legally authorised by its relevant State/Territory Government Authority to transport on public roads, under emergency conditions (lights and sirens) any persons to hospital, and
 - ii) Staffed by at least two Paramedics who are able to provide advanced life support inclusive of providing analgesia.
- f) At all other Events where speed is the determining factor provide, to the satisfaction of the SCB:
 - 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.

3.2.9.2 A Promoter must, no more than 21 days after an Event, pay all fees, travel and accommodation expenses due to RCBs, riders and Officials in respect of that Event.

3.2.9.3 A Promoter is responsible for the payment of all Officials' fees and expenses other than the Steward's fee.

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

3.2.9.5 At Events where drug or fuel testing has taken place an RCB may instruct the Promoter to delay payments of prize monies until the results of those tests are published.

3.2.10 Betting at Events

3.2.10.1 It is a disciplinary offence for any participant in any Event, including any official, or any rider and their crew and their support persons, to bet, gamble or enter into any form of financial speculation on that Event, or to engage or encourage others to engage in any act of match-fixing.

3.2.11 Results

3.2.11.1 As soon as practicable and no more than five days after the completion of an Event, the Steward must send the results and the Steward's Event report to the RCB.

3.2.11.2 Unless and until all protests and appeals arising from an Event are finally determined, the results will be provisional.

3.2.11.3 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.

3.2.11.4 As soon as practicable and no more than five days after the final determination of all protests and appeals in relation to any Event, the RCB must announce that the results are final.

3.2.11.5 An Event will commence and conclude at the times determined by the Steward.

3.2.12 Results in Australian Championships and MA Series

3.2.12.1 Results in any Australian titled Event or MA series Event:

- a) Must be received by MA by 09:00am on the Monday next following the Event, and
- b) Must include the names of all finishers in the Event.

3.2.13 SRs

3.2.13.1 An RCB may approve SRs, which must be consistent with these GCRs, for the purposes of the promotion and conduct of any Competition.

3.2.13.2 The SRs:

- a) Have the force and effect of these GCRs,
- b) Must comply, as closely as possible, with the model SRs available on the MA website;
- c) Must be in the prescribed form,
- d) Must be sent to those persons or bodies, whom the RCB considers necessary to enable the Event to be conducted fairly and efficiently,
- e) Must be published and displayed such that Key Officials and competitors have reasonable access to them,
- 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.

3.2.13.3 SRs for Events 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.

3.2.13.4 An RCB may approve final instructions, which must be consistent with these GCRs, for the purpose of the promotion and conduct of any Event. The final instructions have the force and effect of these GCRs.

3.2.13.5 The compulsory riders briefing should follow the MA template - see Officials Documents - Motorcycling Australia (www.ma.org.au) – and has the force and effect of these GCRs.

3.2.14 SRs for Australian Championships and MA Series

3.2.14.1 A draft of proposed SRs for an Australian Championship or MA series must be received by MA at least three months prior to the date of the Event.

EVENT PROTOCOLS: AUSTRALIAN CHAMPIONSHIPS AND MA EVENTS

3.3 MA EVENTS

3.3.1 Events for which MA is the RCB

3.3.1.1 The Events for which MA is the RCB are detailed in GCR 2.1.1.1 (b)

3.4 PROTOCOLS

3.4.1 Protocols for MA Series Events and International Meetings

3.4.2 Where MA is the RCB for a Series or an International Meeting, the Promoter must deal directly with MA including as to:

- a) The submission of date applications,
- b) The submission of draft SRs,
- c) Payment of fees, bonds and levies.

3.4.2.2 To avoid Event calendar clashes:

- a) MA will advise SCBs of series Event dates and International Meeting dates by 1st October,
- b) No state or territory championship, or significant event deemed by MA to be in direct competition with an MA series Event or an International Meeting, may be granted a permit by an SCB without the prior approval of MA,
- c) A permit that is not in conformity with item b) of this GCR may be void and any activity conducted under that permit uninsured.

3.4.3 Protocols for Australian Championships not forming a Series

3.4.3.1 Where MA is the RCB for Australian championships not forming a Series, a Promoter may make application to MA to host such Championships.

3.4.3.2 The application will include the proposed dates, venue, Promoter and address the criteria in GCR 3.4.

3.4.3.3 The Promoter will provide a copy of the application to the relevant SCB.

3.4.3.4 MA will award a Championship to Promoter which becomes responsible for ensuring the Event is conducted to a standard be-fitting an Australian Championship.

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

- 3.4.3.6 The Promoter is responsible for:
- Providing MA with draft SRs for approval,
 - Paying MA the performance bond (if any), permit fee and rider insurance levy,
 - Publication of SRs,
 - Providing MA with comprehensive and accurate results by email the day after the Event,
 - Ensuring there is appropriate promotion and publicity, which is to also incorporate the MA logo and series logo where appropriate. Promotional material includes, but not limited to;
 - EDMs
 - Posters
 - Websites
 - Social Media
 - Releases
 - Where live streaming is utilised, 1 x MA TVC. MA to provide TVC.
 - Ensuring all GCRs governing the administration of Australian Championships are adhered to,
 - Ensuring the prescribed level of medical service is provided.

- 3.4.3.7 The following issues are key performance criteria Promoters will be assessed on:
- Adequate number of officials and other personnel to properly conduct the Event,
 - The performance of officials,
 - The appropriate promotion of championships,
 - Provision of prescribed medical services,
 - Ensuring there are no date clashes with the championship,
 - Correct signage,
 - An effective radio communication system,
 - An adequate control tower (where appropriate),
 - A venue that meets MA standards and local/state government legislative requirements,
 - Adequate public facilities,
 - Ensuring the MA logo, flag and trackside signage are displayed as required.

3.4.4 **SRs and Entry Forms**

3.4.4.1 MA will publish SRs and entry forms on www.ma.org.au for entrants to download.

3.4.4.2 SRs and entry forms for:

- Series Championships may only be accessed from the MA website or the Promoter,
- Stand-alone Championships may be accessed from the MA website, the host SCB or the Promoter.

3.4.5 **Protest Fees and Fines**

3.4.5.1 Protest fees and fines are to be collected by the Steward and paid to MA.

3.4.6 **Venues**

3.4.6.1 Venues will be licensed by:

- FIM – World Championships;
- MA – Road Racing venues;
- Stewards – temporary Tracks, Trials and Supercross venues,
- SCBs – all other venues.

3.4.7 **The Allocation of Australian Championships which do not form a Series**

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

- The likely level of media exposure of, and public support for, the Event,
- The level of support for the discipline by the relevant SCB,
- The regularity and frequency with which State Championships in the discipline are held in the state or territory of the relevant SCB,

- d) The financial resources 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.

3.4.7.2 MA in its absolute discretion may grant the application and may impose such conditions as it considers are necessary and reasonable for the fair, efficient and effective conduct of the Championship, or may refuse the application. If the Promoter of an Australian championship fails to pay the permit fee or fails to conduct the championship in accordance with the terms of the grant or of these GCRs:

- a) MA may offer the Event to another Promoter, and
- b) The performance bond will be forfeited and may be applied by MA in reduction of the permit fee payable by such other Promoter.

3.4.8 The Allocation of Australian Championships Forming a Series

3.4.8.1 Promoters in each state or territory may apply to MA to host a round of the relevant championship.

3.4.9 Promotion of Australian Championships

3.4.9.1 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.

3.4.9.2 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.

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

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

3.4.10 Listing of Australian Championships in State Calendars

3.4.10.1 The Event calendar of an SCB hosting one or more Australian Championships in any year:

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



4 ALTERNATIVE FORMS OF EVENTS

4.1 ALTERNATIVE ACTIVITIES

4.1.1 General

4.1.1.1 Promoters may seek to conduct activities which are outside mainstream Motorcycle Competition such as:

- a) Sand drags, or,
- b) Hill climbs.

4.1.2 Administration of Rules

4.1.2.1 Such Events are to be administered in accordance with GCR 2.1.1.

4.1.3 The Licensing and Powers of Key Officials

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

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

4.1.4 The Appointment of Officials

4.1.4.1 GCR 3.2.5 applies for the appointment of Officials.

4.1.5 Venues

4.1.5.1 Venues must be inspected and licensed in accordance with GCR 3.1.

4.1.6 Permits

4.1.6.1 An application for a Competition permit must be in the prescribed form to the RCB and must:

- a) Be accompanied by the prescribed fee and draft SRs,
- b) Be submitted at least 2 months before the date set for the Event,
- c) Be accompanied by evidence that the RCB requirements regarding officials, indemnity forms, MA standards and state/territory legislative obligations will be met,
- d) Identify the proposed Venue,
- e) Include details of all ancillary activities.

4.1.7 SRs

4.1.7.1 Promoters must include comprehensive details of the proposed Competition in SRs.

4.1.7.2 SCB must submit the SRs to MA for approval.

4.1.8 UTV/SxS Additional Requirements

4.1.8.1 All vehicles may have one or two occupants for the entirety of the Competition, including practice.

4.1.8.2 Protective clothing and equipment are required to be worn as detailed in the SRs.

4.1.8.3 Minimum 4-point harness must be fitted to the vehicle, as well as a Roll Over Protection System (ROPS) approved canopy and side doors or nets, and

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

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

4.1.8.6 Class briefing to include discipline-specific competitor protection information.

4.1.9 Licensing of Competitors

4.1.9.1 All competitors must be licensed in accordance with the MA Licence Conditions and Endorsements Document.

4.1.10 Technical Specifications

4.1.10.1 The technical specifications must be approved by MA and be included in the SRs.

4.1.10.2 UTV/SxS are allowed in competitions only where they do not share the track or compete with any other category of Motorcycle. During the Event, consideration should be given to relocating track Officials away from track edge and behind safety fencing.

5 OFFENCES, PROTESTS AND APPEALS

5.1 OFFENCES DURING AN EVENT

5.1.1 **Offences Prohibited Conduct:**

- 5.1.1.1 It is an offence if during the course of an Event, any person or entity (including any competitor, Support Person, Promoter, Entrant, media, member or Official):
- Breaches, or procures or permits any other person or entity to breach, any GCRs, SRs, MA policy, final instruction or riders briefing instruction;
 - Acts in a manner prejudicial to the sport, or that brings, or is likely to bring, the sport into disrepute including but not limited to:
 - Engaging in unlawful conduct;
 - Verbally or physically assaulting or intimidating, or being offensive, abusive or obstructive toward another person;
 - Acts in a reckless or dangerous manner while competing;
 - Disobeys any reasonable directive or instruction of any RCB or Official exercising authority under the GCRs;
 - Participates or attempts to participate in any Event for which that person or entity has failed to complete an entry form, obtain the appropriate licence, or pay entry fees;
 - Falsifies any document, makes a false or misleading report, or makes a false complaint;
- 5.1.1.2 An offence committed by a Support Person may, in addition to any penalty imposed upon that Support Person, result in a penalty being imposed upon the entrant, licensee, competitor or other person associated with such Support Person.

5.1.2 **Penalties Applied During Competition**

- 5.1.2.1 Penalties may be imposed for offences committed during a Competition. In imposing any such penalty:
- The rules of natural justice do not apply;
 - The Steward or Clerk of Course may act on their own initiative or on any information and in any manner as they think fit having regard to the offending conduct; and
- 5.1.2.2 Such penalty must be capable of being carried out during the Competition in which the offence occurred or, if not capable of being carried out during that Competition, must be capable of being carried out during the next Competition involving that competitor.
- #### 5.1.3 **Determining Offences Committed During an Event**
- 5.1.3.1 This rule 5.1.3 does not apply to an offence dealt with under GCR 5.1.2.
- 5.1.3.2 Information about any alleged offence under these GCRs committed during an Event should be directed to the Clerk of Course.
- 5.1.3.3 Upon receipt of information of an alleged offence under these GCRs, the Clerk of Course should determine if such information justifies initiating a prosecution.
- 5.1.3.4 A prosecution for any alleged offence under these GCRs committed during an Event must be initiated by the laying of charges against the offender, and be communicated to the offender, during the Event.
- 5.1.3.5 Any such prosecution:
- Should always be initiated by the Clerk of Course;
 - If initiated by the Steward, must be referred to, and be actioned by the Clerk of Course in accordance with this rule;
 - Should be investigated and determined by the Clerk of Course and, if proven, a penalty should be imposed by the Clerk of Course;
 - If, in the exceptional circumstances that the Clerk of Course is unable or unwilling to initiate, investigate and/or determine a prosecution, such prosecution will be referred to the Steward to be investigated and if proven, determined for the imposition of a penalty.

- 5.1.3.6 In determining an alleged offence and prior to imposing any penalty:
- The Clerk of Course (or Steward if acting pursuant to GCR 5.1.3.5 d) may act on their own initiative and act on such information and in such manner as they think fit having regard to the offending conduct;
 - No person or entity may be represented by a legal practitioner or other advocate;
 - No penalty may be imposed unless and until the offender has been given the opportunity to make representations as to the nature and circumstances of the offence.

5.1.4 Penalties that may be imposed by the Clerk of Course or Steward

5.1.4.1 The Clerk of Course may impose the following penalties for any offence committed under the GCRs:

- A reprimand;
- A fine no greater than \$2,000 payable to the RCB;
- Relegation;
- A time or points penalty;
- Exclusion;
- Removal or ejection from the venue.

5.1.4.2 The Steward may impose the following penalties for any offence committed under the GCRs:

- A reprimand;
- A fine no greater than \$4,000 payable to the RCB;
- Relegation;
- A time or points penalty;
- Exclusion;
- Suspension of no more than six (6) months;
- Removal or ejection from the Venue.

5.1.5 Penalties to be Notified to Offender

5.1.5.1 The Clerk of Course or Steward imposing the penalty must, as soon as practicable after determining the penalty, and wherever possible during the Event, inform the offender and their team (if applicable) of the penalty imposed;

5.1.5.2 A decision to impose a penalty does not come into effect unless and until it is notified to the offender or to their team (if applicable).

5.1.6 Right of Protest

5.1.6.1 There is no right of protest against, or appeal from, a decision to impose a penalty for an offence committed during Competition.

5.1.6.2 With the exception of penalties imposed during Competition, any entrant or competitor may protest:

- Against a decision to reject an application by a competition licence holder to compete in any Competition;
- Against a decision, action or determination of any Official;
- Against the action or conduct of any other competitor, Support Person, Promoter, Entrant or Official during an Event.



- 5.1.6.3 Any protest must:
- Be in writing;
 - Be accompanied by the prescribed fee of \$100 (plus the applicable bond under GCR 5.1.7 where the protest involves the measurement of an engine or component of an engine) which will be refunded if the protest is upheld;
 - Be received by the Clerk of Course and conveyed to the Steward;
 - Comply with the following time limits:
 - For a protest under sub-Rules a) and b) of the previous GCR, ~~48 hours~~ **thirty (30) minutes** after being informed of the decision;
 - For a protest under sub-Rule c) of the previous GCR being a Speedway or Supercross Event, within five (5) minutes after the finish of the Competition where the action or conduct took place, or for any other Event within thirty (30) minutes of such action or conduct.
- 5.1.6.4. The following additional requirements apply to all competitors who are under the age of 16 years and seeking to protest the action or conduct of any other competitor, Official or Support Person during Competition:
- A protest may only be made by a competitor;
 - The competitor must indicate the intent to protest to an Official prior to returning to the pits;
 - 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;
 - No discussion on the content of the protest may take place at the marked position; and
 - A competitor who indicates an intent to protest must return to the pits and present the protest to the Clerk of Course within the time limits referred to in the previous rule.
- 5.1.7 Technical Protests (Engines)**
- 5.1.7.1 If an engine, or component of an engine, is to be measured for the purposes of a technical protest, the protesting party must, in addition to payment of the protest fee, submit a \$500 bond.
- 5.1.7.2 In addition to the matters the Steward must take into account under GCR 5.1.8.3, when determining a technical protest the Steward shall have regard to the measurements recorded in the Measurer's report.
- 5.1.7.3 Where the Steward determines that the measured machine:
- is ineligible, the bond and the protest fee will be refunded;
 - is eligible, the bond will be forfeited to the party whose engine was measured and the protest fee remitted to the RCB.
- 5.1.7.4 There is no right of appeal from the Steward's determination of a technical protest on the basis of any alleged errors in the measurements recorded in the Measurer's report.
- 5.1.8 Protest Hearings**
- 5.1.8.1 A Steward must conduct a hearing to determine any protest and must notify the outcome to the protester, and any other person with a material interest in the protest, within a reasonable time and wherever possible during the Event.
- 5.1.8.2 Only in exceptional circumstances ~~may~~ **may of a Steward being unable to fulfil their duty under the previous GCR, may a Steward** refer any question raised in any protest, or the protest itself, to ~~MA the RCB~~, in which case the Steward must as soon as practicable:
- Notify such referral to the protester, and to any other person with a material interest in the protest;
 - Provide to ~~MA the RCB~~ all evidence and exhibits submitted to the Steward in relation to that protest;
 - Comply with all directions and instructions of ~~MA the RCB~~.

It's your sport! We welcome your input.
 Refer to the **Rule Change Process** page on the MA website
www.ma.org.au

- 5.1.8.3 In hearing and determining any protest, a Steward must:
- Ensure the protester and any other person with a material interest in the outcome of the protest be given reasonable notice of the date, time and place fixed for the hearing;
 - Apply the principles of natural justice, noting however that:
 - No person or entity may be represented by a legal practitioner or other advocate.
 - The rules of evidence do not apply, and the Steward may be informed of facts in such manner as the Steward thinks fit; and
 - The protest must be determined on the balance of probabilities where the Steward is satisfied that on the evidence the alleged fact or matter is more probable than not;
 - Provide their determination of the protest in writing to the protestor and to any other person with a material interest in the determination.
- 5.1.8.4 A Steward may:
- Direct any reasonable alteration or modification to any track or course;
 - Alter or amend any program;
 - Vary or overrule any decision or direction of an Official or substitute such decision with another decision with or without conditions;
 - Give such directions, instructions or orders as the Steward thinks fit for the efficient and fair conduct of any Competition;
 - Alter, vary or amend the result of, or prize for, any Competition;
 - Do whatever is necessary for the proper consideration of the protest.
- 5.1.8.5 Unless stated otherwise, the Steward's determination is effective immediately.

5.2 RIGHT TO APPEAL

- 5.2.1.1 A person or entity having a material interest in a Steward's determination under the GCRs may appeal to MA for the determination to be dealt with in accordance with the MA Non-NIF Complaint and Dispute Resolution Policy found at ma.org.au:
- By completing the Notice of Dispute Form also found at ma.org.au; and
 - Submitting it to MA at the email address stated in the Form; and
 - Accompanied by the filing fee of \$1,000 to MA;
 - Within 14 days of the Steward's determination being notified to such appellant.

Motorcycling Australia encourages female participation
in all disciplines and positions within the sport.
Visit the **Womens** page at www.ma.org.au





6 ROAD RACE

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APPLICATION OF CHAPTER

The GCRs 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 6A: AUSTRALIAN CHAMPIONSHIPS

6.1 CATEGORIES FOR SENIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS

SENIOR ROAD RACE
Superbike
Supersport (15 years and over) Endorsement applies
Supersport 300 (14 years and over) Endorsement applies
Women Supersport 300 (14 years and over) Endorsement applies
Sidecars F1
Sidecars F2

6.2 CATEGORIES FOR JUNIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS

AGE RANGE	CAPACITY/CLASS
9 to under 15	85GP
11 to under 16	150 Production Oceania Junior Cup (OJC)
10 to under 15	FIM MiniGP Australia 160cc Category (GP-0)
12 to under 17	FIM MiniGP Australia 190cc Category (GP-2)

6.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

6.3.1 Individual Competitions

6.3.1.1 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 Events.

6.3.2 All Competitions

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

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

- a) 15 or more starters for Senior solo classes who actually participate in practice, qualifying or Races,
- b) 10 or more starters for Junior solo classes who actually participate in practice, qualifying or Races,
- c) 10 or more starters for sidecar classes which actually participate in practice, qualifying or Races
- d) 6 or more starters for all female classes who actually participate in practice, qualifying or Races,

6.3.3 Duke of Edinburgh Trophies

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

- a) Australian Superbike Championship Series: Superbike, and
- b) Australian Sidecar Championship: F1.

6.3.3.2 The trophies will be held by MA.

SECTION 6B: COMPETITION CLASSES**6.4 SENIOR COMPETITION CLASSES**

CLASS	CAPACITY
Superbike	750cc up to 1000cc four cylinder 4-stroke 850cc up to 1300cc two-cylinder 4-stroke
Supersport (15 years and over) Endorsement applies	400cc up to 600cc four-cylinder 4-stroke 500cc up to 675cc three-cylinder 4-stroke 600cc up to 750cc two-cylinder 4-stroke
Superstock 1000	750cc up to 1000cc four-cylinder 4-stroke 850cc up to 1300cc two-cylinder 4-stroke
Moto 3 (14 years and over) Endorsement applies	250cc single-cylinder 4-stroke 125cc single cylinder 2-stroke
250/ 300/ 500 Production (14 years and over) Endorsement applies	250cc/ 300cc/ 500cc single or twin-cylinder 4-stroke Capacity and configuration as per SRs
Formula One Sidecar	Up to 1000cc, up to four-cylinder 4-stroke
Formula Two Sidecar	1000cc two-cylinder 4-stroke 600cc four-cylinder 4-stroke

6.5 JUNIOR COMPETITION CLASSES

AGE RANGE	CAPACITY / CLASS
7 to under 10	Up to 50cc Auto
9 to under 12	Up to 50cc Manual
9 to under 12	Up to 70cc manual 2-stroke 17" wheel and under; 160cc 4-stroke 16" wheel and under
9 to under 15	85GP
9 to under 15	MiniGP (Not including FIM Mini GP)
11 to under 16	150 Production
14 to under 16	Moto 3

SECTION 6C: COMPETITION RULES**6.6 ELIGIBILITY: GENERAL**

- 6.6.1.1 No person may participate in any Competition, unless and until that person's protective clothing/equipment and Machine have been examined and approved by the Scrutineer for that Competition.
- 6.6.1.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 6.6.1.3 The onus of proving that a competitor, and the competitor's Machine and protective clothing/ equipment, are eligible to compete, is on the person seeking to prove it.

6.6.1.4 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 OEM.

6.6.1.5 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 GCRs.

6.6.1 Electric Machines

6.6.1.1 Electric Machines are eligible to compete in Road Racing. These Machine are only eligible to compete in their own class with other electric Machines. Electric Machine classes must be defined in SRs and approved by MA.

6.7 ELIGIBILITY: ROAD BIKE FREESTYLE

6.7.1.1 For Road Bike Freestyle Licence Conditions refer to the MA Licence Conditions and Endorsements Document available on the MA website: www.ma.org.au

6.7.1.2 For Road Bike Freestyle Machine Eligibility, Technical Regulations and other required information please refer to the Road Bike Freestyle Policy available on the MA website: www.ma.org.au

6.8 ELIGIBILITY: JUNIORS

6.8.1.1 Unless otherwise permitted in writing by the RCB, for any Competition there must be no greater age variation between competitors than 4 years.

6.8.1.2 Subject to the following two GCRs, an RCB may permit age group racing, graded racing, or a combination of both.

6.8.1.3 Age group racing:

- a) Subject to b), only competitors in the same age groups may compete against each other,
- b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
 - i) 85cc 2-stroke and 100cc to 150cc 4-stroke single cylinder,
 - ii) 100cc to 150cc single cylinder and 250cc 4-stroke.

6.8.1.4 An RCB may grade Junior competitors according to their respective skills.

6.8.2 Junior Road Race Endorsements

6.8.2.1 Juniors must have the appropriate endorsement to enter any Road Race Competition. Refer to the MA Licence and Conditions Document available on the MA website www.ma.org.au.

6.9 GENERAL RULES

6.9.1 Homologation

6.9.1.1 For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

6.9.2 Cameras

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

6.10 PROTECTIVE CLOTHING AND HELMETS

6.10.1 General

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

6.11 MACHINE AND RIDER IDENTIFICATION

6.11.1 Number Plates

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

- a) One on the front, either in the centre of the fairing or slightly off to one side, is mandatory, and either b) or c) below.
- b) One across the top of the rear seat section with the top of the number facing toward the rider.
- c) One on each side of the fairing or on the lower rear portion of the lower fairing.

6.11.1.2 Number plates must:

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

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

6.11.1.4 If used, side number plates must:

- a) Be placed on the fairing flanks in a position where they are not obscured by the rider's legs, or in the mid to rear section of the lower fairing (belly pan),
- b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest, on unfaired Machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard,
- c) These numbers must be:
 - i) Minimum height: 120mm
 - ii) Minimum width: 70mm
 - iii) Minimum stroke: 20mm
 - iv) Minimum space: 10mm

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

6.11.1.6 Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the riders' name by either gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

6.11.2 Number Plate Colours

6.11.2.1 Number plate colours for Senior and Junior Competition must be as follows:

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

6.11.2.2 Additional colour combinations may be used, at the discretion of the RCB.

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

6.11.3 Number Plate Figures

6.11.3.1 Unless otherwise specified in SRs, Road Race discipline Senior number figures must be Arial Rounded MT Bold font the serif on number '1' must be removed.

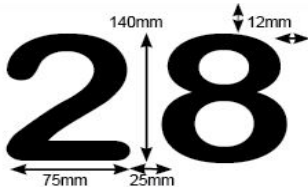
6.11.3.2 Figures must be clearly legible, the minimum being:

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

6.11.3.3 Unless otherwise specified in SRs, 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.

6.11.4 Sample and Dimensions of Number Plate Figures [minimums]



6.12 RACE MEETING PROTOCOLS

6.12.1 Flags and Signals

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

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

6.12.2 Measurement at Events

6.12.2.1 A Steward of an Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.

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

6.12.3 Measurement: All Australian and State Championship Events

6.12.3.1 All Machines must have provision for the placement of sealing wire.

6.12.3.2 An entrant may request that the entrant's Machine be measured and sealed before the Event. As soon as practicable after receiving the request the Measurer for the Event must measure and seal the Machine. Any Machine examined under this sub-rule may, on application by the entrant, at the discretion of the Measurer, be exempted from further examination at the Event.

6.12.3.3 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional;

- a) At the conclusion of that period, if no protest is received, the result will be final,
- b) If any such Machine is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,
- c) If no protest is received within that period, the seals may be removed.

6.12.3.4 Any Machine sealed as the result of a protest may only be measured by a Measurer. All Measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event.

6.12.3.5 No prize monies may be paid until Measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

6.12.4 Venues

6.12.4.1 Road Racing Venues will be licensed by MA.

6.12.5 Qualifying

6.12.5.1 Unless otherwise provided for in the SRs, qualifying for starting grid positions must be held.

6.12.5.2 For Events consisting of more than one Race, starting grid positions will be determined by the following methods:

- a) For the first Race, by qualifying time,
- b) Subject to the SRs, for a subsequent Race in the same Event, by qualifying order or by the order of finishing in the immediately preceding Race.

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

6.12.5.4 Subject to the SRs, the Clerk of Course may permit to start any competitor who has not qualified to start.

6.12.6 Starts

6.12.6.1 All competitors must, in relation to the start of any Competition, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

- a) Delay a start,
- b) Direct a Re-start,
- c) Direct a competitor to start from:
 - i) The back of the starting grid,
 - ii) The pit lane,
 - iii) The rear of the field, or
 - iv) Such other position as shall be required for the safe, fair and orderly start of the Competition.
- d) Exclude a competitor who is late for the start.

6.12.6.2 The method of starting will be as prescribed by SRs.

6.12.6.3 The start of a Competition occurs:

- a) When the order to start is given, or
- b) For flying starts, when the starting line is crossed.

6.12.7 Starting Grid Format: Solo

6.12.7.1 The starting grid format for solo Machines will be as follows:

- a) The fastest qualifying Machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,
- b) The remaining Machines will be arranged on the grid in descending order of qualifying times,
- c) All Machines must start within their nominated grid position parallel to track direction.

6.12.7.2 For grid formations please refer to the relevant MA track specifications.

6.12.8 Starting Grid Format: Sidecars

6.12.8.1 The starting grid format for sidecars will be as follows:

- a) The fastest qualifying Machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,
- b) The remaining Machines will be arranged on the grid in descending order of qualifying times.
- c) The front edge of the nose cone must be behind the grid line.

6.12.8.2 The grid formation details and dimensions for sidecar Competition can be found in the relevant MA track specifications.

6.12.9 Jump Starts

6.12.9.1 Each Machine must remain stationary within its grid position until the start signal is given.

6.12.9.2 A jump start occurs when there is any movement from the Machine or the Machine is not in its nominated grid position when the field is in the starters control prior to the start signal being shown.

6.12.10 Finishes**6.12.10.1 For Races:**

- 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 Race, 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 Race distance,
 - is still competing in the Race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the Race being the determinant of placings.
- b) The finish of the Race occurs when the flag is displayed to the last competitor under GCR 6.12.10.1 a),
- c) The finish occurs for each Machine when the foremost part of the Machine crosses the line,
- d) Where there are two competitors required to be on one Machine together, both must finish the Race in contact with the Machine. On a solo Machine the competitor must finish the Race in contact with the Machine,
- e) In case of a dead heat between competitors for a place:
 - i) The places and the awards for those places will be combined,
 - ii) The participants in the dead heat will share the places and awards equally,
 - iii) The remaining places will be relegated by the number of participants in the dead heat.

6.12.11 Juniors: Starts and Finishes**6.12.11.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:**

- a) When assembled for the start of a Race, and during the Race, 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 RCB may direct that Competitions be decided by a Final or Finals, consisting of a number of heats-

6.12.12 Stopping Events

6.12.12.1 Where an incident causes a Race to be stopped, the Steward or Clerk of Course may declare the Race complete if at least 2/3rds of the Race distance or time, whichever is the less, has been run.

6.12.12.2 The results established after the review of the incident by the Clerk of Course and so declared will be based on the finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap, but may Exclude those competitors who:

- a) Are proven to have been the cause of the incident, or
- b) Having been involved in the incident, could not continue in the Race.

6.12.13 Stopping and Re-Starting or Re-Running Competitions

6.12.13.1 The Steward or Clerk of Course who has Excluded a competitor for unfair conduct and considers that such conduct has:

- a) Given an advantage to the team of which the offender is a member, or
- b) In the case of a non-team Competitions, jeopardised the fair chances of one or more of the other competitors in the Competition, may declare the Competition void and order a Re-run.

6.12.13.2 If the Competition 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 Competition 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.

6.12.13.3 A Steward or Clerk of Course may stop a Competition and order it to be Re-run if it would be dangerous for it to continue.

- 6.12.13.4 In any Re-run, and subject to any ongoing review of the incident:
- a) Any competitor who:
 - i) Fell in the stopped Competition 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,
 - iv) Cannot be proven at the time of the Re-run to have been the cause of the incident, may participate subject to item c) of this rule.
 - b) Any competitor who:
 - i) Is proven at the time of the Re-run to have caused the Competition to be stopped,
 - ii) Failed to start in,
 - iii) Retired from,
 - iv) Was Excluded fromthe stopped Competition may not participate.
 - c) Any competitor who, after review of the incident:
 - i) Is proven to have caused the Competition to be stopped,
 - ii) Failed to start in,
 - iii) Retired from,may be Excluded from the results of the Re-run Competition.
- 6.12.13.5 If the Race is interrupted after the chequered flag, the following procedure will apply:
- a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the Race.
 - b) For all riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the Race.
 - c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- 6.12.13.6 Where the Steward or Clerk of Course has stopped a Race due to danger, the following will apply:
- a) If the results are calculated to show that less than three laps have been completed by the leader of the Race;
 - i) The stopped Race will be declared null and void,
 - ii) The race may be Re-run,
 - iii) The Re-run Race will be for the full Race distance,
 - iv) The original grid positions will be used,
 - v) The place of any Machine unable to take part in the Re-run Race will be left vacant,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.



- b) If three laps or more have been completed by the leader of the Race but less than two thirds of the original Race distance rounded down to the nearest whole number of laps:
 - i) The Race may be Re-started, but only once,
 - ii) The Re-start must occur no more than 30 minutes after the Race has been stopped,
 - iii) The Re-started Race distance will be equal to the balance of the stopped Race distance,
 - iv) Positions on the grid for the Re-started Race will be determined by the order of competitors at the finish line of the last full lap completed by the leader of the stopped Race,
 - v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the Re-started Race,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,
 - vii) The stopped Race and any Re-start will be deemed to be parts of the one Race,
 - viii) The winner will be the competitor having the highest number of laps at the finish,
 - ix) Where two or more competitors complete the same number of laps, the winning order will be determined by the time taken by each to complete those laps,
 - x) If at least 2/3rds of the scheduled Race distance is completed, full points will be awarded,
 - xi) If less than 2/3rds of the scheduled Race distance is completed, half points will be awarded.

6.12.14 Change of Machine during a Competition

6.12.14.1 During any Competition, other than an attempt at a record, no Machine may be exchanged for another unless permitted under these GCRs or any SRs.

6.12.15 Radio Communication

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

6.12.16 Scoring

6.12.16.1 The results for each competitor in each Competition 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

6.12.16.2 If points are tied for any position in a Competition which is conducted over more than one Race, the tying competitor who has the higher finishing position in the final Race of the Competition will be awarded the position.

6.12.16.3 If points are tied 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.

6.12.16.4 An alternative points scoring system may be approved for an MA Series Event.

- 6.12.16.5 If a tie on points occurs for any position in an Event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Event will be awarded the position.

6.13 RACE EVENT PROTOCOLS: AUSTRALIAN ROAD RACE CHAMPIONSHIP

6.13.1 Allocation of Numbers

- 6.13.1.1 The number 1 plate in each class will be allocated to the winner of the previous year's Championship.

6.13.2 Starting

- 6.13.2.1 Each Race:

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

- 6.13.2.2 Any competitor who does not complete the warm-up lap must start the Race from pit lane.

- 6.13.2.3 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.

6.13.3 Restriction on Tyres

- 6.13.3.1 In Events, where there is a restriction on the number of tyres used, hand cut slicks will be deemed to be slicks.

6.13.4 Points and Ties

- 6.13.4.1 The competitor who obtains pole position will receive one additional point in the Championship.

- 6.13.4.2 If points are tied for any position in an Event, the competitor with the greatest number of higher placings will be awarded one additional point.

- 6.13.4.3 Where a tie still exists, the competitor with the highest placing in the round, which is that competitor's lowest scoring Event in the Series, will be awarded one additional point.

6.13.5 Race Distances

- 6.13.5.1 The Race distances will be according to the Series SRs.

6.13.6 Scrutineering

- 6.13.6.1 Machines must be delivered to an area nominated by the Series Scrutineer at the conclusion of each Series Race and qualifying session.

- 6.13.6.2 Machines may not be removed from that area without the permission of the Series Scrutineer.

SECTION 6D: TECHNICAL REGULATIONS

6.14 SOUND EMISSIONS

- 6.14.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions and Fuel.

6.15 FUEL

- 6.15.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions and Fuel.

6.16 ENGINES

6.16.1 Reciprocating Engines

- 6.16.1.1 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

6.16.2 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,
Z = Combustion cycles per revolution.

6.16.3 Wankel System Engines with a Triangular Piston

Cubic capacity = $2 \times V \times D$

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

6.16.3.1 Wankel system engines are classified as 4-strokes.

6.16.4 Superchargers and Turbochargers

6.16.4.1 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 GCRs 6.16.1, 6.16.2 or 6.16.3 that is fitted with a supercharger or a turbocharger shall be multiplied by 2 for the purposes of engine classification.

6.16.5 Engine Capacity Tolerances

6.16.5.1 The actual engine capacity of a Machine competing in a capacity class, including Road Race sidecars, may not exceed the prescribed capacity for that class by more than 2% provided that the upper limit of 1300cc is not exceeded.

6.17 FRAMES AND PARTS**6.17.1 General**

- 6.17.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed
- 6.17.1.2 Radiator and oil cooler protection guards may be fitted providing there is no modification to the radiators, oil cooler or bodywork.
- 6.17.1.3 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.
- 6.17.1.4 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 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 (eg: bolted, bonded, welded).
- 6.17.1.5 GPS and/or Infra-red lap timers may be fitted. GPS lap timers that are also capable of collecting data from the existing OEM sensors in their original position for the make and model of Machine may be fitted unless stipulated in the SRs.
- 6.17.1.6 A lanyard operated ignition cut-out switch, operating on the primary circuit, may be fitted.
- 6.17.1.7 Key start ignition barrels and associated cables may be removed.
- 6.17.1.8 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.
- 6.17.1.9 Unless prohibited by individual class rules, the use of aftermarket hardware is permitted for the following purposes.
 - a) Engine plugs (i.e; oil filler plugs, oil dip sticks, crankcase inspection plugs)
 - b) Bolts required to be predrilled for lock wiring
 - c) Wheel spacers
 - d) Axel adjuster blocks
 - e) Rear wheel huggers
 - f) Subframes can be replaced with commercially available aftermarket replacements which are manufactured of the same material and that allow for all components to be located within same area as OEM. Relocation of any component originally housed within the subframe is prohibited.

- g) Replica tank covers or tank covers with a molded rear tank pad are permitted at the discretion of the Chief Technical Officer
- h) Radiator hoses are free.
- 6.17.1.10 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.
- 6.17.1.11 All engine, gearbox, fuel and radiator breather hoses and tubes, including the radiator overflow bottle vent must;
 - a) Exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked, or
 - b) Exhaust into an oil catch tank with a minimum volume of 300ml which must be empty prior to each Competition.
- 6.17.1.12 4-stroke Motorcycles must be equipped with an oil catch tank or sealed airbox:
 - a) With a minimum volume of 300cc,
 - b) Which must be empty prior to each Competition.
- 6.17.1.13 The only liquid coolants permitted are water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.
- 6.17.1.14 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.
- 6.17.1.15 With the exception of production-based Machines without a lower fairing which have either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and/or are listed on the Register of Approved Vehicles (RAV), all Machines, including sidecars, must be fitted with an integral lower fairing dam or separate catch tray, which must be constructed to trap and hold engine oil and/or coolant:
 - a) For 4-stroke Machines, a capacity of at least 3 litres,
 - b) For 2-stroke Machines, a capacity of at least 2.5 litres,
 - c) All air-cooled Machines with lower fairing dams/fluid catchment areas are to hold a capacity of fluid greater than or equal to the oil capacity of the engine unit,
 - d) With no less than two holes, each of 25mm minimum, which may only be opened in wet Race conditions.

6.17.2 Streamlining

- 6.17.2.1 All streamlining fitted to Motorcycles or sidecars must be free of any sharp edges on exposed extremities.
- 6.17.2.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.
- 6.17.2.3 All forward streamlining attached to solo and sidecar Machines must have a minimum of three attachment points:
 - a) At least one supporting the forward section of the shell, and
 - b) One on each side supporting the rear portion of the shell.
- 6.17.2.4 Identification plates must have corners and edges smoothed.
- 6.17.2.5 Streamlining must leave the front wheel and mudguard exposed.

6.17.3 Brakes

- 6.17.3.1 At least two efficient brakes must operate independently of each other on the front and rear wheels.
- 6.17.3.2 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, unless mandated in SRs. Brake lever protection is strongly recommended.
- 6.17.3.3 Brake pad retainer pins may be replaced with aftermarket pins of similar material to OEM part with no modification to brake caliper.

6.17.4 Fuel Tanks

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

6.17.5 Exhaust Systems

6.17.5.1 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.

6.17.6 Centre and Side Stands

6.17.6.1 Centre and side stands must be removed for all types of Competition.

6.17.7 Footrests

6.17.7.1 Footrests must be well rounded and designed to ensure that no dangerous edges are created due to wear.

6.17.8 Handlebars

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

6.17.8.2 Handlebar levers must have ball ends with a minimum diameter of 16mm

6.17.8.3 Throttle controls must be self-closing.

6.17.9 Kick Start Levers

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

6.17.10 Drive Chain Protection

6.17.10.1 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel. Countershaft sprocket covers may be removed

6.17.11 Wheels and Tyres

6.17.11.1 Wheels constructed of carbon fibre or carbon composite are not permitted, manufacturers whose production Machines are equipped with this type of wheel must as part of the homologation process nominate one front and one rear replacement alloy wheel of the same dimensions as the OEM wheel. The nominated wheel must not be constructed of magnesium or be lighter than the OEM wheel. Any replacement wheel must be pre-approved by MA.

6.17.11.2 Tyres must comply with the following:

- a) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground,
- b) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.

6.17.11.3 Right angle and aftermarket Schrader valves are permitted.

6.17.12 Mudguards

6.17.12.1 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.

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

SECTION 6E: TECHNICAL REGULATIONS: SOLO CLASSES**6.18 SUPERBIKE****6.18.1 Machine Eligibility**

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

6.18.1.2 Subject to the required and permitted alterations set out below, Superbike Machines must:

- a) Be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and/or are listed on the Register of Approved Vehicles (RAV) 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 less than 850cc and no more than 1300cc for two-cylinder engines,
 - ii) No less than 750cc and no more than 1000cc for four-cylinder 4-stroke engines.
- f) Where machines may not comply with the above, be approved by MA.

6.18.1.3 The range of vehicle identification numbers for each model must be provided to MA.

6.18.1.4 At least 20 production Machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing that manufacturer. Machines must be approved by MA.

6.18.2 Tyres

6.18.2.1 Tyres may be homologated by MA and/or stipulated in the SRs.

6.18.3 Weight

6.18.3.1 To be permitted to compete, a Machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

- a) 168kg for all four-cylinder Machines,
- b) 172kg for all two and three-cylinder Machines.

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

6.18.4 Compulsory Modifications

6.18.4.1 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.

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

6.18.5 Permitted Modifications

6.18.5.1 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) Steering damper.

6.18.5.2 The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

6.18.5.3 Engine components can be polished, either manually or through isotropic superfinishing, in order to reduce wear.

6.18.6 Modification of OEM Parts

6.18.6.1 The following OEM parts may be modified:

- a) Engine cam wheels may be slotted or replaced to alter valve timing,
- b) Gearbox drive dogs may be undercut,
- c) Cylinder head valve seats may be re-cut,
- d) Cylinder head and cylinder block mating surfaces may be machined,
- e) OEM ECU may be re-flashed,
- f) Carburettor slides.

6.18.7 Permitted Additions

6.18.7.1 The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) Frame protective sliders,
- d) Electronic gear shifters.
- e) Data acquisition is permitted under the following conditions
 - i) Only the existing OEM sensors for the make and model are permitted with the only exception being, the addition of front and rear suspension position sensors, engine oil pressure sensor, engine oil temperature sensor, air fuel ratio and brake pressure sensors for data logging purposes only.
 - ii) Unless authorised and approved by MA the position and location of all OEM sensors and components must remain as OEM
 - iii) Fitment of any other additional sensors is prohibited
 - iv) Telemetry devices are prohibited
 - v) Data available from lap timers as per GCR 6.17.1.5
- f) Commercially available brake lever protection.

6.18.8 Use of Non-OEM Parts

6.18.8.1 The following may be replaced with parts not manufactured by the manufacturer of the Machine:

- a) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM.
- b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must bear a resemblance to the shape and appearance of the original.
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.
- d) Fuel tank filler cap assembly providing there is no modification required to fuel tank.
- e) Handlebars, handlebar mounted levers, master cylinders and controls, including throttle assembly and cables.
- f) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points.
- g) Fasteners.
- h) Air filter element.
- i) Instruments.
- j) Wiring loom, plug in fuel injection/ignition control units and the manufacturer nominated Race kit ECU and/or MA approved ECU. OEM ECU may be reprogrammed:
 - i) Unless authorised and approved by MA, only the existing OEM sensors for the make and model are permitted.
 - ii) Unless authorised and approved by MA, the position and location of all OEM sensors and components must remain as OEM.
 - iii) Fitment of any other additional sensors is prohibited.
- k) Spark plugs and high tension leads.
- l) Battery, but the replacement must be capable of starting the Machine pre and post-Race.
- m) Exhaust system.
- n) Clutch plates and springs.
- o) External gearing, chain and chain pitch.
- p) Radiator expansion tank.
- q) Head gaskets.

- r) Front suspension springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.
- s) Rear suspension damping units and springs.

6.19 SUPERSPORT

6.19.1 Machine Eligibility

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

6.19.1.2 Subject to the required and permitted alterations set out below, Supersport Machines must:

- a) Be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and/or are listed on the Register of Approved Vehicles (RAV) 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 less than 400cc and no more than 600cc for four cylinder 4-stroke engines,
 - ii) No less than 500cc and no more than 675cc for three cylinder 4-stroke engines, and
 - iii) No less than 600cc and no more than 750cc for two cylinder 4-stroke engines.
- f) Where machines may not comply with the above, be approved by MA.

6.19.1.3 At least 20 production Machines of that make and model must have been imported into Australia, by the manufacturer or the Australian distributor representing the manufacturer. Machines must be approved by MA.

6.19.2 Tyres

6.19.2.1 Tyres may be homologated by MA and/or listed in the SRs.

6.19.2.2 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.

6.19.3 Weight

6.19.3.1 To be permitted to compete, a Machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

- a) 162kg for four-cylinder 600cc,
 - b) 165kg for three-cylinder 675cc,
 - c) 165kg for two-cylinder 750cc, and
 - d) 166kg for the Kawasaki Ninja ZX-6R - 636
- A 1% tolerance at post Race control will be allowed.

6.19.4 Compulsory Modifications

6.19.4.1 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.

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

Ride. Race. Enjoy.

6.19.5 Permitted Modifications

6.19.5.1 The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Instruments and associated cables,
- c) OEM top rear chain guard and registration plate brackets,
- d) Air injection pollution control system,
- e) Carburettor anti-icing device,
- f) Rear fender,
- g) Steering damper.

6.19.5.2 The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

6.19.5.3 Engine components can be polished, either manually or through isotropic superfinishing, in order to reduce wear.

6.19.6 Modification of OEM Parts

6.19.6.1 The following OEM parts may be modified:

- a) Gearbox drive dogs may be undercut,
- b) Cylinder head valve seats may be recut,
- c) Cylinder head and cylinder block mating surfaces may be machined,
- d) Carburettor slides,
- e) Engine cam wheels may be slotted or replaced to alter valve timing.

6.19.7 Permitted Additions

6.19.7.1 The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) Frame protective sliders,
- d) Electronic gear shifter.
- e) Commercially available brake lever protection.
- f) Data acquisition is permitted under the following conditions;
 - i) Only the existing OEM sensors for the make and model are permitted, with the only exception being, the addition of front and rear suspension position sensors, air fuel ratio and brake pressure sensors for data logging purposes only.
 - ii) Unless authorised and approved by MA, the position and location of all OEM sensors and components must remain as OEM.
 - iii) Fitment of any other additional sensors is prohibited.
 - iv) Telemetry devices are prohibited.
 - v) Data available from lap timers as per GCR 6.17.1.5.

6.19.8 Use of Non-OEM Parts

6.19.8.1 The following may be replaced with parts not manufactured by the manufacturer of the Machine.

- a) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM.
- b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake lids in bodywork and side covers, but replacements must be similar in shape and appearance as the original.
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.
- d) Handlebars, handlebar mounted levers, master cylinders and controls, including throttle assembly and cables.
- e) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points.

- f) External gearing, chain and chain pitch.
- g) Exhaust system.
- h) Wiring loom, plug-in fuel injection/ignition control units and the manufacturer nominated Race kit ECU and/or MA approved ECU. OEM ECU may be reprogrammed.
 - i) Unless authorised and approved by MA, only the existing OEM sensors for the make and model are permitted
 - ii) Unless authorised and approved by MA, the position and location of all OEM sensors and components must remain as OEM
 - iii) Fitment of any other additional sensors is prohibited.
- i) Spark plugs and high tension leads.
- j) Rear suspension damping units and springs.
- k) Clutch plates and springs.
- l) Radiator expansion tank.
- m) Battery, but the replacement must be capable of starting the Machine pre and post-Race.
- n) Fasteners.
- o) Head gasket.
- p) Front suspension springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.
- q) Air filters and air funnels (velocity stacks). Velocity stacks must be standard.
- r) Fuel tank filler cap assembly providing there is no modification required to fuel tank.

6.20 PRODUCTION

6.20.1 Machine Eligibility

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

6.20.1.2 Capacities and classes will be specified in the SRs.

6.20.1.3 Subject to the required and permitted alterations set out below, Production Machines must:

- a) Be fitted with either an Australian Design Rule (ADR) compliance plate, a Secure Vehicle Identification (SVI) sticker and/or are listed on the Register of Approved Vehicles (RAV) for the particular Machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) Be a current model, and
- f) Be approved by MA.

6.20.1.4 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 SRs.

6.20.1.5 Machines approved for this class will be published at www.ma.org.au.

6.20.2 Tyres

6.20.2.1 Tyres may be homologated by MA and/or listed in the SRs.

6.20.3 Compulsory Modifications

6.20.3.1 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,

6.20.4 Permitted Modifications

6.20.4.1 The following may be replaced or modified:

- a) Fairings and streamlining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original. The use of carbon fibre or carbon composite materials is prohibited with the exception of reinforcement of mounting areas.
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame.
- c) Spark plug type.
- d) External gearing and chain, but not chain pitch.
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM.
- f) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM.
- g) Front suspension springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.
- h) Rear suspension damping units and springs.
- i) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp.
- j) The top triple clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or clip on handlebars, provided it is of the same offset as OEM clamp.
- k) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- l) Air filter element.
- m) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions.
- n) Key start ignition barrel and associated cables.
- p) Fuel tank filler cap assembly providing there is no modification to fuel tank required.
- o) Throttle assembly and cables may be replaced.
- p) External Airbox Snorkel can be modified or removed. No modifications to the construction of the airbox are permitted.
- q) Clutch plates and springs.

6.20.4.2 The following may be removed:

- a) OEM top rear chain guard.
- b) Anti-Lock Brake System (ABS); control unit, wheel rotors and sensors (the ABS can be disconnected).
- c) Air injection pollution control system.

6.20.5 Permitted Additions

6.20.5.1 The following may be added:

- a) Steering damper,
- b) Fuel injection/ignition control units that plug into the original electrical connectors with no modification to the wiring harness, except throttle position sensor connection, additional connections to other optional sensors, inputs & modules are not allowed. OEM ECU must be retained and operative,
- c) Screw in replaceable fuel metering jets but carburettor body castings and slides must remain OEM,
- d) Frame protective sliders,
- e) Commercially available brake lever protection.

6.21 MOTO 3**6.21.1 Machine Eligibility**

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

6.21.1.2 Subject to the required and permitted alterations set out below, Moto 3 Machines must:

- a) Be fitted with up to a 125cc single cylinder 2 stroke engine with a maximum of a six speed gearbox or a single cylinder 4-stroke engine with integral gearbox and a capacity no less than 200cc and no greater than 250cc.
- b) Machines must be fitted with an integral lower fairing with a minimum capacity of 2.5 litres to retain spilled engine fluids. 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.
- c) Minimum total weight of 4 stroke Machines without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than 84kg. No weight limit is applied to the 125cc GP 2 stroke Machine.
- d) Brake discs must be made from an iron-based alloy.
- e) 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,

6.21.2 Use of Non-OEM Parts

6.21.2.1 For Machines using an engine type that has previously been used in the Moto3 world championship, since 2012, the engine must be of Honda NSF250R MR03 standard type, the following may be replaced with parts not manufactured by the manufacturer of the Machine.

- a) Spark plug type and range,
- b) Suspension damping components,
- c) Brake calipers, lines, master cylinders & reservoir, disc and pads,
- d) Rear drive chain and sprockets,
- e) Footrests and foot controls, but replacements must be mounted on the frame at the original mounting points,
- f) Clutch assembly, plates and springs.
- g) Exhaust and muffler system, however variable length exhaust systems are not permitted,
- h) Airbox and air intake,
- i) Handle bars and handlebar mounted levers and throttle assembly,
- j) Steering damper,
- k) Oil cooler, provided that connecting oil lines are of an accepted high pressure type, with either screw on or swaged fittings.
- l) Fairings and screen.
- m) Chassis provided it is visually and dimensionally similar to an OEM Motorcycle to carry this engine.
- n) Wheels as per GCR 6.21.4.
- o) The engine as a unit must remain as produced by the engine manufacturer, except where allowed in sections above.
- p) Commercially available brake lever protection.

6.21.2.2 For Machines using an engine type that has not previously been used in the Moto3 world championship, since 2012, the following may be replaced or modified with parts not manufactured by the manufacturer of the Machine:

- a) All items as per GCR 6.21.2.1 a) to p),
- b) Chassis and chassis components are free,
- c) Cylinder and cylinder head,
- d) Lower engine castings,
- e) Internal engine components,
- f) Carburettor and components,

6.21.3 Materials and Construction

6.21.3.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm spindle and the wheel spindles is forbidden. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

6.21.4 Wheels and Tyres

6.21.4.1 The only materials allowed for the wheels rims are magnesium and aluminium alloys.

6.21.4.2 The maximum permitted wheel rim width sizes are:

- a) Front 2.50" x 17"
- b) Rear 3.50" x 17"

6.21.4.3 The choice of tyre is optional but any restrictions on the number of tyres that may be used must be included in the SRs.

6.21.4.4 Tyres must:

- a) Be commercially available in Australia.
- b) Be worn no more than the minimum tread depth indicators.
- c) Not have an augmented or modified tread pattern.

6.21.5 Electrical

6.21.5.1 Data logging is free.

6.21.5.2 Wiring harness and ECU is free.

6.21.5.3 For the NSF250R MR03 engine, RPM limit must be as recommended by the manufacturer.

SECTION 6F: TECHNICAL REGULATIONS: SIDECARS**6.22 ALL CLASSES****6.22.1 Lanyards**

6.22.1.1 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to all sidecars. The lanyard may be up to a maximum of one metre in length.

6.22.2 Engine Capacity Tolerances

6.22.2.1 The actual engine capacity of a Machine competing in a sidecar capacity class may not exceed the prescribed capacity for that class by more than 2%, provided that the upper limit of 1300cc is not exceeded.

6.22.3 Frames and Parts

6.22.3.1 The overall width of the Motorcycle and sidecar, including exhausts must not exceed 1700mm.

6.22.3.2 The ground clearance, measured at the lowest point of the Motorcycle and sidecar, Race-ready with rider and passenger on board and with the handlebars in the straight ahead position, must be not less than 65mm. After a Race, a tolerance of -5mm is allowed. After a wet Race this check is not performed.

6.22.3.3 The engine must be positioned:

- a) In such a way that the centre line of the engine must not exceed 160 mm beyond the centre line of the rear wheel of the Motorcycle,
- b) In front of the rear wheel.

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

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

6.22.3.6 Sidecars must be equipped with a rear-facing red lamp:

- a) Measuring a minimum of 30cm².
- b) Fitted with LED lights, producing a minimum of 1500MCD
- c) Installed at the rear of the main body, between the back wheel and the sidecar platform, at least 100mm above the ground
- d) Visible at all times, with no obstruction from fairing or passenger, and
- e) Switched on when the track is declared wet.

6.22.3.7 The gearbox must have no more than six gear ratios.

6.22.4 Sidecar Measurements

- 6.22.4.1 The passenger must be carried in a suitably constructed sidecar with minimum platform dimensions of 800mm x 300mm, measured at a height of 150mm above the platform.

6.22.5 Steering

- 6.22.5.1 At all positions of the handlebars, there must be a minimum space of 20mm between the ends of the handlebars and all other parts of the Machine.
- 6.22.5.2 The steering axis must not be offset more than 75mm from the Motorcycle front wheel centre line.

6.22.6 Oil Containment and Underside Protection

- 6.22.6.1 In case of an engine breakdown, an oil containment tray must be constructed directly below the engine to:
- a) Hold at least half of the total oil and engine coolant capacity of the engine (minimum five litres), and
 - b) Protect the rear wheel from any possible oil spray.
- 6.22.6.2 The edges of the oil containment tray must be at least 50mm above the bottom of the tray.
- 6.22.6.3 The front of the oil containment tray must extend upward to the base of the barrel or assumed bottom of the barrel line if barrel is integral.
- 6.22.6.4 The fuel tank breather pipe must be fitted with a non-return valve and must discharge into a catch tank with a minimum capacity of 500cc.

6.23 FORMULA ONE SIDECARS**6.23.1 Frames and Parts**

- 6.23.1.1 The minimum weight of the sidecar including passenger and rider at the completion of practice, qualifying or racing is 375 kg.
- 6.23.1.2 The overall height of the Motorcycle and sidecar must not exceed 800mm, but the airbox and the immediate bodywork over the airbox only may be a maximum of 950mm.
- 6.23.1.3 The wheelbase must not exceed 2300mm.
- 6.23.1.4 Track, as measured from the centre of the rear wheel to the centre of the sidecar wheel shall be:
- a) Maximum of 1150mm,
 - b) Minimum of 800mm.
- 6.23.1.5 The overall length of the Motorcycle and sidecar must not exceed 3300mm.
- 6.23.1.6 Devices which reduce the ground clearance during the course of a Race are not permitted.
- 6.23.1.7 The drive must be transmitted to the ground only through the rear wheel.
- 6.23.1.8 The underside of the platform must be flat.
- 6.23.1.9 Banking sidecars are prohibited.
- 6.23.1.10 Machines must have a solid and effective protective barrier between the engine and the rider's torso.
- 6.23.1.11 Where a fairing is fitted:
- a) The rear wheel and sidecar wheel must be enclosed down to the level of the sidecar platform on the inside and to the top of the rim flange on the outside,
 - b) Spoilers and other aerodynamic devices are authorised on condition they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body. These shall not exceed neither the width of the fairing nor the height of the handlebars.
- 6.23.2 Sidecar Measurements**
- 6.23.2.1 The body must be forward of the centre line of the baseboard, a forward portion of which must have an area of 230mm high, 300mm wide and 300mm long with at least 25mm radius to all corners.
- 6.23.2.2 The maximum space between Motorcycle and sidecar baseboard must be 50mm with the rider in a normal racing position.
- 6.23.2.3 The body must be covered in at the front end.

6.23.3 Handholds and Fittings

6.23.3.1 Stirrup fittings for the passenger's feet are not permitted.

6.23.3.2 A suitable passenger handhold must be provided on the outer side of the rear wheel.

6.23.3.3 Handholds must:

- a) Be molded or positioned so as to prevent direct access by the rider or passenger to any moving parts of the Machine, and
- b) Not project beyond the outer edge of the sidecar mudguard or bodywork.

6.23.4 Oil Containment and Underside Protection

6.23.4.1 Any oil breather pipe fitted must discharge into a catch tank:

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

6.23.4.2 The underside of fuel tanks, engine casings and drain plugs must be protected from direct contact with the road surface by:

- a) Their location, or
- b) The fitting of an underpan, which must cover the area of the underside of the tank, case or plug.

6.23.4.3 Where a guard or underpan is used it must be constructed of:

- a) Steel, which must have wired or rolled edges, and a minimum thickness of 1.6mm, or
- b) Aluminium which must have wired or rolled edges, and with a minimum thickness of 3mm, or
- c) Fibreglass which must have edges rounded and smoothed and with a minimum thickness of 3mm.

6.23.4.4 Oil cooler(s) and oil tanks must be mounted below the main body, in a crash secure position.

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

6.23.5 Brakes

6.23.5.1 Brakes must:

- a) Have at least two circuits operating independently, one of which must operate the sidecar and rear wheel, the other must operate the front wheel,
- b) Be designed so that if one circuit fails, the other works efficiently.

6.23.5.2 Carbon brakes are not permitted.

6.23.6 Rider

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

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

6.23.6.3 Notwithstanding the provisions of the preceding two sub-Rules, "feet forward" sidecars constructed before the 1st January 1998:

- a) May compete below State Championship level,
- b) Must be registered with MA.

6.23.7 Steering

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

6.23.7.2 The Motorcycle must be steered by handlebars.

6.23.7.3 The handlebar extremities must not be:

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

6.23.8 Engine and Gearbox

6.23.8.1 Engines in Formula One must comply with the following:

- a) 4-stroke engine with a maximum of four cylinders,
- b) Up to 1000cc maximum,
- c) Up to 1300cc maximum for 4-stroke engines with two or three cylinders,

- d) Engines must be commercially manufactured and readily available to the public,
- e) Bore and stroke must be as specified by engine manufacturer,
- f) Increasing the bore size to reach class limits is not allowed.

6.23.8.2 The following may be altered or replaced:

- a) The original cylinder head, but the number of ports must remain as originally produced by the manufacturer,
- b) Camshaft, but method of cam drive must remain as originally produced by the manufacturer,
- c) Pistons, rings and pins,
- d) Conrods, however titanium or carbon rods are not permitted unless original equipment,
- e) Carburettors,
- f) Crankshaft by lightning and balancing,
- g) Clutch basket, clutch plates, springs and hub,
- h) Sump, oilpan and oil pump.
- i) Oil lines containing positive pressure but must be of metal reinforced construction with swaged or threaded connectors.

6.23.8.3 The following are permitted if originally fitted by the manufacturer:

- a) Dry clutch,
- b) Fuel injection. Throttle bodies must be as originally produced by engine manufacturer,
- c) Vacuum slides may be removed or fixed in the open position,
- d) Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

6.24 FORMULA TWO SIDECARS

6.24.1 Frames and Parts

6.24.1.1 The minimum weight of the sidecar (without fuel) is 136.5kg.

6.24.1.2 The overall height of the Motorcycle and sidecar must not exceed 800mm.

6.24.1.3 The maximum wheelbase is 1651mm.

6.24.1.4 Track, as measured from the centre of the rear wheel to the centre of the sidecar wheel shall be:

- a) Maximum of 1100mm,
- b) Minimum of 800mm.

6.24.1.5 Hinged sidecars and steerable sidecar wheels are not permitted.

6.24.1.6 The rider and passenger must not be attached to the Machine or in any way restrained from separating from the Machine.

6.24.1.7 Glass rear view mirrors are not permitted.

6.24.1.8 Reinforcement of the steering head is allowed to a maximum of 225mm from the centre line of the steering head.

6.24.1.9 Monocoque construction is not permitted.

6.24.1.10 The frame tubing must be of good quality steel tube, with a maximum diameter of 100mm at the broadest point.

6.24.1.11 Composite construction may only be used in the sidecar platform.

6.24.1.12 The streamlining must be easily detachable for scrutineering.

6.24.1.13 Aerofoil's or spoilers on streamlining are not permitted.

6.24.1.14 A solid and effective protection must be fitted between the driver and the engine, so as to prevent:

- a) Direct contact between the rider's body or clothing,
- b) Escaping flames or leaking fuel or oil.

6.24.1.15 The rider's seat must be at least 200mm long and 150mm wide and be fitted at least 150mm above the sidecar platform.

6.24.1.16 Cooling air intakes must have no forward projection or protrusion.

6.24.1.17 The battery must be covered such that neither the driver nor the passenger can come into contact with the battery or its contents.

6.24.2 Oil Containment and Underside Protection

6.24.2.1 Any oil breather pipe fitted must discharge into a catch tank:

- a) With a minimum capacity of 500ml,
- b) Which is located in an easily accessible position,
- c) Which must be empty before the start of each Competition.

6.24.2.2 The fuel tank must be independently protected from the ground.

6.24.2.3 The fuel filler cap must be in such a position that it does not protrude from the fairing and cannot be torn off in a crash.

6.24.3 Brakes

6.24.3.1 A sidecar must have a brake system which must consist of:

- a) one main system with at least two circuits operating separately, one of which must operate on at least two of the three wheels,
- b) An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the Motorcycle.

6.24.4 Wheels and Suspension

6.24.4.1 Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not permitted.

6.24.4.2 The minimum diameter of an inflated tyre must be 400mm.

6.24.4.3 All wheels must be of metal construction and unmodified from original manufacture.

6.24.4.4 The front suspension must be either a leading or trailing fork, or links with the wheel equally supported on each side.

6.24.4.5 The rear suspension must be of the swinging arm type and may be single sided.

6.24.4.6 Minimum suspension travel must be 20mm.

6.24.4.7 The rear mudguard must cover at least 240° of the rear wheel on the side nearest to the sidecar wheel.

6.24.4.8 The rear driving wheel must be covered down to the level of the sidecar platform and around the periphery.

6.24.4.9 The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery.

6.24.5 Steering

6.24.5.1 Handlebar levers must:

- a) Have ball ends attached with a minimum diameter of 19mm,
- b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

6.24.5.2 Handlebar grips must be:

- a) Attached to the end of the handlebars,
- b) No longer than 150mm.

6.24.5.3 Handlebars must;

- a) Be above the mid-point of the rider's seat,
- b) Be 450mm wide,
- c) Be located on the sprung portion of the front suspension,
- d) Not touch any part of the streamlining, regardless of the position of the bars.

6.24.5.4 All controls must be independently mounted.

6.24.5.5 Steering of the front wheel must be by non-adjustable handlebars fixed directly to the steering head of the Motorcycle.

6.24.5.6 The front wheel axle must support the Machine equally on each side of the wheel.

6.24.5.7 Steering lock angle each side of straight ahead position and measured horizontally at ground level must be a minimum of 20°.

6.24.5.8 Handlebar clamps must be radiused and engineered so as to avoid fracture points in the bar.

6.24.6 Rider and Passenger

6.24.6.1 The rider's position, regardless of whether a driving seat is fitted, must be such that the rider's feet are positioned behind the knees.

6.24.6.2 The passenger must be able to lean out to either side of the sidecar and for this purpose the vehicle must be fitted with suitable closed loop type hand holds.

6.24.7 Engine

6.24.7.1 Engines in Formula Two must be 4-stroke: and comply with the following:

- a) For two-cylinder engines, with an engine capacity of no more than 1000cc,
- b) For three-cylinder engines, an engine capacity of no more than 675cc,
- c) For four-cylinder engines, with an engine capacity of no more than 600cc.
- d) Engines must be commercially manufactured and readily available to the public,
- e) Bore and stroke must be as specified by engine manufacturer.

6.24.7.2 The engine must be positioned behind the steering head and in front of the driver.

6.24.7.3 Throttle controls must be self-closing.

6.24.7.4 The drive must be transmitted through the rear wheel.

6.24.8 Exhaust Systems

6.24.8.1 Exhaust fumes must be discharged towards the rear but not so as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other rider.

6.24.8.2 The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.

6.24.8.3 On the side opposite the sidecar, the exhaust pipes must not extend beyond the streamlining.

6.24.8.4 On the other side, the exhaust pipe must not extend beyond the width of the sidecar.

6.24.8.5 Exhaust pipes must be fitted and positioned so as to prevent entanglement with other Machines.

SECTION 6G: TECHNICAL REGULATIONS: JUNIOR CLASSES**6.25 JUNIOR MINI GP (Not including FIM Mini GP)****6.25.1 Machine Eligibility**

6.25.1.1 Machines must:

- a) Be of no greater capacity than 80cc 2 Stroke or 160cc 4 Stroke
- b) Carry where applicable all relevant chassis and engine numbers,
- c) Have a chassis which is constructed by an established manufacturer or a chassis approved by MA,

6.25.1.2 The engine must be OEM without modification, however engine capacity may be changed to suit an upgraded model (eg:70cc to 85cc) but such changes can only be made using unmodified OEM components and produce no greater power than an OEM engine of the new capacity. The engine may be utilised in a chassis not manufactured by the manufacturer.

6.25.1.3 Replacement engine parts, not manufactured by the original engine manufacturers, e.g: piston, conrod, crankpin assembly can be used for reconditioning purposes provided they don't offer a power advantage, unless SRs prohibit.

6.25.1.4 Exhaust systems are free unless SRs prohibit.

6.25.1.5 Carburettor must be as supplied by the engine manufacturer for the model but removed jets and needles may be changed.

6.25.2 Tyres

6.25.2.1 Tyres must be as the SRs.

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

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6.25.3 Permitted Modifications

6.25.3.1 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.

6.25.3.2 Paper or foam type filters may be fitted.

6.25.3.3 Data loggers are not allowed.

6.26 JUNIOR 85GP**6.26.1 Machine Eligibility**

6.26.1.1 Machines must:

- a) Be 2-stroke and of no greater capacity than 85cc,
- b) Carry where applicable all relevant chassis and engine numbers,
- c) Have a chassis which is constructed by an established manufacturer or approved by MA.

6.26.1.2 The engine must be OEM 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 OEM and produce no greater power than an OEM engine of the new capacity. The engine may be utilized in a chassis not manufactured by the manufacturer.

6.26.1.3 Replacement engine parts, not manufactured by the original engine manufacturer e.g. piston, conrod, crankpin assembly can be used for reconditioning purposes providing they don't offer a power advantage.

6.26.1.4 Exhaust systems are free.

6.26.1.5 Carburettor must be as supplied by the engine manufacturer for the model but removed jets and needles may be changed.

6.26.1.6 Data loggers are not allowed.

6.26.2 Tyres

6.26.2.1 Tyres must:

- a) Be commercially available in Australia, and homologated,
- b) Be worn to no more than the minimum tread depth indicators.

6.26.2.2 Treaded or slick tyres may be fitted.

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

6.26.3 Permitted Modifications

6.26.3.1 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.

6.26.3.2 Paper or foam type filters may be fitted.

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

6.26.3.4 No alterations or modifications are permitted other than stated in these rules.

6.27 JUNIOR 150CC PRODUCTION**6.27.1 Machine Eligibility**

6.27.1.1 Up to 160cc 4-stroke Single-Cylinder Manual.

6.27.2 Tyres

6.27.2.1 Tyres must be as per SRs.

6.27.2.2 Tyre warmers may be used.

6.27.3 Compulsory Modifications

6.27.3.1 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,

6.27.4 Permitted Modifications

6.27.4.1 The following may be replaced or modified:

- a) Fairings and streamlining including screen, rear body work and seat section, mudguards and tank covers. Providing the replacements are of the same shape and appearance as the original,
- b) Spark plug type,
- c) External gearing and chain, but not chain pitch,
- d) Brake pads, linings and brake hoses,
- e) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium is fitted as OEM,
- f) Front suspension, springs, fork oil and fork top caps may be modified or replaced to include preload adjusters, but the external appearance of the forks must not be changed,
- g) Rear suspension damping units and springs,
- h) Handlebars, handlebar ends, grips and handlebar mounted levers,
- i) Where applicable, Carburettor jetting can be changed,
- j) Footrests and foot controls, provided original mounting points are used,
- 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) The mounting point on the frame for the side stand may be shortened.
- m) Only the airbox lid may be modified to have a 68mm round hole located in the centre.

6.27.4.2 The following may be removed:

- a) Pollution system,
- b) The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

6.27.5 Permitted Additions

6.27.5.1 The following may be added:

- a) GPS lap timer only, the only electronic or other circuit connection to the machine shall be for the purpose of power supply to the lap timer only,
- b) Frame protective sliders,
- c) Radiator guards,

6.27.6 Compulsory Additions

6.27.6.1 Engine case protection as per GCR 6.17.1.4.

SECTION 6H: MINIMOTO**6.28 COMPETITION RULES****6.28.1 Grid Positions**

- 6.28.1.1 There must be a maximum of 5 riders per row with a minimum of one metre between the riders; and
- 6.28.1.2 There must be a minimum of 2 metres between rows.
- 6.28.1.3 No more than 30 riders may participate in each Race.

6.28.2 Starts

- 6.28.2.1 Unless otherwise provided for in SRs, massed starts must be used.
- 6.28.2.2 Unless otherwise provided for in SRs, qualifying for starting positions must be held.
- 6.28.2.3 In the absence of qualifying, the Clerk of Course must allocate starting grid positions.

6.28.3 False Starts

- 6.28.3.1 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.
- 6.28.3.2 The rider making the false start must:
- Go to the designated "Stop & Go" penalty zone,
 - Bring their Machine to a stop (the engine must not be turned off),
 - Remain stationary for a full second.
- 6.28.3.3 The rider may then re-join the Race.
- 6.28.3.4 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 times, the rider will be black flagged,
 - If more than one 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.

6.29 PROTECTIVE CLOTHING**6.29.1 General**

- 6.29.1.1 No competitor may practice, start or compete in any Minimoto Competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

6.30 FRAMES AND PARTS**6.30.1 General**

- 6.30.1.1 Minimotos must be fixed or rigid frames with no suspension.
- 6.30.1.2 Minimotos must have a working handlebar mounted engine kill-switch.
- 6.30.1.3 Foot pegs must be covered in plastic, rubber or nylon.

6.30.2 Tyres

- 6.30.2.1 Knobby tyres are not permitted.
- 6.30.2.2 Treaded road tyres may be used at any time.

6.30.3 Rims

- 6.30.3.1 Rims must be 6.5" diameter.

6.30.4 Brakes

- 6.30.4.1 A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.
- 6.30.4.2 Brakes may be cable or hydraulically operated.
- 6.30.4.3 Handlebar levers must have ball ends with a minimum diameter of 10mm.

6.31 ENGINES**6.31.1 As per GCR 6.16 plus**

- 6.31.1.1 Lock wiring used on oil and water filler caps and drain plugs must be visible.
- 6.31.1.2 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.

- 6.31.1.3 Final drive must be single speed via a dry centrifugal clutch (adjustable allowable).
- 6.31.1.4 Fuel must not leak when Machine is laid on each side. Use of an O-ring under cap permitted.
- 6.31.2 Minimoto**
- 6.31.2.1 Junior riders (under 16 years) cannot compete with Senior riders.
- 6.31.2.2 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.
- 6.31.2.3 Seniors and Juniors Class 2: Pro CAG.
- a) Capacity: Up to 51cc,
 - b) Crankcase: Standard air-cooled CAG only,
 - c) Crankshaft: Open,
 - d) Connecting rod & piston: Chinese made,
 - e) Seals: Bearings, Gaskets: Open,
 - f) Head/Barrel: Open,
 - g) Coil: Standard CAG only,
 - h) Timing keyway allowed,
 - i) Flywheel: Open,
 - j) Spark Plug: Open,
 - k) Clutch: Open,
 - l) Carburettor: Open,
 - m) Air filter: Open,
 - n) Reed block: Open,
 - o) Reeds: Material open,
 - p) Exhaust system: Open,
 - q) Tyres: Open,
 - r) Gear ratios: Open,
 - s) Chain: Open,
 - t) Machining: Open,

- u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.
- 6.31.2.4 Seniors and Juniors Class 3: Elite Air-cooled.
- a) Capacity: Maximum 51cc air-cooled only,
 - b) Crankcase: Open,
 - c) Crankshaft: Open,
 - d) Connecting rod & piston: Open,
 - e) Seals, bearings, gaskets: Open,
 - f) Head/Barrel: Open,
 - g) Coil: Open,
 - h) Timing key: Open,
 - i) Flywheel: Open,
 - j) Spark plug: Open,
 - k) Clutch: Open,
 - l) Clutch bell: Open,
 - m) Carburettor: Open,
 - n) Air filter: Open,
 - o) Reed block: Open,
 - p) Reeds: Material open,
 - q) Exhaust system: Open,
 - r) Tyres: Open,
 - s) Gear ratios: Open,
 - t) Machining: Open,
 - u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.
- 6.31.2.5 Seniors and Juniors Class 4: Basic Chinese Water-cooled:
- a) Capacity: Maximum 51cc,
 - b) Crankcase: Chinese,
 - c) Crankshaft: Chinese,
 - d) Connecting rod & piston: Chinese made,
 - e) Seals, bearings, gaskets: Open
 - f) Barrel / head: Standard Chinese for that model,
 - g) Coil: Standard Chinese,
 - h) Timing key: Standard Chinese,
 - i) Flywheel: Original Chinese,
 - j) Spark plug: Open,
 - k) Clutch: Open,
 - l) Carburettor: Open,
 - m) Air filter: Open,
 - n) Reed block: Standard Chinese, reed spacer accepted,
 - o) Reeds: Material open,
 - p) Exhaust system: Chinese made, but can be modified to suit application. Stinger/muffler open,
 - q) Tyres: Open,
 - r) Gear ratios: Open,
 - s) Machining: Porting, machining (including polishing) of barrel/head, crankcase, crankshaft, con-rod, piston or flywheel is not permitted,
 - t) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

6.31.2.6 Seniors and Juniors Class 5: Pro Chinese Water-cooled:

- a) Capacity: Maximum 51cc,
- b) Crankcase: Chinese made,
- c) Crankshaft: Chinese made,
- d) Connecting rod & piston: Chinese made,
- e) Seals, Bearings, Gaskets: Open,
- f) Barrel: Chinese made,
- g) Head: Open,
- h) Coil: Open,
- i) Timing key: Open,
- j) Flywheel: Open,
- k) Spark Plug: Open,
- l) Clutch: Open,
- m) Carburettor: Open,
- n) Air filter: Open,
- o) Reed block: Open,
- p) Reed Material: Open,
- q) Exhaust system: Open,
- r) Tyres: Open,
- s) Gear ratios: Open,
- t) Machining: Open,
- u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

6.31.2.7 Seniors and Juniors Class 6: Elite Open 40cc:

- a) May be air or water-cooled,
- b) Origin open, (may be Chinese or European made),
- c) Capacity: Maximum 40cc,
- d) Crankcase: Open,
- e) Crankshaft: Open, maximum 39.2mm stroke,
- f) Connecting rod & piston: Open,
- g) Seals, Bearings, Gaskets: Open,
- h) Head/Barrel: Open,
- i) Coil: Open,
- j) Timing key: Open,
- k) Flywheel: Open,
- l) Spark Plug: Open,
- m) Clutch: Open,
- n) Clutch Bell: Open,
- o) Carburettor: Maximum 14mm. Must be marked as 14mm or less by original equipment manufacturer, or Carburettor 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.

6.31.2.8 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.

6.31.2.9 Seniors and Juniors Class 8: Maxi Bikes:

- a) Capacity: Up to 51cc 2-stroke or up to 110cc 4-stroke air-cooled,
- b) Motor: Chinese,
- c) Maximum 12" wheels,
- d) Gear box: CVT or locked in one gear no manual changing of gears,
- e) All other parts open,
- f) Tyres: Open,
- g) No combustion enhancers such as NOS.



For up to date GCRs
please visit the MA General Competition Rules page at
www.ma.org.au



7 HISTORIC ROAD RACE

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APPLICATION OF CHAPTER

The following GCRs governing Historic Road Racing Motorcycles are written to facilitate the organisation of uniform and fair Competition.

The express purpose of these GCRs is to ensure the Motorcycles are in a condition that is visually compatible with the period of racing being portrayed. These GCRs 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 7A: AUSTRALIAN CHAMPIONSHIPS AND COMPETITION CLASSES

7.1 AUSTRALIAN HISTORIC ROAD RACE MATRIX

HISTORIC ROAD RACING	P1	P2	P3	P4	P5	P6	P7
Ultra-Lightweight/ Solo Up to 125cc	CC	-	CC	CC	AC	AC	AC
Lightweight/ Solo 132cc to 250cc	CC	-	AC	AC	AC	AC	AC
Junior/ Solo 263cc to 350cc	CC	-	AC	AC	AC	-	-
Senior/ Solo 368cc to 500cc	CC	-	AC	AC	AC	-	-
Senior/ Solo 263c to 500cc	-	-	-	-	-	AC	AC
Unlimited/ Solo 526cc to 1300cc	CC	-	AC	AC	AC	-	-
Sidecar: Up to 650cc	CC	CC	AC	AC	AC	AC	-
Sidecar: Up to 1300cc	CC	CC	AC	AC	AC	AC	-
Junior/ Solo: Up to 350cc	-	CC	-	-	-	-	-
Senior/ Solo: Up to 500cc	-	AC	-	-	-	-	-
Unlimited/ Solo: 368cc to 1300cc	-	AC	-	-	-	-	-
Formula 700/ Solo: 526cc to 700cc Note: This class is for push rod engines only. there is no capacity tolerance	-	-	AC	-	-	-	-
Formula 750/ Solo: 526cc to 750cc	-	-	-	AC	AC	-	-
250 Production Solo 250cc Note: Machine must have either a compliance plate fitted or supporting documentation of the year of manufacture.	-	-	-	-	-	AC	AC
Formula 750/Solo: 526cc to 750cc 4-cylinder and 750cc to 1000cc 2-cylinder	-	-	-	-	-	AC	-
Formula 1300/ Solo: 788cc to 1300cc	-	-	-	-	-	AC	-
600 Supersport: Production based machines of up to 600cc 4-cylinder or 750cc 2-cylinder							AC
Superbike: 4 Stroke Production based machines of 600 to 750cc 4-cylinder, 600 to 900cc 3-cylinder or 1000cc 2-cylinder							AC
Production Superbike: 4 Stroke machines greater than 700cc and no greater than 1000cc							AC

7.1.1 Historic Matrix Legend

- 7.1.1.1 AC = Australian Championship
CC = Competition Classes

7.1.1.2 Any class that is an Australian Championship (AC), is also a Competition Class (CC).

7.1.3 Periods

7.1.3.1 For the purposes of determining eligibility, Machines are categorised as follows:

PERIOD	NAME	DATE RANGES
P1	Veteran	Up to 31st December 1919
P2	Vintage	1st January 1920 to 31st December 1945
P3	Classic	1st January 1946 to 31st December 1962
P4	Post Classic	1st January 1963 to 31st December 1972
P5	Forgotten Era	1st January 1973 to 31st December 1982
P6	New Era	1st January 1983 to 31st December 1990
P7	Golden Era	1st January 1991 to 31st December 1999

7.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES**7.2.1 Individual Competitions**

7.2.1.1 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 Events.

7.2.2 All Competitions

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

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

- 10 or more entries for all solo classes, who actually participate in practice, qualifying or Races,
- 6 or more entries for Period 2 solo classes, who actually participate in practice, qualifying or Races,
- 6 or more entries for sidecar classes, who actually participate in practice, qualifying or Races.

SECTION 7B: COMPETITION RULES**7.3 ELIGIBILITY: GENERAL**

7.3.1.1 No person may participate in any Competition, unless and until that person's protective clothing/equipment and Machine have been examined and approved by the Scrutineer for that Competition.

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

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

7.3.1.4 In the interpretation of any GCR relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.

7.4 ELIGIBILITY: MACHINES

7.4.1.1 Machines are eligible to enter:

- The capacity and era class as shown in the Machine's logbook and,
- The next capacity class in that era as per the Historic Matrix 7.1, with the exception of Period 6 250cc machines and Lightweight machines, which cannot enter the next capacity class if they wish to enter both the Period 6 250 Production class and Lightweight class.
- Unlimited class Machines may enter the next era but must run as per the GCRs of the log book era.

7.4.1.2 Period 3 500cc Machines are not allowed to compete in the ~~Formula~~ 700 class.

7.4.1.3 In cases where classes are combined to be run concurrently in the same Race, points shall only be awarded for the class for which the Machine holds an eligible logbook.

7.4.2 Log Books

7.4.2.1 Log books are mandatory for Historic Road Racing Competitions.

7.4.2.2 With the exception of Machines covered by GCR 7.4.3, Machines that do not hold a log book cannot compete.

7.4.2.3 Log book application forms are available from the MA website, www.ma.org.au.

7.4.2.4 To assist in the issuing of a logbook upon completion of the Machine, before commencing the building of a Machine that consists primarily of replicated parts, plans and specifications may be submitted to MA for interim approval. Application forms for this purpose are available from www.ma.org.au.

7.4.2.5 Issuing of a log book is regarded as prima facie acceptance by MA of proof of eligibility of Machines and modifications as presented. This does not remove the rights of challenge or protest.

7.4.2.6 Log books must:

- a) Be produced by the entrant at scrutineering,
- b) Be available for presentation at any other time during the Event,
- c) Contain provision for Eligibility Scrutineers to record any alterations or changes to the Machine.

7.4.2.7 Changes to major components must be approved by the:

- a) Historic Road Race Commission and recorded in a revised Historic Log Book, or;
- b) Clerk of Course and/ or Eligibility Scrutineer at an Event and recorded in the existing Historic Log Book.

7.4.3 International Competitors

7.4.3.1 Bona fide International competitors riding Machines from countries other than Australia do not require a log book, but are required to complete an Overseas Usage form and approval to be granted by MA.

7.4.3.2 Overseas competitors' Machines must comply with either their own Competition rules or those of Australia, and not be a combination of both to gain a competitive advantage.

7.5 GENERAL RULES**7.5.1 Homologation**

7.5.1.1 For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details, contact MA.

7.5.2 Cameras

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

7.6 PROTECTIVE CLOTHING AND HELMETS

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

7.7 MACHINE AND RIDER IDENTIFICATION**7.7.1 Number Plates**

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

7.7.1.2 Number plates must:

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

- 7.7.1.3 Front number plates must have figures that are clearly visible at a distance of 20 metres and a solid border 10mm wide.
- 7.7.1.4 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.
- 7.7.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.
- 7.7.1.6 Advertising must be at least 25mm clear of the background of a number plate background and the rider's name by either a gap or a contrasting colour strip unless the advertising is an integral part of the back-plate cover.

7.7.2 Number Plate Colours

7.7.2.1 Colours must be as follows:

CAPACITY/ CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
501cc to 750cc	White	Black
750cc to 1000 (Formula 750 only)	White	Black
751cc and over	Mail Box Red	White
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black

7.7.3 Number Plate Figures

- 7.7.3.1 Font style is free; however, the onus for legibility rests with the entrant.
- 7.7.3.2 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

7.8 RACE EVENT PROTOCOLS

7.8.1 Flags and Signals

- 7.8.1.1 The minimum dimensions of all flags must be 500mm x 500mm.
- 7.8.1.2 Track flags and signals as per Appendix B: Track Flags & Signals.
- 7.8.1.3 The National flag signifying the start of an Event may be replaced by a light signal.

7.8.2 Measurement at Events

- 7.8.2.1 A Steward of an Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.
- 7.8.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

7.8.3 Measurement: All Australian and State Championship Events

7.8.3.1 All Machines must have provision for the placement of sealing wire.

7.8.3.2 An entrant may request that the entrant's Machine be measured and sealed before the Event. As soon as practicable after receiving the request the measurer for the Event must measure and seal the Machine. Any Machine examined under this GCR may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the Event.

7.8.3.3 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional,

- a) At the conclusion of that period, if no protest is received, the result will be final,
- b) If any such Machine is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,
- c) If no protest is received within that period, the seals may be removed.

7.8.3.4 Any Machine sealed as the result of a protest may only be measured by a Measurer. All Measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event.

7.8.4 Starts

7.8.4.1 All competitors must, in relation to the start of any Competition, comply with directions issued by, and under the authority of, the Starter. For such purposes the tarter, on the instructions of a key official, may:

- a) Delay a start,
- b) Direct a Re-start,
- c) Direct a competitor to start from:
 - i) The back of the starting grid,
 - ii) The pit lane,
 - iii) The rear of the field, or
 - iv) Such other position as shall be required for the safe, fair and orderly start of the Competition.
- d) Exclude a competitor who is late for the start.

7.8.4.2 The method of starting will be as prescribed by SRs.

7.8.4.3 The start of a Competition occurs when the order to start is given.

7.8.4.4 No rider may start an Event after the point where the lead rider has crossed the finish line to complete the first racing lap.

7.8.5 Finishes

7.8.5.1 For Races:

- 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 Race, 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 Race distance,
 - Is still competing in the Race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of Race being the determinant of placings.
- b) The finish of the Race occurs when the flag is displayed to the last competitor under GCR 7.8.5.1 a),
- c) The finish occurs for each Machine when the foremost part of the Machine crosses the line,
- d) Where there are two competitors required to be on one Machine together, both must finish the Race in contact with the Machine. On a solo Machine the competitor must finish the Race in contact with the Machine.

- e) In case of a dead heat between competitors for a place:
 - i) The places and the awards for those places will be combined,
 - ii) The participants in the dead heat will share the places and awards equally,
 - iii) The remaining places will be relegated by the number of participants in the dead heat.

7.8.6 Stopping Events

7.8.6.1 Where an incident causes a Race to be stopped, the Steward or Clerk of Course may declare the Race complete if at least ~~75%~~ **2/3rds** of the Race distance or time, whichever is the less, has been run.

7.8.6.2 The results **established after the review of the incident by the Clerk of Course and so declared will be based on the ~~placements~~ finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap, at the finish line of the last full lap completed before the incident but will may** Exclude those competitors who:

- a) ~~Are proven to have been the caused of~~ the incident, or
- b) Having been involved in the incident, could not continue in the Race.

7.8.7 Stopping and Re-Running Competitions

7.8.7.1 The Steward or Clerk of Course who has Excluded a competitor for unfair conduct and considers that such conduct has:

- a) Given an advantage to the team of which the offender is a member, or
- b) In the case of a non-team Competition, jeopardised the fair chances of one or more of the other competitors in the Competition,

may declare the Competition void and order a Re-run.

7.8.7.2 If the Competition 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 Competition 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.

7.8.7.3 A Steward or Clerk of Course may stop a Competition and order it to be Re-run if it would be dangerous for it to continue.

7.8.7.4 In any Re-run:

- a) Any competitor who:
 - i) Fell in the stopped Competition 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 Competition being stopped,
 - ii) Failed to start in,
 - iii) Retired from,
 - iv) Was Excluded from,
 - v) Had been lapped during the course of the stopped Competition,
 may not participate.

7.8.7.5 If the Race is interrupted after the chequered flag, the following procedure will apply:

- a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the Race.
- b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the Race.
- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

7.8.8 Change of Machine during a Competition

7.8.8.1 During any Competition, other than an attempt at a Record, no Machine may be exchanged for another unless permitted under these GCRs or any SRs.

7.8.9 Radio Communication

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

7.8.10 Scoring

7.8.10.1 The results for each competitor in each Competition 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

7.8.10.2 If points are tied for any position in a Competition which is conducted over more than one Race, the tying competitor who has the higher finishing position in the final Race of the Competition will be awarded the position.

7.8.10.3 If points are tied 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.

7.8.10.4 An alternative points scoring system may be approved for an MA series Event.

7.8.10.5 If a tie on points occurs for any position in an Event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Event will be awarded the position.

7.8.10.6 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

7.9 RACE EVENT PROTOCOLS: AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIPS

7.9.1 Allocation of Numbers

7.9.1.1 The current Australian Championship title holding rider in every Historic Road Race Championship class is entitled to the Number 1 ~~number~~ plate for use in the capacity class for which the title is held.

7.9.1.2 If the current champion in the respective Australian Championship class is not entered, or declines to use the Number 1 plate, the plate shall not be used by another competitor in that class.

7.9.2 Log Books

7.9.2.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA or be covered by GCR 7.4.3.

7.9.2.2 Log book application forms are available on www.ma.org.au or from SCB.

7.9.2.3 Log book applications may not be processed if lodged within **six** (6) weeks of the Championship.

SECTION 7C: TECHNICAL REGULATIONS**7.10 SOUND EMISSIONS**

7.10.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

7.11 FUEL

7.11.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

7.11.1.2 Please note: As of January 1st 2019 AV Gas will no longer be acceptable for use in Historic Road Racing.

7.12 ENGINES**7.12.1 General**

7.12.1.1 Engine capacity must not exceed 1300cc.

7.12.1.2 Period 6 Formula Classes only: Oversize limit of 5% by cylinder boring only above the original manufacturer's total engine capacity, provided that the upper limit of 1300cc is not exceeded. Stroke to remain standard.

7.12.2 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

7.12.3 Rotary Engines:

$$\text{Cubic capacity} = \frac{(Z \times V)}{N}$$

Where: V = Capacity of each chamber, comprising the engine in cubic centimetres,
N = Number of turns of the motor necessary to complete 1 cycle in a chamber, and
Z = Combustion cycles per revolution.

7.12.4 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.

7.12.4.1 Wankel system engines are classified as 4-strokes.

7.12.5 Superchargers and Turbochargers

7.12.5.1 Superchargers and turbochargers may only be used as follows:

- In Production Class or Improved Touring racing when fitted as factory equipment,
- The nominal cubic capacity of an engine as calculated under GCR 7.12.2, 7.12.3 or 7.12.4 that is fitted with a supercharger or a turbocharger shall be multiplied by 2 for the purposes of engine classification,
- For Historic Road Race Period 2 Machines, when fitted with a supercharger as factory equipment.

7.12.6 Engine Capacity Tolerances

7.12.6.1 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%.

7.13 FRAMES AND PARTS

7.13.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

7.13.2 Compulsory Modifications

7.13.2.1 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.

7.13.2.2 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.

7.13.3 General

7.13.3.1 All Machines must be fitted with a functioning engine cut out switch which must be either a lanyard type or handlebar mounted.

7.13.3.2 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids must be lock-wired 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.

7.13.3.3 All hoses must be securely fitted and guarded to prevent contact with:

- a) The ground, and
- b) Tyres or other moving parts over the full movement of the suspension.

7.13.3.4 All engine, gearbox, fuel and radiator breather hoses and tubes, including the radiator overflow bottle vent must:

- a) Exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked, or
- b) Exhaust into an oil catch tank with a minimum volume of 300ml which must be empty prior to each Competition.

7.13.3.5 The only liquid coolants permitted are water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.

7.13.3.6 Handlebars

- a) The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end,
- b) Handlebar levers must have ball ends with a minimum diameter of 16mm,
- c) Throttle controls must be self-closing.

7.13.3.7 Heads with more than 2 valves per cylinder are prohibited in all periods unless originally fitted by the manufacturer or were a proven period modification.

7.13.3.8 Frame protection devices may be added to run lengthwise along the frame, providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.

7.13.3.9 Where the exhaust system or swing arm does not shield the sprocket a chain guard must be fitted in such a way to prevent trapping between the lower drive chain and the final drive sprocket at the rear wheel.

7.13.3.10 All period 4, 5 and 6 Motorcycles with hydraulic brakes, may be fitted with braided brake lines.

SECTION 7D: TECHNICAL REGULATIONS:**7.14 ALL CLASSES**

7.14.1.1 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.

7.14.1.2 Entrants must enter their Motorcycles at historic Event quoting the year of manufacture.

- 7.14.1.3 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.
- 7.14.1.4 For the purpose of these GCRs '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 Motorcycle, the year in which the Machine or the latest major component first appeared in open Competition.
- 7.14.1.5 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.
- 7.14.1.6 Major components are:
- All engine and gearbox external castings,
 - Frames,
 - Swingarms,
 - Brakes,
 - Forks and fork yokes.
- 7.14.1.7 All other components shall be considered as minor components.
- 7.14.1.8 Major components that were manufactured outside a specific period, but which are visually indistinguishable when assembled from period components shall be eligible for that period.
- 7.14.1.9 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.
- 7.14.1.10 Components, whether major or minor, prohibited from use in any period will be deemed to be prohibited from use in all earlier periods unless specifically permitted under these GCRs.
- 7.14.1.11 Minor components may be modified or updated, provided that they remain visually compatible with the period being depicted.
- 7.14.1.12 Components manufactured outside the period are eligible, if permitted under these GCRs.
- 7.14.1.13 Fairings, streamlining's and cosmetic components must be based on patterns known and used in the period.
- 7.14.1.14 Worm drive hose clamps on oil lines are permitted for Periods 1, 2 and 3 only.
- 7.14.1.15 All Machines, whether standard or modified, must comply with the specifications of the period
- 7.14.1.16 The changing of a major component that will change the period or the class of a Motorcycle at an Event is strictly forbidden.
- 7.14.1.17 Everything that is not authorised and prescribed for use under these GCRs is strictly forbidden.
- 7.15 PERIOD 1 AND 2 SOLO**
- 7.15.1 Requirements: Period 1 and 2**
- 7.15.1.1 At least one efficient braking system and a primary drive guard if so driven;
- 7.15.1.2 Oval number plates.
- 7.15.1.3 Unless otherwise contained in the Machine's original specifications, wheel rim widths must not exceed WM3.
- 7.15.1.4 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.
- 7.15.2 Permitted Uses: Period 1 and 2**
- 7.15.2.1 Pure methanol fuel with no additives other than lubricating oil.
- 7.15.2.2 Amal GP, Monobloc and MK1 concentric to 35mm (1 3/8 inch).
- 7.15.2.3 All period carburettors.
- 7.15.3 Prohibited Uses: Period 1 and 2**
- 7.15.3.1 Slick or grooved slick tyres.
- 7.15.3.2 Shock absorbers with remote or external reservoirs.

7.16 PERIOD 3 SOLO**7.16.1 Requirements: Period 3**

- 7.16.1.1 Unless otherwise contained in the Machine's original specifications, wheel rim dimensions of a 7 minimum of 18" (457mm) diameter, and maximum WM3 width on all wheels.
- 7.16.1.2 Oval number plates.
- 7.16.1.3 Front and Rear Brakes: Any drum brake with a maximum internal diameter of 230mm.
- 7.16.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from steel or aluminium, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely (eg: bolted, bonded, welded).

7.16.2 Permitted Uses: Period 3

- 7.16.2.1 Pure methanol fuel with no additives other than lubricating oil.
- 7.16.2.2 The following carburettors:
 - a) All non-period Amal carburettors up to 40mm, or
 - b) Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 40mm,
 - c) Keihin CR and PW round bore series
 - d) Mikuni VM round slide carburettors up to 40mm,
 - e) Gardner Type C carburettors up to 40mm.
- 7.16.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.
- 7.16.2.4 Triumph 8- and 9-stud cylinder heads.
- 7.16.2.5 Reinforced gearbox castings.
- 7.16.2.6 Cerani GP Forks or replicas there of (e.g. Maxton).

7.16.3 Prohibited Uses: Period 3

- 7.16.3.1 Direct crankcase induction other than rotary disc valve on 2-stroke engines.
- 7.16.3.2 Reed valves on 2-strokes.
- 7.16.3.3 Non-Motorcycle engines and transmissions.
- 7.16.3.4 Disc brakes.
- 7.16.3.5 Slick or grooved slick tyres.
- 7.16.3.6 Shock absorbers with remote or external reservoirs.

7.17 PERIOD 4 SOLO**7.17.1 Requirements: Period 4**

- 7.17.1.1 Unless otherwise contained in the Machine's original specifications, wheel rim dimensions of:
 - a) minimum 18" (457mm) diameter, and maximum WM4 width on all wheels,
 - b) 750cc - 1000cc Max. 2.5 Front
 750cc - 1000cc Max. 3.00 Rear
- 7.17.1.2 Period forks:
 - a) Forks of a type manufactured in the period up to a maximum diameter of 38mm,
 - b) Forks which replicate the type manufactured in the period up to a maximum diameter of 38mm.
- 7.17.1.3 Oval or rectangular number plates.
- 7.17.1.4 Reed valves and crank case induction on 2-stroke engines, but only if the engine of original manufacture was so fitted.
- 7.17.1.5 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 (eg: bolted, bonded, welded).

7.17.1.6 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.

7.17.2 Permitted Uses: Period 4

7.17.2.1 Mechanical fuel injection.

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

7.17.2.3 Keihin CR Special round slide carburettors.

7.17.2.4 Lockheed 4-fin brake calipers and Girling 4 Fin Brake Calipers.

7.17.3 Prohibited Uses: Period 4

7.17.3.1 Accessory air assisted front forks.

7.17.3.2 Electronic fuel injection.

7.17.3.3 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.

7.17.3.4 Mono-shock rear ends.

7.17.3.5 The following Machines or their major components:

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

7.17.3.6 Mag wheels (cast metal wheels).

7.17.3.7 Rear disc brakes, unless originally factory fitted.

7.17.3.8 Slick or grooved slick tyres.

7.17.3.9 Shock absorbers with remote or external reservoirs.

7.18 PERIOD 5 SOLO

7.18.1 Requirements: Period 5

7.18.1.1 Unless otherwise contained in the Machine's original specifications,

- a) For 125cc to 500cc Machines, the wheel rim must have:
 - i) A minimum diameter of 18" (457mm), and
 - ii) A maximum width of 2.5" (63.5mm) front and 4" (101.6mm) rear.
- b) For Unlimited class, the wheel rim must have:
 - i) Minimum diameters of 16" (407mm) front and minimum of 17" (432mm) rear, and
 - ii) A maximum width of 3.5" (89 mm) front and 5" (127mm) rear.

7.18.1.2 Period forks:

- a) Forks of a type manufactured in the period up to a maximum diameter of 41mm,
- b) Forks which replicate the type manufactured in the period up to a maximum diameter of 41mm.

7.18.1.3 Rectangular number plates.

7.18.1.4 Front and rear brakes:

- a) Manufactured in the period, or
- b) Which replicate those manufactured in the period.

7.18.1.5 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 (eg: bolted, bonded, welded).

7.18.1.6 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.

7.18.2 Permitted Uses: Period 5

7.18.2.1 The following Machines or their major components:

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

7.18.2.2 Spoked and mag-type (cast metal) wheels.

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

7.18.2.4 The swingarm must be OEM 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.

7.18.2.5 **Front and rear discs that are:**

- a) **Manufactured in the period or,**
- b) **Commercially available, which replicate or are similar in appearance to those manufactured in the period**
- c) **Commercially available floating discs which replicate or are similar in appearance to those manufactured in the period and do not exceed 320mm in diameter.**

7.18.3 Prohibited Uses: Period 5

~~7.18.3.1 Floating front and rear discs unless:~~

- ~~a) Manufactured in the period, or~~
- ~~b) Which replicate those manufactured in the period.~~

7.18.3.1 The following Machines or their major and minor components:

- a) Yamaha TZ250H,
- b) Yamaha TZ250J,
- c) 1981 Suzuki RG 500,
- d) 1982 Suzuki RG 500.

7.18.3.2 Unless contained in the Machine's original specifications, all anti-dive devices and external fork damping.

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

7.18.3.4 Electronic fuel injection.

7.18.3.5 The use of carbon fibre and Kevlar materials, and other materials presented as having the appearance of carbon fibre, with the exception of Period 5 two-stroke exhaust systems only.

7.19 PERIOD 6 SOLO**7.19.1 Requirements: Period 6**

7.19.1.1 Period forks:

- a) Conventional forks of a type manufactured in the period up to a maximum diameter of 43mm,
- b) Conventional forks which replicate the type manufactured in the period up to a maximum diameter of 43mm,
- c) Inverted forks may only be used if originally fitted to the Machine by the manufacturer or manufactured in the period for Grand Prix Competition (excludes production-based classes).

7.19.1.2 Rectangular number plates.

7.19.1.3 Front and rear brakes must be:

- a) Manufactured in the period, or
- b) Which replicate those manufactured in the period.

7.19.1.4 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 (eg: bolted, bonded, welded).

- 7.19.1.5 With the exception of production-based Machines without a lower fairing which have an Australian Design Rule (ADR) compliance plate, 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:
- For 4-stroke Machines, a capacity of at least 3 litres,
 - For 2-stroke Machines, a capacity of at least 2.5 litres,
 - All air-cooled Machines with lower fairing dams/fluid catchment areas are to hold a capacity of fluid equal to or greater than the oil capacity of the engine unit,
 - With no less than two holes, each of 25mm minimum, which may only be opened in wet Race conditions.

- 7.19.1.6 ~~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 **relevant** 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; 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 **with permitted alterations as described below.**

- 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,

All existing rules included in each individual period classification also apply to formula Machines unless stipulated otherwise.

- 7.19.1.7 All high pressure oil lines to be secured by a pressure type fitting, worm drive clamps do not comply.
- 7.19.1.8 Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed.

7.19.2 Permitted Uses: Period 6

- 7.19.2.1 Ride height adjuster including dog bones and linkages.
- 7.19.2.2 Steering damper.
- 7.19.2.3 Tyre choice is open, but wheels must be from or visually indistinguishable from models available in the period, and be:
- Maximum rim width front = 3.5 inch,
 - Maximum rim width rear = 6 inch.
- 7.19.2.4 Fuel tanks may be changed or modified provided they appear visually compatible with period components.

7.19.3 Prohibited Uses: Period 6

- 7.19.3.1 Radial brake calipers are prohibited.
- 7.19.3.2 Carbon fibre discs are prohibited.
- 7.19.3.3 Carbon fibre wheels are prohibited.
- 7.19.3.4 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.
- 7.19.3.5 Superchargers and Turbochargers are prohibited unless originally fitted equipment.
- 7.19.3.6 Fuel injection where fuel is injected directly into the combustion chambers is not permitted. Manifold injection is allowed provided it is the original system supplied on the Machine.

Ride. Race. Enjoy.

7.19.3.7 The following Machines or their major components:

- a) Kawasaki ZXR 750 J
- b) Yamaha FZR 1000 RU
- c) Suzuki GSX-R1100 M
- d) Yamaha TZ250B V-twin

Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR 7.14.

7.19.3.8 Period 6 250 Production only: Slick or grooved slick tyres prohibited.

7.19.4 Period 6 Production

7.19.4.1 Open to all 2-stroke and 4-stroke production-based road Motorcycles. 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 7.14 and 7.19.

7.19.4.2 Period 6 250 Production Machines: The following items may be modified from the OEM:

- a) Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,
- b) External gearing and drive chain,
- c) Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),
- d) Machines are eligible to run 17" rims, with a maximum of 3" front and 4.5" rear, maximum rear tyre size of 165. Rims can be replaced with wheels of the same material, manufacturer and that resemble rims of the period,
- e) Brake pads, linings, brake hoses and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs however they must fit the original caliper and wheel mounting. The outside diameter, material and ventilation system must remain the same as OEM,
- f) Exhaust system, provided it is similar to OEM,
- g) Handlebars,
- h) Hand and foot controls,
- i) Front fork springs and internals,
- j) Rear shock and/or spring,
- k) Instrument cluster may be removed or replaced,
- l) Unnecessary brackets may be removed.

All other parts must remain as supplied by the manufacturer.

7.20 Period 7 Solo

7.20.1. Requirements Period 7

7.20.1.1 Period forks:

- a) Forks, replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from the period.
- b) Inverted forks may only be used if originally fitted to the Machine by the manufacturer or manufactured in the period for Grand Prix Competition (excludes production-based classes).

7.20.1.2 Rectangular number plates.

7.20.1.3 Front and rear brakes must be:

- a) Manufactured in the period, or
- b) Which replicate those manufactured in the period

7.20.1.4 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 (eg: bolted, bonded, welded).

- 7.20.1.5** All Machines, 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:
- For 4-stroke Machines, a capacity of at least 3 litres,
 - For 2-stroke Machines, a capacity of at least 2.5 litres,
 - All air-cooled Machines with lower fairing dams/fluid catchment areas are to hold a capacity of fluid equal to or greater than the oil capacity of the engine unit,
 - With no less than two holes, each of 25mm minimum, which may only be opened in wet Race conditions.
- 7.20.1.6** Period 7 Production Superbike & 600 Supersport (production based Machines): To be eligible for a production based class, Machines shall be of a make and model that was available in Australia to the 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; all modifications will need to be proven to be of the period. At least 200 production Machines of that make and model must have been homologated during the period.
- Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,
 - There is no engine capacity tolerance for Period 7 Machines. Machines must remain as OEM in terms of engine capacity specification for the model/year of the Machine produced
- 7.20.1.7** All high pressure oil lines to be secured by a pressure type fitting, worm drive clamps do not comply.
- 7.20.1.8** Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed.
- 7.20.1.9** If insufficient entries are received for the Senior/ Solo 263c to 500cc Class, 500cc 2 stroke machines can be combined with the 600 Supersport class at Club and Interclub Events.
- 7.20.2.** Permitted Uses: Period 7 125 & 250 GP Machines
- 7.20.2.1** Ram air boxes.
- 7.20.3.** Permitted Uses: Period 7 Production-based Machines
- 7.20.3.1.** Steering damper.
- 7.20.3.2.** Tyre choice is open, but wheels must be from or visually indistinguishable from the wheels used in the period for production-based Machines.
- 7.20.4.** Permitted Uses: Period 7 Superbike
- 7.20.4.1.** Ride height adjuster (including dog bones and linkages).
- 7.20.4.2.** Steering damper
- 7.20.4.3.** Tyre choice is open, but wheels must be from or visually indistinguishable from models available in the period, and be:
- Maximum rim width front = 3.75 inch
 - Maximum rim width rear = 6.25 inch
- 7.20.4.4.** Fuel tanks may be changed or modified provided they appear visually compatible with period components.
- 7.20.4.5.** Ram air boxes
- 7.20.4.6** Quick shifter
- 7.20.4.7** Manufacturers race kit ECU and wiring loom of the period or the OEM ECU can be reprogrammed
- Only the existing OEM sensors for the make and model are permitted
 - The position of all OEM sensors must remain as OEM
 - A Lambda sensor for the purpose of fuel mixture lights on the dash only are permitted, connection to or via the ECU is prohibited.

- 7.20.4.8 Superbikes must comply with the applicable specifications contained in the FIM Superbike Class Technical Rules of the period.
- 7.20.5. Prohibited Uses: Period 7 All Classes
- 7.20.5.1. Radial brake calipers
- 7.20.5.2. Carbon fibre discs
- 7.20.5.3. Carbon fibre wheels
- 7.20.5.4. Superchargers or turbochargers unless OEM equipment.
- 7.20.5.5. Fuel injection where fuel injection was not provided as OEM equipment
- 7.20.6 Period 7 250 Production
- 7.20.6.1. Open to all 2-stroke and 4-stroke production-based road Machines. To be eligible for racing, the Motorcycle must be a production model manufactured between 1991 – 1999. Period 7 Production Machines must comply with Road Race GCR 7.14 and 7.20.
- 7.20.6.2. The following items may be modified from the 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),
 - Machines are eligible to run 17" rims, with a maximum of 3" front and 4.5" rear, maximum rear tyre size of 165. Rims can be replaced with wheels of the same material, manufacturer and that resemble rims of the period,
 - Brake pads, linings, brake hoses and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs however they must fit the original calliper and wheel mounting. The outside diameter, material and ventilation system must remain the same as OEM,
 - Exhaust system, provided it is similar to OEM, Titanium headers may only be used or replaced if titanium fitted as OEM.
 - Handlebars,
 - Hand and foot controls
 - Front suspension springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
 - Rear shock and/or spring,
 - Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions and visually compatible with the period,
 - Unnecessary brackets may be removed.
 - All other parts must remain as supplied by the manufacturer.

7.21 SIDECARS AND CYCLECARS: GENERAL

- 7.21.1.1 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.

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

7.21.2 OIL CONTAINMENT AND UNDERSIDE PROTECTION

- 7.21.2.1 For Period 1 to period 3 sidecars, in case of engine breakdown, a barrier/underguard plate with oil absorbent material between the crankcase and the plate is to be fitted.

- 7.21.2.2 For Period 4 and period 5 Sidecars, 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.
- 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.

- 7.21.2.3** For Period 4 and period 5 Sidecars fitted with air cooled engines, machines must be fitted with a catch tray that at a minimum exceeds the maximum length and width of the engine & gearbox, excluding ignition/timing covers.
- For the purpose of these rules, the fitment of an external oil cooler is permitted, and such installation shall not alter the classification of "air cooled engine".
 - The tray must have an upturn of a minimum of 10 mm on all edges, and/or be fastened to the frame rails in a manner that creates a retaining edge.
 - A layer of oil absorbent material must be placed between the catch tray and the engine.
- 7.21.2.4** For Period 6 Sidecars, an oil / coolant 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 three litres), and
 - The edges of the oil containment tray must be at least 50mm above the bottom of the tray.
- 7.22 PERIOD 1 AND 2 SIDECARS AND CYCLECARS**
- 7.22.1 Requirements: Period 1 and 2**
- 7.22.1.1 At least one efficient braking system and a primary drive guard if so driven.
- 7.22.1.2 Sidecars must:
- Use a frame of a type which could be ridden solo, with an outrigger sidecar chassis of tubular steel construction,
 - Be bolted at a minimum of 4 points.
- 7.22.1.3 Wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.
- 7.22.1.4 Oval number plates.
- 7.23 PERIOD 3 SIDECARS AND CYCLECARS**
- 7.23.1 Requirements: Period 3**
- 7.23.1.1 The height to the top bearing of the steering head must be at least 710mm (28") unladen.
- 7.23.1.2 Wheel rim diameters of at least:
- Front 16" (406mm),
 - Rear 13" (330mm),
 - Sidecar 10" (254mm).
- 7.23.1.3 Wheel rim widths of no more than:
- Front 3" (76mm),
 - Rear 4.5" (115mm),
 - Sidecar 4.5" (114mm).
- 7.23.1.4 Tyre outside diameters must be at least 22" (560mm) front and rear.
- 7.23.1.5 Oval or rectangular number plates.
- 7.23.1.6 Front and rear brakes:
- Any drum brake with a maximum internal diameter of 230mm or less,
 - Sidecar wheel brake prohibited,
 - Linking of brakes is prohibited, except cyclecars.
 - Front brakes are to be hand controlled (except cyclecars) and rear brakes are to be foot controlled.

7.23.2 Permitted Uses: Period 3

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

7.23.2.2 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.

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

7.23.2.4 Triumph 8 and 9-stud cylinder heads.

7.23.2.5 Non-Motorcycle wheels and brakes providing they meet existing dimensional criteria.

7.23.2.6 Reinforced gearbox castings.

7.23.3 Prohibited Uses: Period 3

7.23.3.1 Sidecar kneelers.

7.23.3.2 Non-Motorcycle engines and transmissions, except where originally fitted.

7.23.3.3 Disc brakes.

7.24 PERIOD 4 SIDECARS AND CYCLECARS**7.24.1 Requirements: Period 4**

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

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

7.24.1.3 Moulded tread type tyres.

7.24.1.4 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.

7.24.1.5 Front exit sidecar chassis configuration only.

7.24.1.6 Oval or rectangular number plates.

7.24.2 Permitted Uses: Period 4

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

7.24.2.2 Mechanical fuel injection.

7.24.2.3 Non-Motorcycle wheels and brakes provided they meet existing dimensional criteria.

7.24.2.4 Hydraulic brake master cylinders of cylindrical appearance.

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

7.24.2.6 Lockheed four-fin brake calipers.

7.24.3 Prohibited Uses: Period 4

7.24.3.1 The following Machines or their major components:

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

7.24.3.2 Electronic fuel injection.

7.24.3.3 Power jet carburettors.

7.25 PERIOD 5 SIDECARS AND CYCLECARS

7.25.1 Requirements: Period 5

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

7.25.1.2 Rectangular number plates.

7.25.1.3 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.

7.25.1.4 Front and/or rear sidecar exit configuration.

7.25.1.5 A cycle car with two forward wheels that was manufactured in the period or is an exact replica of those manufactured in the period.

7.25.1.6 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.

7.25.1.7 May use Methanol Fuel or 98 Pump Petrol.

7.25.2 Permitted Uses: Period 5

7.25.2.1 Slick type racing tyres, cut slicks and racing wets,

7.25.2.2 Motorcycle engines that were manufactured in the period,

7.25.2.3 Methanol fuel.

7.25.3 Prohibited Uses: Period 5

7.25.3.1 Liquid cooled 4-stroke Motorcycle engines,

7.25.3.2 Rear engine sidecars,

7.25.3.3 Steerable sidecar wheels,

7.25.3.4 Monocoque construction,

7.25.3.5 Banking sidecars,

7.25.3.6 Electronic fuel injection,

7.25.3.7 Floating front discs unless:

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

7.25.3.8 The following Machines or their major and minor components:

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

7.26 PERIOD 6 SIDECARS AND CYCLECARS

7.26.1 Requirements: Period 6

7.26.1.1 4 Stroke capacity – up to 1300cc + 0%,

7.26.1.2 2 Stroke capacity – up to 1300cc + 0%,

7.26.1.3 Drive through rear wheel only,

7.26.1.4 Tyres – must be a minimum inflated diameter of 406mm (16"),

7.26.1.5 Rectangular number plates,

For information on becoming an Official or to upgrade and/or renew your Official licence, visit the MA Coaching and Officials page at www.ma.org.au

- 7.26.1.6 Front, rear and sidecar brakes:
- Manufactured in the period,
 - Which replicate those manufactured in the period,
 - Hydraulic bias adjusters permitted,
 - Linking of brakes permitted,
 - 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.
- 7.26.1.7 Rear sidecar exit configuration
- 7.26.1.8 Sidecars must use:
- A frame of circular or non-circular tubular steel construction with a maximum diameter of 4" (102mm) at the broadest point, which was manufactured in the period or is a replica of a frame manufactured in the period, or,
 - A monocoque frame which was manufactured in the period or is a replica of a frame manufactured in the period. The frame may be constructed of aluminium.
- 7.26.2 Permitted Uses: Period 6
- 7.26.2.1 Slick type racing tyres, cut slicks and racing wets,
- 7.26.2.2 Motorcycle engines which were manufactured in the period,
- 7.26.2.3 Rear engine sidecars,
- 7.26.2.4 Centre hub steering,
- 7.26.2.5 Aluminum / alloy rear swinging arms,
- 7.26.2.6 Feet forward sidecars constructed prior to 31st December 1990 are permitted.
- 7.26.3 Prohibited Uses: Period 6
- 7.26.3.1 Steerable sidecar wheel.
- 7.26.3.2 Electronic fuel injection,
- 7.26.3.3 Banking sidecars,
- 7.26.3.4 Methanol fuel,
- 7.26.3.5 The use of carbon fibre for chassis, brakes or other components.





8 MOTOCROSS AND SUPERCROSS

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APPLICATION OF CHAPTER

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

SECTION 8A: AUSTRALIAN CHAMPIONSHIPS

8.1 CATEGORIES FOR SENIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 OR 4-STROKE)
MX1 (16 years and over)	122cc and over 175cc to 300cc 2-Stroke & 290cc & Over 4-Stroke
MX2 (15 years and over) Endorsement applies	122cc to 250cc 100cc to 150cc 2-Stroke & 175cc to 250cc 4-Stroke
MX3 (14 to under 18) Endorsement applies	122cc to 150cc 2-stroke & 250cc 4-stroke Wheel sizes: 16"-19" rear & 19"-21" front
MXW (Women 15 years and over) Endorsement applies	All Powers 122cc to 150cc 2-stroke & 250cc 4-stroke
MXV (Veteran) (30 to 39 years)	All Powers
MXV (Veteran) (40+ years)	All Powers
Sidecars	
For ATV Classes refer to Chapter 11	

8.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 OR 4-STROKE)
SX1 (16 years and over)	122cc to 450cc
SX2 (15 years and over) Endorsement applies	122cc to 250cc
SX2 (Women 15 years and over) Capacity & SX Endorsements apply	Up to 250cc 122cc to 150cc 2-stroke & 250cc 4-stroke



8.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

AGE RANGE	CAPACITY / CLASS
7 to under 9	50cc Auto
7 to under 10 10 to under 12	65cc 2-stroke
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel)
12 to under 14 14 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard and Big Wheel)
13 to under 15 15 years	128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 to under 15 15 years	100cc to 125cc 2-stroke
9 to under 13 13 to under 16	MX Sidecar 80cc-100cc 2-stroke & 150cc 4-stroke (Rider and Passenger)
12 to under 16 Girls	85cc 2-stroke & 150cc 4-stroke (All Wheels)
13 to under 16 Girls	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
For ATV Classes refer to Chapter 11	

8.4 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERCROSS CHAMPIONSHIPS

CLASS	CAPACITY
Junior Lites (13 to under 16)	100cc to 150cc 2-stroke 200cc to 250cc 4-stroke
Junior 85cc / 150cc (12 to under 16)	85cc 2-stroke 150cc 4-stroke

8.5 CHAMPIONSHIP MEDALLIONS AND TROPHIES

8.5.1 Individual Competitions

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

8.5.2 All Competitions

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

8.5.2.2 Medallions and points will be awarded in all 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,
- 8 or more starters for all female classes which actually participate in practice, qualifying or Races.

8.5.3 Duke of Edinburgh Trophies

8.5.3.1 The Duke of Edinburgh Trophies will be inscribed each year with the names of the winners of the highest capacity solo Australian Championship for the MX1 class of the Australian Motocross Championships.

8.5.3.2 The trophy will be held by MA.

SECTION 8B: COMPETITION CLASSES

8.6 SENIOR COMPETITION CLASSES: MOTOCROSS, SUPERCROSS AND ARENA CROSS

CLASS	CAPACITY (2 OR 4-STROKE)
MX1	122cc and over
SX1	122cc to 450cc
MX2 / SX2	Up to 250cc Wheel sizes 16" - 19" rear & 19" - 21" front
MX3 (14 to under 18) Endorsement applies	122cc to 150cc 2-stroke & 250cc 4-stroke Wheel sizes: 16"-19" rear and 19"-21" front
MXW (Women)	All Powers
MXV (Veteran) 30 to 39	All Powers
MXV (Veteran) 40+	All Powers
Sidecars	
For ATV Classes refer to Chapter 11	

8.7 JUNIOR COMPETITION CLASSES: MOTOCROSS AND ARENA CROSS

AGE RANGE	CAPACITY / CLASS
4 to under 9	50cc Demo (Non-Competitive)
7 to under 9	50cc Auto
7 to under 12	65cc 2-stroke
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel only)
9 to under 16	MX Sidecar 80cc to 100cc 2-stroke & up to 150cc 4-stroke (Rider & Passenger)
12 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheels)
13 to under 16	128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke* 100cc to 125cc 2-stroke* *Except at State and National Championship Events, the above two capacity classes may be combined if insufficient entries are received in either class.
12 to under 16 Girls	85cc 2-stroke & 150cc 4-stroke (All Wheels)
13 to under 16 Girls	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
For ATV Classes refer to Chapter 11	

SECTION 8C: COMPETITION RULES

8.8 ELIGIBILITY: GENERAL

- 8.8.1.1 It is the responsibility of the competitor to present at and throughout the Event with a motorcycle and protective clothing and equipment that is fit for purpose and is compliant with the GCRs.
- 8.8.1.2 No person may participate in any competition unless and until;
- a) That person's **having self-scrutineered their** protective clothing, equipment and machine, **has submitted a signed declaration confirming same to be fit for purpose and compliant with the GCRs;**~~have been examined and approved by the Scrutineer for that Event;~~ or
 - b) **Where the RCB requires (in the approved supplementary Regulations) that the scrutineering of** ~~If permitted by the SRs, the person's,~~ **having self-scrutineered their** protective clothing, equipment and machine, **be by the scrutineer for the Event, such protective clothing, equipment and machine have been examined and approved by the scrutineer for that Event.**~~has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs.~~

- 8.8.1.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 8.8.1.4 The onus of proving that a competitor, and the competitor's Machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
- 8.8.1.5 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 OEM.
- 8.8.1.6 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 GCRs.

8.8.2 Senior Grades

8.8.2.1 The grades of competitors in Senior classes are:

- a) Pro,
- b) Expert,
- c) Clubman,
- d) Veteran,
- e) Women.

8.9 ELIGIBILITY: SUPERCROSS

8.9.1.1 For Supercross Licence Conditions refer to the MA Licence Conditions and Endorsements Document available at www.ma.org.au.

8.10 ELIGIBILITY: FREESTYLE MOTOCROSS

8.10.1.1 For Freestyle Motocross License Conditions refer to the MA Licence Conditions and Endorsements Document available at www.ma.org.au.

8.11 ELIGIBILITY: SPEED AND STYLE

8.11.1.1 For Speed and Style Licence Conditions refer to the MA Licence Conditions and Endorsements Document available at www.ma.org.au.

8.12 ELIGIBILITY: JUNIORS

8.12.1 General

- 8.12.1.1 Unless otherwise permitted in writing by the RCB, for any Competition there must be no greater age variation between competitors than 4 years.
- 8.12.1.2 In the 4 to under 9 years 50cc Non-competitive Demo class, all riders are entitled to receive a prize or award of the same size/value.
- 8.12.1.3 Subject to the following two GCRs, an RCB may permit age group racing, graded racing, or a combination of both.
- 8.12.1.4 Age group racing:
 - a) Subject to sub-Rule b), only competitors in the same age groups may compete against each other,
 - b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
 - i) 85cc 2-stroke Big Wheels and 100cc to 150cc 4-stroke single cylinder,
 - ii) 100cc to 150cc single cylinder 2-stroke and 250cc 4-stroke.
- 8.12.1.5 **The RCB may grade Junior competitors according to their respective skills in order to divide competitors into comparable groups.**
- 8.12.1.6 4-stroke 150cc Motocross-type Machines may compete against 85cc 2-stroke Machines in Junior Competition.

8.12.2 Junior Endorsements

8.12.2.1 Juniors must have the appropriate endorsement to enter any Motocross and Supercross Competition. Refer to the MA Licence Conditions document available at www.ma.org.au

8.13 GENERAL RULES

8.13.1 Homologation

8.13.1.1 For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

8.13.2 Cameras

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

8.14 PROTECTIVE CLOTHING AND HELMETS

8.14.1.1 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.

8.14.1.2 No competitor may start in any Motocross or Supercross Competition unless wearing the protective clothing/equipment as outlined in Appendix A: Protective Clothing and Equipment.

8.15 MACHINE AND RIDER IDENTIFICATION

8.15.1 Number Plates

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

8.15.1.2 Number plates must:

- a) Where they are not an integral part of the Machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- 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.

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

8.15.1.4 Side number plates must:

- a) Be fitted above a horizontal line drawn through the rear axle,
- b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest,

These numbers, where possible, must be the same size as the front numbers **with a 10mm wide border, 10mm between figures and be legible at a distance of 20 meters.**

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

8.15.1.6 Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

8.15.2 Number Plates: Juniors

8.15.2.1 Number plates for Juniors must be as follows:

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

8.15.2.2 For 50cc automatic:

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

8.15.3 Number Plate Colours

8.15.3.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
255cc & Over	White	Black
Up to 250cc	Black	White
MX3 (14 to under 16 Jnr)	Black	Yellow
(16 to under 18 Snr)	Black	White
MXW	Reflex Blue	Yellow

8.15.3.2 Colours for Junior age group racing:

AGE GROUP (YEARS)	BACKGROUND COLOUR	FIGURE COLOUR
Under 9	Mid Blue	White
9 to under 12	Canary Yellow	Black
12 to under 14	Mail Box Red	White
14 to under 16	Black	Yellow
Girls	Magenta	White

8.15.3.3 For National Motocross and Supercross Events, where MA is the RCB 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

8.15.4 Back Numbers: Seniors and Juniors

8.15.4.1 No Junior or Senior may compete, except in Inter-Club / closed-to-Club Competitions, unless wearing the Machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

8.16 RACE EVENT PROTOCOLS**8.16.1 Flags and Signals**

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

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

8.16.1.3 The National flag signifying the start of an Event may be replaced by:

- A light signal,
- A rubber band, or
- A dropping gate.

8.16.1.4 Yellow flags will be waved in Motocross and Supercross Events to indicate immediate danger.

8.16.1.5 When yellow flags are waved a significant reduction in speed must be observed and therefore,

- Prepare to stop
- No overtaking,
- Jumps should not be attempted, from the point waving the yellow flag

8.16.1.6 The penalties for breaching GCR 8.16.1.5 are:

- First offence, the penalty will be a minimum Relegation of three places and up to a \$500 fine,
- Subsequent offences in the same year, exclusion and \$500 fine.

8.16.1.7 During the first lap of practice, yellow flags will be held stationary indicating there will be no jumping. The yellow flag will be waved if there is an incident on track.

8.16.1.8 When medical flags are waved competitors must:

- a) Proceed with extreme caution at a very slow speed, so that they can stop at an instant,
- b) Do not overtake other competitors,
- c) Roll each jump individually with wheels on the ground at all times from the point displaying the medical flag.

8.16.1.9 The penalties for breaching GCR 8.16.1.8 are:

- a) First offence, the penalty will be a minimum relegation of five places and up to a \$1000 fine,
- b) Subsequent offences in the same year, exclusion and \$1000 fine.

8.16.2 Measurement at Events

8.16.2.1 A Steward of an Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.

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

8.16.3 Measurement: All Australian and State Championship Events

8.16.3.1 An entrant may request that the entrant's Machine be measured and sealed before the Event. As soon as practicable after receiving the request the measurer for the Event must measure and seal the Machine. Any Machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the Event.

8.16.3.2 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional,

- a) At the conclusion of that period, if no protest is received, the result will be final,
- b) If any such Machine is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,
- c) If no protest is received within that period, the seals may be removed.

8.16.3.3 Any Machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event.

8.16.3.4 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

8.16.4 Starts

8.16.4.1 All competitors must, in relation to the start of any Competition, comply with directions issued by and under the authority of the Starter. For such purposes the Starter, on the instructions of a key official, may:

- a) Delay a start,
- b) Direct a Re-start,
- c) Direct a competitor to start from:
 - i) The back of the starting grid,
 - ii) The pit lane,
 - iii) The rear of the field, or
 - iv) Such other position as shall be required for the safe, fair and orderly start of the Competition.
- d) Exclude a competitor who is late for the start.

8.16.4.2 The method of starting will be as prescribed by SRs.

8.16.4.3 The start of a Competition occurs:

- a) When the order to start is given, or
- b) For flying starts, when the starting line is crossed.

8.16.4.4 Unless otherwise determined in the SRs, massed starts must be used.

- 8.16.4.5 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,
 - Split or staggered starts may be used for Motocross Events under the approval of the RCB.

8.16.4.6 The maximum number of starters must be specified in SRs.

8.16.4.7 Unless otherwise determined in the SRs, 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.

8.16.4.8 Unless otherwise determined in the SRs, 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.

8.16.4.9 Unless otherwise determined in the SRs:

- All competitors must be called to the start line at least 2 minutes before each start,
- At the end of the 2 minutes, and when the starter is ready, a 15 second sign will be held up for a full 15 seconds,
- At the end of 15 seconds, a 5 second sign will be displayed,
- The gate will drop between 5 and 10 seconds after the five second sign is shown.

8.16.4.10 Competitors may use up to 2 starting blocks (one per side) which will not interfere with the competitor, or any other competitor, or their Machines and must be able to start in the Event unaided while sitting on the Machine,

8.16.5 Finishes

8.16.5.1 For Races:

- 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 Race, who will, subject to the results of any protests, be the winner, and
 - Thereafter to each competitor who:
 - Has completed not less than 50% of the Race distance, and
 - Is still competing in the Race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the Race being the determinant of placings.
- The finish of the Race occurs when the flag is displayed to the last competitor under GCR 8.16.5.1 a), and a maximum time limit for this to occur may be stipulated in the SRs,
- 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 Race in contact with the Machine. On a solo Machine the competitor must finish the Race in contact with 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.

8.16.6 Finish Line

8.16.6.1 The finish line must be:

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

8.16.7 Juniors: Starts and Finishes

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

- a) When assembled for the start of a Race, and during the Race, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,
- b) Pit board signals will not be used in Junior Competition. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the Competition,
- c) When the number of competitors exceeds one full grid:
 - i) Elimination heats and semi - finals must be held,
 - ii) The RCB may direct that Competitions be decided by a final or finals, consisting of a number of heats.

8.16.8 Stopping Events

8.16.8.1 Where an incident causes a Race to be stopped, the Steward or Clerk of Course may declare the Race complete if at least 50% of the Race distance or time, whichever is the less, has been run.

8.16.8.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

- a) Caused the incident, or
- b) Having been involved in the incident, could not continue in the Race.

8.16.9 Stopping and Re-running Competitions

8.16.9.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

- a) Given an advantage to the team of which the offender is a member, or
 - b) In the case of a non-team Competition, jeopardised the fair chances of one or more of the other competitors in the Competition,
- may declare the Competition void and order a Re-run.

8.16.9.2 If the Competition 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 Competition 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.

8.16.9.3 A Steward or Clerk of Course may stop a Competition and order it to be Re-run if it would be dangerous for it to continue.

8.16.9.4 In any Re-run:

- a) Any competitor who:
 - i) Fell in the stopped Competition 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 Competition being stopped,
 - ii) Failed to start in,
 - iii) Retired from,
 - iv) Was Excluded from,
 - v) Had been lapped during the course of the stopped Competition,
 may not participate.

It's your sport! We welcome your input.

Refer to the **Rule Change Process** page via www.ma.org.au

- 8.16.9.5 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.

8.16.10 Stopping and Re-running of Events where Electronic Timing is used

8.16.10.1 Red Flag Race Stops and Re-start Procedures

- Any Race start or Re-start will be considered an official part of the Event even if the start or Re-start does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- In the case of a false start (gate malfunction), a Race will be Re-started with the riders returning to their original starting positions.
- Riders who are not present at the starting gate for the original start of a Race are barred from any subsequent Re-starts.
- 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 any time during the Race.
- Riders who are unable to join the Race by this procedure are barred from any subsequent Re-starts.

8.16.10.2 Re-starts

- Where the Race is stopped with fewer than 3 laps completed by the Race leader whether it is a Heat, Last Chance Qualifier or Main Event:
 - A red flag will be displayed to the riders.
 - The Race will be considered null and void.
 - The riders will return to the starting area and a Re-start will take place as soon as possible.
 - Riders must follow any instructions given by officials and no rider may leave the closed circuit during this time, unless instructed by an official.**
 - The riders will keep their initial starting order.
 - The riders will be Re-started from the starting gate.
 - Riders who were present at the starting gate for the original start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorized to take the Re-start.
 - The Race will be run for the original number of laps, or period of time where applicable.
 - In the case of a Final, if it is found impossible to Re-start then this Final will be declared cancelled and not count for the Event.
- Where the Race is stopped with more than 3 laps and less than 50% of the total distance completed by the Race leader, rounded down to the nearest whole number of laps whether it be a Heat, Last Chance Qualifier or Main Event:
 - A red flag will be displayed to the riders.
 - The riders will return to the starting area and a Re-start will take place as soon as possible.
 - A minimum of 10-minutes from the time that the red flag is displayed will be given to make repairs or adjustments.
 - The Race may be Re-started before the minimum 10 minute waiting time only if all riders indicate to the Starter that they are ready to start.
 - Repairs or adjustments may only be made in the starting area.
 - The starting order will be determined by each rider's Race position at the end of the lap preceding the stopping of the Race.
 - Riders will be Re-started from a staggered standing start in the starting area:

- Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
 - Riders not ready to take their position in line will be placed last.
 - Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.
 - Riders may not overtake the rider in front of them until they pass the designated starting line.
 - Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.
 - Eligible riders who are unable to participate in the Re-start due to a stalled Motorcycle or continued repairs may join the Race from the starting area at any time during the Race.
 - Riders who were no longer actively participating in Race at the time when the red flag was displayed are not authorized to take part in the Re-start.
- viii) The Race will be run for the remaining number of laps/time.
- ix) In the case of a Main Event, full points will be awarded.
- x) The Race will be deemed a two-part heat
- c) Where the Race is stopped with more than 50% of the total distance completed by the Race leader, rounded down to the nearest whole number of laps/time whether it be a Heat, Last Chance Qualifier or Final:
- i) A finish flag will be displayed to the riders.
 - ii) The Race will be declared with the finishing order as per the last full completed lap.

8.16.11 **Change of Machine during a Competition**

8.16.11.1 During any Competition, other than an attempt at a record, no Machine may be exchanged for another unless permitted under these GCRs or any SRs.

8.16.12 **Radio Communication**

8.16.12.1 Radio communications with riders is not allowed and will be deemed as outside assistance.

8.16.13 **Scoring**

8.16.13.1 Scoring for all Competition shall be as follows:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

8.16.13.2 An alternative points scoring system may be approved for a Series or Event, subject to approval by the RCB.

8.16.13.3 If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.

8.16.13.4 If points are tied 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.

8.16.14 Allocation of Numbers: Australian Senior Motocross and Supercross Championships

- 8.16.14.1 The Number 1, 2 and 3 plates in each class will be allocated to the winner and respective placegetters of the previous year's Championship.
- a) The recipient of these numbers can choose not to use Number 1, 2 and 3 but instead use their career number. The Number 1, 2 or 3 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.
- 8.16.14.2 The National Numbering System will be managed by the Series coordinator for the first National Series of the year as per the regulations for the National Numbering and as approved by MA.
- 8.16.14.3 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.

8.17 RACE EVENT PROTOCOLS: AUSTRALIAN MOTOCROSS & ARENA CROSS CHAMPIONSHIP**8.17.1 Format**

- 8.17.1.1 The Championship format must be approved by the Motocross Commission and published in SRs.

8.17.2 Practice and Qualifying

- 8.17.2.1 As directed in the SRs, any heats and qualifiers are to be held on the day of the Event.
- 8.17.2.2 Timed practice for any Event may be held either on Saturday afternoon or Sunday morning.
- 8.17.2.3 All grid positions will be determined by qualifying times.
- 8.17.2.4 No competitor may enter the track for practicing on any of the 8 days immediately preceding the Event other than the official press day.
- 8.17.2.5 The 10 competitors leading the Championship prior to each subsequent round will qualify for the round.
- 8.17.2.6 The remaining competitors shall lodge an expression of interest for the Series as per the SRs.

8.17.3 The Event

- 8.17.3.1 For each class, a round will consist of a minimum of two Races.
- a) **In the event of a round only being partially completed due to abandonment of the Event. At MA's discretion, round/series points can be awarded for completed races.**
- 8.17.3.2 The duration of each Race will be specified in SRs.
- 8.17.3.3 Each competitor may compete on a substitute Machine, provided that the competitor must notify the Clerk of Course before commencement of the Race in which the substitution is to be made.

8.17.4 Stops and Re-starts

- 8.17.4.1 Red Flag Race Stops and Re-start Procedures
- a) Any Race start or Re-start will be considered an official part of the Event even if the start or Re-start does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
 - b) In the case of a false start (gate malfunction), a Race will be Re-started with the riders returning to their original starting positions.
 - c) Riders who are not present at the starting gate for the original start of a Race are barred from any subsequent Re-starts.
 - d) Riders who are present at the gate but are unable to start due to a stalled Motorcycle may join the Race from the starting area at any time during the Race.
 - e) Riders who are unable to join the Race by this procedure are barred from any subsequent Re-starts.
- 8.17.4.2 Re-starts
- a) Where the Race is stopped with fewer than three laps completed by the Race leader whether it be a Heat, Last Chance Qualifier or Main Event:

- i) A red flag will be displayed to the riders.
 - ii) The Race will be considered null and void.
 - iii) The riders will return to the starting area and a Re-start will take place as soon as possible.
 - iv) The riders will keep their initial starting order.
 - v) The riders will be Re-started from the starting gate.
 - vi) Riders who were present at the starting gate for the original start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorized to take the Re-start.
 - vii) The Race will be run for the original number of laps, or period of time where applicable.
 - viii) In the case of a Final, if it is found impossible to Re-start then this Final will be declared cancelled and not count for the Championship.
- b) Where the Race is stopped with more than three laps and less than 50% of the total distance completed by the Race leader, rounded down to the nearest whole number of laps, whether it be a Heat, Last Chance Qualifier or Main Event:
- i) A red flag will be displayed to the riders.
 - ii) The riders will return to the starting area and a Re-start will take place as soon as possible.
 - iii) A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.
 - iv) The Race may be Re-started before the minimum 10-minute waiting time only if all riders indicate to the Race Director that they are ready to start.
 - v) Repairs or adjustments may only be made in the starting area.
 - vi) The starting order will be determined by each rider's Race position at the end of the lap preceding the stopping of the Race.
 - vii) Riders will be Re-started from a staggered standing start in the starting area:
 - Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
 - Riders not ready to take their position in line will be placed last.
 - Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.
 - Riders may not overtake the rider in front of them until they pass the designated starting line.
 - Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.
 - Eligible riders who are unable to participate in the Re-start due to a stalled Motorcycle or continued repairs may join the Race from the starting area at any time during the Race.
 - Riders who were no longer actively participating in Race at the time when the red flag was displayed are not authorized to take part in the Re-start.
 - viii) The Race will be run for the remaining number of laps/time.
 - ix) In the case of a Main Event, full Championship points will be awarded.
 - x) The Race will be deemed a two-part heat.
- c) Where the Race is stopped with more than 50% of the total distance completed by the Race leader, rounded down to the nearest whole number of laps/time whether it be a Heat, Last Chance Qualifier or Final:
- i) A finish flag will be displayed to the riders.
 - ii) The Race will be declared with the finishing order as per the last full completed lap.

8.18 RACE EVENT PROTOCOLS: AUSTRALIAN SUPERCROSS CHAMPIONSHIP**8.18.1 Format**

- 8.18.1.1 The Championship format must be approved by the Motocross Commission and published in SR's.

8.18.2 Warm Up Lap

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

8.18.3 Grid Positions

- 8.18.3.1 Grid selection will be determined by qualifying times.
8.18.3.2 Conditions of qualifying must be stipulated in the SRs.

8.18.4 Practice and Timed Qualifying

- 8.18.4.1 Practice for outdoor Championship Events must be a minimum 8 minutes for first session and minimum 10 minutes for second session.
8.18.4.2 If the track is altered during the course of the Event, at least one inspection lap must be offered to all qualified remaining competitors.

8.18.5 Stops and Re-starts**8.18.5.1 Red Flag Race Stops and Re-start Procedures**

- a) Any Race start or Re-start will be considered an official part of the Event even if the start or Re-start does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- b) In the case of a false start (gate malfunction), a Race will be Re-started with the riders returning to their original starting positions.
- c) Riders who are not present at the starting gate for the original start of a Race are barred from any subsequent Re-starts.
- d) Riders who are present at the gate but are unable to start due to a stalled Motorcycle may join the Race from the starting area at any time during the Race.
- e) Riders who are unable to join the Race by this procedure are barred from any subsequent Re-starts.

8.18.5.2 Re-starts

- a) Where the Race is stopped with fewer than three laps completed by the Race leader whether it be a Heat, Last Chance Qualifier or Main Event:
 - i) A red flag will be displayed to the riders.
 - ii) The Race will be considered null and void.
 - iii) The riders will return to the starting area and a Re-start will take place as soon as possible.
 - iv) The riders will keep their initial starting order.
 - v) The riders will be Re-started from the starting gate.
 - vi) Riders who were present at the starting gate for the original start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorized to take the Re-start.
 - vii) The Race will be run for the original number of laps, or period of time where applicable.
 - viii) In the case of a Final, if it is found impossible to Re-start then this final will be declared cancelled and not count for the Championship.
- b) Where the Race is stopped with more than three laps and less than 50% of the total distance completed by the Race leader, rounded down to the nearest whole number of laps whether it be a Heat, Last Chance Qualifier or Main Event:
 - i) A red flag will be displayed to the riders.
 - ii) The riders will return to the starting area and a Re-start will take place as soon as possible.
 - iii) A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.

- iv) The Race may be Re-started before the minimum 10-minute waiting time only if all riders indicate to the Race Director that they are ready to start.
- v) Repairs or adjustments may only be made in the starting area.
- vi) The starting order will be determined by each rider's Race position at the end of the lap preceding the stopping of the Race.
- vii) Riders will be Re-started from a staggered standing start in the starting area:
 - Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
 - Riders not ready to take their position in line will be placed last.
 - Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.
 - Riders may not overtake the rider in front of them until they pass the designated starting line.
 - Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.
 - Eligible riders who are unable to participate in the Re-start due to a stalled Motorcycle or continued repairs may join the Race from the starting area at any time during the Race.
 - Riders who were no longer actively participating in Race at the time when the red flag was displayed are not authorized to take part in the Re-start.
- viii) The Race will be run for the remaining number of laps/time.
- ix) In the case of a Main Event, full Championship points will be awarded.
- x) The Race will be deemed a two-part heat.
- c) Where the Race is stopped with more than 50% of the total distance completed by the Race leader, rounded down to the nearest whole number of laps/time whether it be a Heat, Last Chance Qualifier or Final):
 - i) A finish flag will be displayed to the riders.
 - ii) The Race will be declared with the finishing order as per the last full completed lap.

8.19 RACE EVENT PROTOCOLS: AUSTRALIAN FREESTYLE MOTOCROSS CHAMPIONSHIP

8.19.1 Format

8.19.1.1 The Championship format must be approved by the Motocross Commission and published in the SRs.

8.19.2 Practice and Qualifying

8.19.2.1 As directed in the SRs, any heats and qualifiers are to be held on the day of the Event.

8.19.2.2 Practice may be held prior to the Event day, however if the track has been altered, practice must be offered to Competitors the day of the Event.

8.19.3 The Event

8.19.3.1 Competition must consist of a minimum two judged runs.

8.19.3.2 Judges must be approved by the Motocross Commission.

8.19.3.3 In the circumstances where the Event is stopped, the best score from the Qualifying run will be deemed the final results.

8.20 RACE MEETING PROTOCOLS: AUSTRALIAN SPEED AND STYLE CHAMPIONSHIP

8.20.1 Format

8.20.1.1 The Championship format must be approved by the Motocross Commission and published in the SRs.

8.20.2 Practice and Qualifying

8.20.2.1 As directed in the SRs, any heats and qualifiers are to be held on the day of the Event.

8.20.2.2 Practice may be held prior to the Event day, however if the track has been altered, practice must be offered to Competitors the day of the Event.

8.20.3 The Event

- 8.20.3.1 For seeding, Competitors are to do individual timed runs, with one trick per lap completed. The trick will be judged.
- 8.20.3.2 Once all individual times runs are complete, the fastest time is given maximum points for speed. One point is deducted from Competitors for each second behind the fastest lap time.
- 8.20.3.3 The points for speed are added to the points for the judged trick and Competitors are seeded in order of total points.
- 8.20.3.4 Competitors are then seeded against each other to build heats. The heat and run format is to be published in the SRs, with approval from the Motocross Commission.

8.21 RACE EVENT PROTOCOLS: AUSTRALIAN JUNIOR MOTOCROSS CHAMPIONSHIP**8.21.1 Format**

- 8.21.1.1 The format of the Championships will be:

CLASSES	FORMAT
Under 80cc	7 minutes + 1 lap
Sidecars	7 minutes + lap
Up to 85cc 2-stroke / 150cc 4-stroke Small Wheel (under 12 years)	10 minutes + 1 lap
85cc Big Wheel	12 minutes + 1 lap
125 / 250cc (All ages)	15 minutes + 1 lap
Girls (All ages)	10 minutes + 1 lap

- 8.21.1.2 At least 5 practice laps must be offered to riders prior to the commencement of racing.

- 8.21.1.3 There will be a minimum of 5 legs per class.

- 8.21.1.4 If heats and finals are required:

- Heats will be 3 legs per class, with heats to be mixed, and
- Finals will be 3 legs per class.

8.21.2 Allocation of Numbers

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

- The first digit will be the first digit of the post-code for the competitor's State of residency, except the Northern Territory, which will be 1,
- The remainder of the number will be at the discretion of the RCB.

8.21.3 Venues

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

8.21.4 Interstate Challenge

- 8.21.4.1 Format - Each State is to choose a team of 8 Junior competitors from a minimum of 4 different classes to compete for the Interstate Cup Challenge.

Each competitor must be entered for the Australian Junior Motocross Championship, prior to the closing date. Team members must be named and the Race Secretary be informed at the end of qualifying.

- 8.21.4.2 Scoring - Each competitor will be scored as per GCR 8.16.13 within their own class. At the end of the Australian Junior Motocross Championship the highest point scoring 6 team members from each State, will have their final placing re-scored using GCR 8.16.13.1 (table) to give an overall score.

The State with the highest overall team score will be deemed the winner of the Interstate Cup Challenge.

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

8.21.5 Practice and Qualifying

- 8.21.5.1 All grid positions will be determined by practice/qualifying times. Timed qualifying would be from the second practice session. Where entries exceed gate capacity heats will be determined by random draw.

SECTION 8D: TECHNICAL REGULATIONS**8.22 SOUND EMISSIONS**

- 8.22.1.1 Sound testing must be carried out as per Appendix C Sound Emissions & Fuel.

8.23 FUEL

- 8.23.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

8.24 ENGINES**8.24.1 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

8.24.2 Engine Capacity Tolerances

- 8.24.2.1 Unless otherwise specified in the following table, the actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:

CLASS	PERMITTED EXCESS
65cc & 85cc Machines	Nil
4-stroke mini bikes (Fast 50's)	Nil

8.25 FRAMES AND PARTS**8.25.1 General**

- 8.25.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

8.25.2 Fuel Tanks

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

8.25.3 Exhaust Systems

- 8.25.2.1 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.

8.25.4 Centre and Side Stands

- 8.25.4.1 Centre and side stands must be removed for all types of Competition other than:

- Natural Terrain Motocross at Club and Inter-Club Competitions,
- 50cc classes.

- 8.25.4.2 Centre and Side Stands which remain on Machines under GCR 8.25.4.1 must be secured in the closed position.

Ride. Race. Enjoy.

8.25.5 Footrests

8.25.5.1 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.

8.25.6 Handlebars

8.25.6.1 The width of handlebars must be not less than 600mm and not more than 850mm.

8.25.6.2 Exposed handlebar ends must be plugged with a solid material or rubber cover.

8.25.6.3 Handlebar levers must:

- a) Have ball ends with a minimum diameter of:
 - i) 15mm, for levers longer than 76mm,
 - ii) 10mm, for levers shorter than 76mm.
- b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

8.25.6.4 The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps.

8.25.6.5 Throttle controls must be self-closing.

8.25.6.6 Solo handlebar hand lever protectors:

- a) Must be single mounted for Motocross and Supercross,
- b) May be double mounted on Machines in Club and Inter-Club natural terrain Motocross Events.

8.25.7 Brakes

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

8.25.7.2 When the brake cam arm or lever is of the open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.

8.25.8 Kick Start Levers

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

8.25.9 Tyres

8.25.9.1 Tyres must comply with the following:

- a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant SRs.
- b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.

8.25.10 Mudguards

8.25.10.1 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.

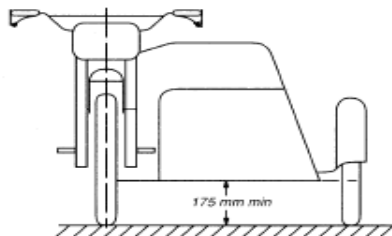
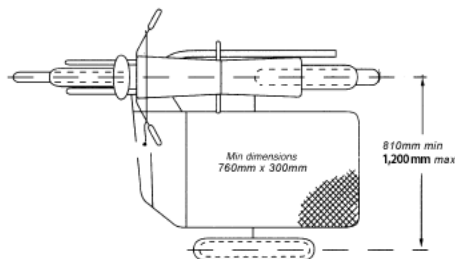
8.25.10.2 Mudguards must be made of a material which is not liable to cause personal injury if deformed.

8.26 SIDECARS**8.26.1 General**

8.26.1.1 Sidecars, in addition to complying with the requirements for solos, must be as follows:

- a) The inside of the sidecar wheel must be enclosed to floor level,
- b) Rear sprockets and chains must be enclosed around the passenger's working area,
- c) Any step must have a maximum width of 200mm from the sidecar,
- d) A minimum of two hand grips must be fitted,
- e) Front mounted exhaust systems must not protrude beyond the outermost edges of the sidecar,
- f) All outer edge sidecar chassis corners must have a minimum 25mm radius,
- g) The Machine and sidecar must have front and rear wheel brakes,
- h) Sidecar wheel drive is prohibited.

- 8.26.1.2 Left-hand and right-hand sidecars may compete against each other in Motocross.
- 8.26.1.3 Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1,200mm.



- 8.26.1.4 The minimum ground clearance must be 175mm unladen.
- 8.26.1.5 The maximum lean of the Motorcycle at saddle height must be 50mm.
- 8.26.1.6 There must be no less than four sidecar attachment points.
- 8.26.1.7 The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down-tube to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the Machine from the rearmost point of the rear tyre, must be:
- A minimum of 760mm long adjacent to the sidecar wheel,
 - A minimum of 300mm width, with at least 25mm radius to all corners.
- 8.26.1.8 There must be no more than 50mm between baseboard and Motorcycle and between baseboard and sidecar wheel. The baseboard must be arranged to prevent the passenger's feet being trapped.
- 8.26.1.9 All handholds must be finished with a loop of at least 100mm.
- 8.26.1.10 Stirrup fitting for the passenger's feet are not permitted.
- 8.26.1.11 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.
- 8.26.1.12 The rear end of the rear wheel mudguard must terminate not more than 65° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside.
- 8.26.1.13 The sidecar mudguard must cover at least 135° of the periphery of the wheel and be valanced to baseboard level on the inside.
- 8.26.1.14 A lanyard-operated ignition cut-out switch, operating on the primary circuit, must be fitted to sidecars in Junior and Senior Motocross. The lanyard can be up to one metre in length.
- 8.26.1.15 Sidecars may have double mounted handlebar and lever protectors for all Motocross Events.

8.27 JUNIOR CLASSES

8.27.1 General

- 8.27.1.1 Non-Motocross type Machines 80cc to 160cc 4-stroke are approved for Competition under the following conditions:
- Exhaust systems may be modified or changed,
 - External gearing and carburetor jetting may also be altered.
 - No other modifications are allowed.
- 8.27.1.2 Motocross-type 150cc 4-stroke Machines may compete against 85cc 2-stroke Machines in Junior Competition.

8.27.2 Junior Trail Bikes

8.27.2.1 For club and inter club Competition and at the discretion of the Clerk of Course and Scrutineer, eligible non-motocross type Machines can compete in the following classes:

- 7 to under 12 65cc class - non-motocross single cylinder 4 stroke Machines between the capacities of 70cc and 110cc,
- 9 to under 12 85cc class - non-motocross single cylinder 4 stroke Machines between the capacities of 100cc and 125cc.

8.27.3 Junior Solo: Wheel Sizes

CLASS	FRONT INCH (mm)	REAR INCH (mm)
50cc Auto / Demo Class	10" or 12" [254 or 305]	10" [254]
65cc	14" to 15" [356 to 381]	12" [305]
80cc - 160cc 4-stroke	16" to 17" [407 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke Standard Wheel	15" to 17" [381 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke Big Wheel	19" to 21" [482 to 534]	16" to 19" [407 to 482]
100cc 2-stroke	18" to 21" [457 to 534]	16" to 19" [407 to 482]
125cc & over 2-stroke	17" to 21" [432 to 534]	16" to 19" [407 to 482]
250cc 4-stroke	17" to 23" [432 to 586]	16" to 19" [407 to 482]

8.27.4 Junior Sidecar: Wheel Sizes

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

WHEEL	SIZE INCH (mm)
Front	19" [482mm]
Rear	16" [407mm]
Sidecar	14" [356mm]

8.27.5 50cc Demo Class

8.27.5.1 Machine Requirements:

- Engine capacity must not exceed 50cc,
- The clutch must be of centrifugal type,
- Wheels as per GCR 8.27.3 must be fitted.

8.27.6 50cc Auto Class

8.27.6.1 Machine Requirements:

- Engine capacity must not exceed 50cc,
- The gearbox must have one gear,
- Wheels as per GCR 8.27.3 must be fitted,
- All Machines must remain standard to OEM for the model in respect to:
 - Engine (centrifugal clutch type),
 - Induction other than carburettor jetting and air cleaner element
 - Suspension, which may be modified internally but must remain OEM in appearance,
 - Geometry of the frame,
- Aftermarket radiators are permitted but must:
 - be of the same external dimensions and,
 - not exceed the coolant capacity of radiators fitted as OEM standard parts at point of manufacture.

All other components may be modified.

8.27.7 80cc to 160cc Non-MX 4-Stroke Class

8.27.7.1 All Machines must remain OEM. Only the following items may be modified:

- a) Exhaust system,
- b) Gearing,
- c) Carburettor jetting,

8.27.8 Electric Machines

8.27.8.1 Electric Machines may compete with comparable Machines as approved by MA. **For further information, refer to Appendix D: Electric Motorcycles.**

SECTION 8E: FAST 50S**8.28 COMPETITION CLASSES: FAST 50S**

8.28.1.1 Senior Classes - 16 years and over:

- a) Stock 50cc,
- b) Limited 50cc,
- c) Mod 88cc,
- d) Mod 110cc,
- e) 110 Big Wheel Mid-Size,
- f) Super Mod,
- g) 125cc,
- h) Open Outlaw,
- i) Women,
- j) Veterans - 30+ years of age,
- k) Seniors: Pro Class,
- l) Seniors: Amateur Class.

8.28.1.2 Junior Classes - 12 to under 16 years:

- a) Stock 50cc,
- b) Limited 50cc,
- c) Mod 88cc,
- d) Mod 110cc.
- e) Limited 50cc,
- f) Mod 88cc,
- g) Mod 110cc.

8.29 COMPETITION RULES: FAST 50S**8.29.1 Protective Equipment**

8.29.1.1 As per GCR 8.14 except the following:

8.29.1.2 Footwear which must be:

- a) Constructed of leather, plastic or other similarly durable material; and
- b) Of a length that must at least cover the ankle, with the rider in a racing position on the Machine.

8.29.2 Starts

8.29.2.1 There can be no more than 20 competitors on the track at any time. This number may be lower than 20 depending on the track conditions.

8.29.2.2 Starts as per GCR 8.16.4

8.30 TECHNICAL REGULATIONS: FAST 50S**8.30.1 General**

8.30.1.1 All Machines must be an open cradle frame unless specified in SRs.

8.30.1.2 All entrants and competitors declare that by entering an Event, that their Machine(s) are suitable for the class in which they are entered.

8.30.1.3 All entrants and competitors declare that they have satisfied themselves as to the suitability of their Machine for the purpose of racing.



- 8.30.1.4 GCR 8.25.4 (side stands) does not apply to this discipline.
 8.30.1.5 GCR 8.27.7 (80cc 4-stroke class) does not apply to this discipline.
 8.30.1.6 GCR 8.12.1.3 does not apply to this discipline.
 8.30.1.7 Capacity Tolerances: The actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity.

8.30.2 Approved Modifications

8.30.2.1 The following may be modified:

- a) Cosmetic changes, including but not limited to:
 - i) Colour,
 - ii) Handlebars,
 - 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

8.30.2.2 Modifications to limited specific classes of Machines as per the following table, unless otherwise specified in the SRs:

CLASS	FRONT WHEEL (inches)	REAR WHEEL (inches)	HEAD INCL PORTING AND GRINDING	BARREL AND CARBURETTOR	INNER ROTOR	AUTO/ MAN	STD OEM CRANK CASE
Stock 50cc Snr	10	10	N	std 50cc	N	A	Y
Stock 50cc Jnr	10	10	N	std 50cc	N	A	Y
Limited 50cc to 90cc Snr	12	10	N	90cc	N	A	Y
Limited 50cc to 90cc Jnr	12	10	N	90cc	N	A	Y
Mod 88cc Snr	12	10	Y	88cc	Y	A	Y
Mod 88cc Jnr	12	10	Y	88cc	Y	A	Y
Mod 110cc Snr	12	12	Y	110cc	Y	A	Y
Mod 110cc Jnr	12	12	Y	110cc	Y	A	Y
110cc Big Wheel Mid-Size	14	12	Y	110cc	Y	A	Y
Super Mod	12	12	Y	124cc	Y	A	Y
125cc	12	12	Y	125cc	Y	Either	Y
Open Outlaw	14	12	Y	150cc	Y	Either	N
Women / Veterans	14	12	Y	150cc	Y	Either	N
Seniors: Pro Class	Open	Open	Y	125cc	Y	Either	N
Seniors: Amateur Class	Open	Open	Y	125cc	Y	Either	N



9 CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK

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For up to date General Competition Rules
visit the **General Competition Rules** page on the MA website
www.ma.org.au

APPLICATION OF CHAPTER

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

Classic Motocross and Classic Dirt Track applies to Events from the Pre 60 class up to and including the Evolution class. Post Classic Motocross and Dirt Track applies to Pre 85, Pre 90 and the Pre 95 classes.

The Classic and Post Classic divisions will be run separately at the Australian Championships however consideration will be given to submissions to run both Events under special circumstance.

These Events will be described at National Championships as The Australian Classic Motocross Championships and The Australian Post Classic Motocross Championships.

SECTION 9A: AUSTRALIAN CHAMPIONSHIPS

9.1

CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS

CLASSIC MOTOCROSS AND DIRT TRACK

Pre 60 Solo - All Powers

Pre 65 Solo 250cc

Pre 65 Solo 263cc and over

Pre 70 Solo 250cc

Pre 70 Solo 263cc and over

Pre 75 Solo Up to 125cc

Pre 75 Solo 250cc

Pre 75 Solo 263cc and over

Pre 75 Solo 4-stroke - All powers

Pre 78 Solo to 125cc

Pre 78 Solo 250cc

Pre 78 Solo 263cc and over

Evolution Women - All Powers

Pre 78 Super Senior - All Powers

Pre 68 Sidecar up to 1300cc

Pre 75 Sidecar up to 1300cc

Pre 75 Slider Class up to 250cc (DT only)

Pre 75 Slider Class 263cc and over (DT only)

Evolution Solo 263cc and over

Evolution Solo 125cc

Evolution Solo 250cc

Pre 75 Age Group Racing 125cc / 250cc / 263cc plus
under 30

30 - 39

40 - 49

50 - 59

60 - plus

Evolution Age Group Racing 125cc / 250cc / 263cc plus
under 30

30 - 39

40 - 49

50 - 59

60 - plus

70 - plus Super Senior class (all powers only)

POST CLASSIC MOTOCROSS AND DIRT TRACK

Pre 85 Solo 125cc

Pre 85 Solo 250cc

Pre 85 Solo 263cc and over

Pre 90 Solo 125cc

Pre 90 Solo 250cc

Pre 90 Solo 263cc and over

Pre 90 Solo 4-stroke - All Powers

Pre 95 Women- All Powers

Pre 95 Solo 125cc

Pre 95 Solo 250cc

Pre 95 Solo 263cc and over

Period 20 125cc

Period 20 250cc

Period 20 263cc and over

Pre 85 Sidecar up to 1300cc

Pre 90 Sidecar up to 1300cc

Pre 90 Slider Class up to 250cc (DT only)

Pre 90 Slider Class 263cc and over (DT only)

Pre 85 Age Group Racing 125cc / 250cc / 263cc and over
under 30

30 - 39

40 - 49

50 - 59

60 - plus

9.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES**9.2.1 Individual Competitions**

- 9.2.1.1 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 Event.

9.2.2 All Competitions

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

- 9.2.2.2 Medallions and points will be awarded in all Australian Championships where there are:

- a) 10 or more starters for solo classes which actually participate in practice, qualifying or Races,
- b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or Races,
- c) 6 or more starters for Pre 60 and Pre 65 Classic Motocross and Dirt Track.
- d) 6 or more starters for all female classes which actually participate in practice, qualifying or Races.
- e) **Australian Championship status will be awarded regardless of the number of entrants, for the super seniors classes only**

SECTION 9B: COMPETITION CLASSES**9.3 SENIOR COMPETITION CLASSES: CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK****CLASSIC MOTOCROSS AND DIRT TRACK**

Pre 60 Solo - All Powers

Pre 65 Solo 250cc

Pre 65 Solo 263cc and over

Pre 70 Solo 250cc

Pre 70 Solo 263cc and over

Pre 75 Solo Up to 125cc

Pre 75 Solo 250cc

Pre 75 Solo 263cc and over

Pre 75 Solo 4-stroke - All powers

Pre 78 Solo to 125cc

Pre 78 Solo 250cc

Pre 78 Solo 263cc and over

Evolution Women - All Powers

Pre 78 Super Senior - All Powers

Pre 68 Sidecar up to 1300cc

Pre 75 Sidecar up to 1300cc

Pre 75 Slider Class up to 250cc (DT only)

Pre 75 Slider Class 263cc and over (DT only)

Evolution Solo 125cc

Evolution Solo 250cc

Evolution Solo 263cc and over

Pre 75 Age Group Racing 125cc / 250cc / 263cc plus
under 30

30 - 39

40 - 49

50 - 59

60 - plus

Evolution Age Group Racing 125cc / 250cc / 263cc plus
under 30

30 - 39

40 - 49

50 - 59

60 - plus

70 - plus Super Senior class (all powers only)

9.3.1 Pre 1975 and Evolution Classic Classes may be run as either combined All Powers or Individual Capacity Classes.



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9.4 SENIOR COMPETITION CLASSES: POST CLASSIC MOTOCROSS AND POST CLASSIC DIRT TRACK

POST CLASSIC MOTOCROSS AND DIRT TRACK
Pre 85 Solo 125cc
Pre 85 Solo 250cc
Pre 85 Solo 263cc and over
Pre 90 Solo 125cc
Pre 90 Solo 250cc
Pre 90 Solo 263cc and over
Pre 90 Solo 4-stroke - All Powers
Pre 95 Women- All Powers
Pre 95 Solo 125cc
Pre 95 Solo 250cc
Pre 95 Solo 263cc and over
Period 20 125cc
Period 20 250cc
Period 20 263cc
Revolution 125cc
Revolution 250cc
Revolution 263cc and over
Pre 85 Sidecar up to 1300cc
Pre 90 Sidecar up to 1300cc
Pre 90 Slider Class up to 250cc
Pre 90 Slider Class 263cc and over
Pre 85 Age Group Racing 125cc / 250cc / 263cc and over
under 30
30 - 39
40 - 49
50 - 59
60 - plus

9.5 AGE GROUPS

- 9.5.1.1 Age grouping applies to Competition Pre 75, Pre 85 Post Classic and Evolution in the Classic Class.
- 9.5.1.2 Age groups may be run as either an All-Powers or a Capacity Class. Format must be listed in the approved SRs prior to the Event.
- 9.5.1.3 Age groups are:
 - a) Under 30,
 - b) 30 – 39,
 - c) 40 – 49,
 - d) 50 – 59,
 - e) 60 – plus
- 9.5.1.4 Super Senior class
 - a) All powers,
 - b) Riders aged 70 plus,
 - c) ~~Australian Championship will be awarded regardless of number of entrants.~~

SECTION 9C: COMPETITION RULES**9.6 GENERAL RULES****9.6.1 Cameras**

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

9.7 PROTECTIVE CLOTHING AND HELMETS

- 9.7.1.1 Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability. Protective equipment and clothing is outlined in Appendix A: Protective Clothing and Equipment.

9.8 MACHINE AND RIDER IDENTIFICATION**9.8.1 Number plates**

- 9.8.1.1 Number plates shall be either oval or rectangular and in the following colours:

CAPACITY	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
250cc	Dark Green	White
236cc and over	Canary Yellow	Black

- a) **For Pre 1995, Period 20 & Revolution classes, number plates shall be either oval or rectangular, of any colour with a contrasting figure colour.**

- 9.8.1.2 For all Competitions three number plates must be fitted: one at the front and one on each side.

- 9.8.1.3 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.

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

9.8.2 Back Numbers

- 9.8.2.1 No competitor may compete in any Competition unless wearing the Machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

9.8.3 Class Identification

- 9.8.3.1 A letter will be:

- Used to identify the class of the Machine,
- Placed on the left side of all three Race plates,
- 50mm high, and in upper case,
- The same colour as the Race number.

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9.8.3.2 Identification letters for each class are:

Pre - 1960	"A"
Pre - 1965	"N"
Pre - 1970	"H"
Pre - 1975	"X"
Pre - 1978	"Z"
Evolution	"E"
Pre - 1985	"Y"
Pre - 1990	"W"
Pre - 1995	"V"
Period 20	"P"
Revolution	"R"

9.9 RACE EVENT PROTOCOLS

9.9.1 Practice

9.9.1.1 For Australian National Championship Events, no competitor may enter the track for practicing on any of the 8 days immediately preceding the Event other than an official press day.

9.9.2 Flags and Signals

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

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

9.9.2.3 The National flag signifying the start of a Competition may be replaced by:

- a) A light signal,
- b) A starting tape,
- c) A rubber band, or
- d) A dropping gate.

9.9.3 Measurement at Events

9.9.3.1 A Steward of an Event 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 RCB.

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

9.9.4 Measurement: All Australian and State Championship Events

9.9.4.1 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race pending any protest, and the Race result will be provisional. At the conclusion of that period, if no protest is received, the result will be final.



9.9.5 Scoring

9.9.5.1 All Races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

9.9.5.2 An alternative points scoring system may be approved for an MA series Event.

9.9.5.3 If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.

9.9.5.4 If points are tied for any position in a Series, the tying competitor who has the greatest number of higher placings in the Series will be awarded the position.

9.9.6 Starts

9.9.6.1 All competitors must, in relation to the start of any Competition, 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 re-start,
- Exclude a competitor who is late for the start.

9.9.6.2 The method of starting will be as prescribed by the SRs.

9.9.7 Finishes

9.9.7.1 For Races:

- 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 Race, 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 Race distance,
 - Is still competing in the Race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the Race being the determinant of placings.
- The finish of the Race occurs when the flag is displayed to the last competitor under GCR 9.9.7.1a,
- The finish occurs for each Machine when the foremost part of the Machine crosses the line,
- Where there are 2 competitors required to be on one Machine together, both must finish the Race in contact with the Machine. On a solo Machine the competitor must finish the Race in contact with 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.

9.9.8 Stopping Events

- 9.9.8.1 Where an incident causes a Race to be stopped, the Steward or Clerk of Course may declare the Race complete if at least 50% of the Race distance or time, whichever is the less, has been run.
- 9.9.8.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will Exclude those competitors who:
- Caused the incident, or
 - Having been involved in the incident and could not continue in the Race.

9.9.9 Stopping and Re-running Events

- 9.9.9.1 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 Competition, jeopardised the fair chances of one or more of the other competitors in the Competition,

May declare the Competition void and order a re-run.

- 9.9.9.2 If the Competition 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 Competition in the place:

- Held immediately before such conduct, or
- Having regard to any advancement in placing following the exclusion, in some other place.

- 9.9.9.3 A Steward or Clerk of Course may stop a Competition and order it to be re-run if it would be dangerous for it to continue.

- 9.9.9.4 In any re-run:

- Any competitor who:
 - Fell in the stopped Competition 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 Competition being stopped,
 - Failed to start in,
 - Retired from,
 - Was Excluded from,
 - Had been lapped during the course of the stopped Competition,
 may not participate.

- 9.9.9.5 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.

9.9.10 Change of Machine during a Competition

- 9.9.10.1 During any Competition, other than an attempt at a Record, no Machine may be exchanged for another unless permitted under these GCRs or any SRs.

9.9.11 Radio Communication

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

SECTION 9D: TECHNICAL REGULATIONS**9.10 SOUND EMISSIONS****9.10.1 Sound Testing**

9.10.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuels.

9.10.2 Machine Testing

9.10.2.1 If a Machine fails, it can be represented for re-testing.

9.10.2.2 No person may compete in any Event on a Machine whose noise emissions exceed the prescribed levels.

9.10.2.3 A Machine which does not comply with the sound limits can be presented several times.

9.10.2.4 Tests shall not take place in the rain.

9.11 FUEL**9.11.1 General**

9.11.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuels.

9.11.1.2 Please note: As of January 1st 2019, AV Gas will no longer be acceptable for use in Classic Motocross and Classic Dirt Track

9.12 ENGINES**9.12.1 Reciprocating Engines**

9.12.1.1 The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

9.12.2 Engine Capacity Tolerances

9.12.2.1 The actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 5%.

9.13 MACHINES AND COMPONENTS**9.13.1 General**

9.13.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

9.13.2 Eligible Machines

9.13.2.1 Only Machines conforming to the requirements set out in this chapter will be accepted for Competition.

9.13.2.2 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.

9.13.3 Exhaust Systems

9.13.3.1 All Machines will be fitted with an effective muffler and comply with sound control regulations in Appendix C.

9.13.4 Centre and Side Stands

9.13.4.1 Centre and side stands must be removed for all types of Competition.

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9.13.5 Handlebars

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

9.13.5.2 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.

9.13.5.3 Throttle controls must be self-closing.

9.13.5.4 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.

9.13.6 Kick Start Levers

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

9.13.7 Drive Chain Protection

9.13.7.1 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.

9.13.7.2 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.

9.13.7.3 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.

9.13.7.4 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

9.13.7.5 Countershaft sprocket covers will be fitted on all Machines

9.13.8 Tyres

9.13.8.1 Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant SRs.

9.13.9 Mudguards

9.13.9.1 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.

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

9.13.10 Footrests

9.13.10.1 Folding footrests must be fitted to all Machines, except Slider type and Sidecars.

9.14 SOLO CLASSES**9.14.1 Acceptable Machines and Components: Pre 60 Solo**

9.14.1.1 Acceptable for the Pre 60 class are Machines and components built up to and including the 1959 model. The only exception to this Rule is where the model remains unaltered after this date.

9.14.1.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.

9.14.1.3 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.

9.14.1.4 Plastic and fibreglass is not permitted.

9.14.1.5 Period carburettors or Amal Mk1 Concentric.

9.14.2 Acceptable Machines and Components: Pre 65 Solo

9.14.2.1 Acceptable for the Pre 65 class are Machines and components built up to and including the 1964 model. The only exception to this Rule is where the model remains unaltered after this date.

- 9.14.2.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.
- 9.14.2.3 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle.
- 9.14.2.4 Rear shock absorbers will be in the original position using the original mounting points.
- 9.14.2.5 Carburettors of any type Pre 75 round slide may be used.
- 9.14.3 Acceptable Machines and Components: Pre 70 Solo**
- 9.14.3.1 Acceptable for the Pre 70 class are Machines and components built up to and including the 1969 model. The only exception to this Rule is where the model remains unaltered after this date.
- 9.14.3.2 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.
- 9.14.3.3 Carburettors; any type of pre 1975 round slide may be used.
- 9.14.3.4 No reed valves permitted.
- 9.14.3.5 Yamaha XS1 and XS650 engines are eligible.
- 9.14.3.6 Acceptable follow on models for Pre 70
- AJS Stormer 250,
 - Greeves griffon models,
 - Yamaha AT1, DT1, CT1, RT1 pre reed block.
- 9.14.4 Acceptable Machines and Components: Pre 75 Solo**
- 9.14.4.1 Acceptable for the Pre 75 class are Machines and components built up to and including the 1974 model. The only exception to this Rule is where the model remains unaltered after this date.
- 9.14.4.2 Front wheel travel will not exceed ~~178mm (7 inches)~~ **195mm (8 inches)** rear wheel travel will be limited to ~~102mm (4 inches)~~ **146mm (6 inches)** measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.
- 9.14.4.3 Carburettors; any type of pre 1975 round slide may be used.
- ~~9.14.4.4 No Mossbarger type (or replica) reed valves permitted.~~
- 9.14.4.4 XS1 and XS650 engines are eligible.
- ~~9.14.4.6 Thor and KLP swingarms are not acceptable.~~
- 9.14.4.5 Acceptable follow on models for Pre 75
- Honda CR125M1, CT125, XL250K1, XL350K1, MT250 and MT125,
 - Yamaha YZ360B, DT250B,
 - Suzuki TS400 (all).
 - Kawasaki KX125A2, KX125A3
- 9.14.5 Acceptable Machines and Components: Pre 78 Solo**
- 9.14.5.1 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.
- 9.14.5.2 Front and rear wheel travel will not exceed 267mm (10.5 inches) measured at the axle.
- 9.14.5.3 Carburettors; any type of pre 1978 round slide may be used.
- 9.14.5.4 Acceptable follow on models for Pre 78
- CZ 125 1978, CZ400 1978,
 - Montesa VB (must comply to suspension limits),
 - Yamaha TT500 1978,
 - Suzuki RM250C only (the Suzuki RM250C2 is not accepted).
- 9.14.6 Acceptable Machines and Components: Evolution Class Solo**
- 9.14.6.1 Acceptable for the Evolution class are Machines and components that fall within the Post Classic and Classic era. The only exception to this Rule is where the model remains unaltered. The use of replica replacement components for safety reasons is permitted.
- 9.14.6.2 Modifications converting equipment to comply will not be allowed.

- 9.14.6.3 All Machines must comply with the three following conditions:
- No linkage suspension,
 - No disk brakes,
 - Air cooled motors.
- 9.14.6.4 Carburettors; period flat slide carburettors and any round slide carburettor may be used.
- 9.14.6.5 Hydraulic Clutches will not be permitted**
- 9.14.7 Acceptable Machines and Components: Pre 85 Solo**
- 9.14.7.1 Acceptable for the Pre 85 class are Machines and components built up to and including the 1984 model. The model is determined by manufacturers designated model.
- 9.14.7.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used. PWK & TMX for Pre 1985 classes are permitted.
- 9.14.8 Acceptable Machines and Components: Pre 90 Solo**
- 9.14.8.1 Acceptable for the Pre 90 class are Machines and components built up to and including the 1989 model. The model is determined by manufacturers designated model.
- 9.14.8.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used.
- 9.14.9 Acceptable Machines and Components Pre 95 Solo**
- 9.14.9.1 Acceptable for Pre 95 class are Machines and components built up to and including the 1994 model. The model is determined by manufacturers designated model.
- 9.14.9.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used.
- 9.14.10 Acceptable Machines and Components Period 20**
- 9.14.10.1** Any Machine or components which manufacturers designate model is twenty plus years old at 1st January of the year of Competition.
- 9.14.10.2 Modification converting later equipment to comply will not be allowed.
- 9.14.11 Acceptable Machines and Components Revolution**
- 9.14.11.1** Any Machine or components which manufacturers designate model is twenty plus years old at 1st January of the year of Competition with major components that are within the period.
- 9.14.11.2 Major components are defined as:
- Frame
 - Swing arm
 - Engine casings
 - Cylinder(s) and cylinder head(s)
 - Body work.

9.15 SLIDERS

9.15.1 Frames

- 9.15.1.1 The frame must:
- Have a conventional swing arm rear suspension with twin shock absorbers,
 - Have a front wheel diameter of 23",
 - Have a rear wheel diameter of 19",
 - Have rear tyres with a maximum tread pattern depth of 8mm.

9.15.1.2 Leading-link front forks are prohibited in Classic classes.

9.15.1.3 Period leading-link forks are permitted in Post Classic classes.

9.15.2 Engine

9.15.2.1 The engines for the Classic Slider classes must be a period 4-stroke and:

- Single cylinder with two valve push rod operation,
- Have a single spark plug,
- Be vertical in the chassis,
- Be fitted with a round slide carburettor, or
- Be a period 2-stroke compatible with class entered.

9.15.2.2 The engines for the Post Classic Slider classes must be a period 4-stroke and:

- a) Single cylinder,
- b) Have a single spark plug,
- c) Be vertical in the chassis,
- d) Be fitted with a carburetor available during the Pre 1990 period, or
- e) Be a period 2-stroke compatible with class entered.

9.16 SIDECARS

9.16.1 All Classes

9.16.1.1 Left-hand and right-hand sidecars may compete against each other in Classic Motocross.

9.16.2 Frames and Parts

9.16.2.1 For the Pre 75 classes, all performance parts except frames must be manufactured before 31st December 1974 and must comply with the following:

- a) Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1100mm,
- b) The minimum ground clearance must be 175mm unladen,
- c) The maximum lean of the motorcycle at saddle height must be 50mm,
- d) The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down-tube to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the Machine from the rearmost point of the rear tyre, must be:
 - i) At least 760mm long adjacent to the sidecar wheel,
 - ii) At least 300mm wide with at least 25mm radius to all corners.
- e) There must be no more than 50mm between baseboard and motorcycle and between baseboard and sidecar wheel. The baseboard must be arranged so as not to allow the passenger's feet to be trapped,
- f) There must be no less than 4 sidecar attachment points,
- g) Stirrup fitting for the passenger's feet are not permitted,
- h) Handholds:
 - i) Must be finished with a loop of at least 100mm,
 - ii) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
 - iii) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at an angle of at least 45° from the horizontal.
- i) The rear end of the rear wheel mudguard must terminate not more than 65° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside,
- j) The sidecar mudguard must cover at least 135° of the periphery of the wheel and be valanced to baseboard level on the inside,
- k) No Machine may be fitted with scoop or paddle tyres,
- l) Suspension travel must not exceed:
 - i) 178mm (7") measured at the front axle,
 - ii) 102mm (4") at the rear axle.
- m) Rear tyre width must not exceed 135mm (5.3"),
- n) Brakes:
 - i) Front: single caliper, single disc may be fitted provided they were manufactured before 31st December 1974,
 - ii) Rear: rear disc brakes may be used provided they were fitted as standard equipment for that particular combination.
- o) Only round-slide carburetors manufactured within the relevant period may be used,
- p) Engine capacity must be up to 1300cc.

- 9.16.2.2 Pre 85 is for sidecars constructed with motors manufactured before 31st December 1984.
- 9.16.2.3 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to both all sidecars with a maximum length of one metre.
- 9.16.2.4 Pre 68 will be for sidecars constructed from road going frames and all major components are those commercially available within the period.
- 9.16.2.5 The following table sets out the Machines and components which eligibility scrutineers may use as a guide in determining eligibility. Entrants must prove eligibility of Machines not listed below:

MAKE	MODEL
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

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10 ENDURO AND RELIABILITY TRIALS

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APPLICATION OF CHAPTER

The GCRs set out in this chapter are for Enduro and Reliability Trials.

SECTION 10A: AUSTRALIAN CHAMPIONSHIPS

10.1 CATEGORIES FOR SENIOR AUSTRALIAN OFF-ROAD CHAMPIONSHIPS

CLASS	CAPACITY
E1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
E2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
E3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke
EJ (16 to under 18)	All Powers
EV (Veterans) (35+)	All Powers
EM (Masters) (45+)	All Powers
EW (Women)	All Powers
For ATV Classes refer to Chapter 11	

10.2 CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS

CLASS	CAPACITY
E1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
E2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
E3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke
State Trophy Team	
Womens Trophy Team	
Junior Trophy Team	
EV (Veterans) (35+)	
EM (Masters) (45+)	
EW (Women)	
For ATV Classes refer to Chapter 11	

10.3 CATEGORIES FOR JUNIOR AUSTRALIAN OFF-ROAD CHAMPIONSHIPS

CLASS/ AGE RANGE	CAPACITY
J2 (12 to under 15)	85cc 2-stroke & Up to 150cc 4-stroke
J3 (13 to under 15)	125cc to 200cc 2-stroke & 200cc to 250cc 4-stroke
J4 (15 years)	125cc to 200cc 2-stroke & 200cc to 250cc 4-stroke
JG (Girls 12 to under 16)	85cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
For ATV Classes refer to Chapter 11	

10.4 CHAMPIONSHIP VALIDITY, MEDALLIONS AND TROPHIES

10.4.1 Individual Competitions Validity Requirements for All Australian Championships

10.4.1.1 All 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 Events. The awarding of an Australian Championship requires 75% of all Events thereof to meet the minimum validity requirements set out in the following GCR.

- 10.4.1.2** An Event of an Australian Championship is valid (a “valid Event”) if it comprises:
- a) For Solo Classes: 10 or more competitors who participate in practice, qualifying, or Races except in the Women’s class which must have at least 6 competitors.
 - b) For sidecar classes: six or more Machines that participate in practice, qualifying or Races.
- 10.4.2** **All Competitions Awarding of Championship Medallions and Trophies**
- 10.4.2.1** At least the first 3 place getters in any Australian Championship Event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards. MA Medallions or points will be awarded for all championship valid Events.
- 10.4.2.2** Medallions and points will be awarded in all Australian Championships where there are:
- a) ~~10 or more starters for solo classes which actually participate in practice, qualifying or Races;~~
 - b) ~~6 or more starters for sidecar classes which actually participate in practice, qualifying or Races.~~ In addition to any MA medallions awarded under the preceding GCR, the Promotor must award a sash or similar permannet memento of achievement to at least the first 3 place getters in any valid Event.
- 10.4.3** **Australian Enduro Teams Championships Individual Competitions**
- 10.4.3.1** MA medallions will be presented to the ~~members of the 1st, 2nd and 3rd placed teams in the State trophy, Womens trophy and Junior trophy Competition at the Australian Enduro teams Championships.~~ competitors in solo classes and 1st, 2nd and 3rd placed rider and passenger in sidecar classes at all valid Events
- 10.4.4** **Validity of Championships Australian Enduro Teams Championships**
- 10.4.4.1** For a Championship to be awarded in a class there must be a valid field in at least 75% of the rounds in that class: a minimum of 10 competitors for each class except the Women’s class which must have a minimum of 6 otherwise the total of all rounds will not constitute a Championship. MA medallions will be presented to the members of the 1st, 2nd and 3rd placed teams in the State trophy, Women’s trophy and junior trophy classes at valid Australian Enduro teams Events.
- 10.4.5** **Australian Off-Road Championship Awards (AORC)**
- 10.4.5.1** Winners and place getters will receive MA medallions as per GCR 10.4.4
- 10.4.5.2** Other awards and/or prize money will be awarded as detailed in the Event SRs.

SECTION 10B: COMPETITION CLASSES

10.5 SENIOR COMPETITION CLASSES

CLASS	CAPACITY
E1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
E2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
E3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke
EW (Women)	All Powers

For ATV Classes refer to Chapter 11



10.6 JUNIOR COMPETITION CLASSES

AGE RANGE	CAPACITY/ CLASS
4 to under 9	50cc Demo (Non-competitive)
7 to under 9	50cc Auto
7 to under 13	65cc 2-stroke
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel)
9 to under 16	80cc to 150cc 4-stroke
12 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard/ Big Wheels)
12 to under 16 Girls	85cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
13 to under 16	200cc to 250cc 4-stroke & 100cc to 200cc 2-stroke

For ATV Classes refer to Chapter 11

SECTION 10C: COMPETITION RULES**10.7 ELIGIBILITY: GENERAL**

- 10.7.1.1 It is the responsibility of the competitor to present at and throughout the event with a motorcycle and protective clothing and equipment that is fit for purpose and is compliant with the GCRs.
- 10.7.1.2 No person may participate in any competition unless and until:
- That person's **having self-scrutineered their** protective clothing, equipment and machine, **has submitted a signed declaration confirming same to be fit for purpose and compliant with the GCRs;**~~have been examined and approved by the Scrutineer for that Event; or~~
 - Where the RCB requires (in the approved supplementary Regulations) that the scrutineering of** ~~If permitted by the SRs, the person's, having self-scrutineered their~~ protective clothing, equipment and machine, **be by the scrutineer for the Event, such protective clothing, equipment and machine have been examined and approved by the scrutineer for that Event.**~~has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs.~~
- 10.7.1.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 10.7.1.4 The onus of proving that a competitor, and the competitor's Machine and protective clothing equipment, are eligible to compete, is on the person seeking to prove it.
- 10.7.1.5 Where any GCR 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 OEM.
- 10.7.1.6 In the interpretation of any GCR relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.

10.8 ELIGIBILITY: AUSTRALIAN OFF-ROAD CHAMPIONSHIP**10.8.1 All Classes**

- 10.8.1.1 Only solo Machines are eligible for the Australian Off-Road Championships.
- 10.8.1.2 No rider competing in the AORC Event may ride at the same Venue on any of the 8 days immediately preceding the AORC Event.

10.8.2 Veterans Class (EV)

- 10.8.2.1 Machines may be of any capacity.

10.8.3 Masters Class (EM)

- 10.8.3.1 Machines may be of any capacity.

10.8.4 Women's Class (EW)

- 10.8.4.1 Women may ride Machines of any capacity.
- 10.8.4.2 To constitute a class, there must be a minimum of 6 competitors entered and competing in the Womens class.

- 10.8.4.3 Should there be insufficient numbers in this class, the riders will be included in the appropriate capacity class.

10.8.5 Enduro Junior (EJ)

- 10.8.5.1 Riders must hold a Senior national license and Machines may be of any capacity.

10.9 ELIGIBILITY: JUNIORS

10.9.1 General

- 10.9.1.1 Unless otherwise permitted in writing by the RCB, for any Competition there must be no greater age variation between competitors than 4 years.
- 10.9.1.2 In the 4 to Under 9 years 50cc Non-competitive Demo, all riders are entitled to receive a prize or award of the same size/value.
- 10.9.1.3 Subject to the following two GCRs, a RCB may permit age group racing, graded racing, or a combination of both.
- 10.9.1.4 Age group racing:
- Subject to sub-Rule b), 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 to 150cc 4-stroke,
 - 100cc to 150cc 2-stroke and 250cc 4-stroke.
- 10.9.1.5 An RCB may grade Junior competitors according to their respective skills.
- 10.9.1.6 Non-Motocross type 80cc to 160cc 4-stroke Machines are approved for Competition under the following conditions:
- Use limited to natural terrain Motocross (no man-made jumps), Enduro Competitions only,
 - Exhaust systems may be modified or changed,
 - External gearing and carburetor jetting may also be altered,
 - No other modifications are allowed.
- 10.9.1.7 Motocross-type 150cc 4-stroke Machines may compete against 85cc 2-stroke Machines in Junior Competition.
- ~~10.9.1.8 Competitors aged 13 to under 16 years in the Enduro discipline may compete in other than a Junior Competition if that competition is:~~
- ~~E1 class;~~
 - ~~EJ class;~~
 - ~~Participation in the EJ class is restricted to a Machine capacity endorsed under Junior competition;~~
 - ~~EW (Women) (All Powers)~~
 - ~~Participation in the EW (Women) (All Powers) class is restricted to a Machine capacity under Junior competition.~~
 - ~~Must be a female competitor~~
- ~~10.9.1.9 Competitors aged 13 to under 16 years may participate in classes listed in GCR 10.9.1.8 provided the following conditions are met:~~
- ~~The SGB is satisfied of their competence;~~
 - ~~The competitor obtains a licence endorsement for Enduro.~~
- ~~10.9.1.10 State legislation will override GCR 10.9.1.8 where applicable.~~

10.9.2 Junior Enduro Endorsements

- 10.9.2.1 Juniors must have the appropriate endorsement to enter any Enduro Competition. Refer to MA License Conditions Document available at www.ma.org.au.

10.10 GENERAL RULES

10.10.1 Homologation

- 10.10.1.1 For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

10.10.2 Electric Machines

10.10.2.1 Electric Machines may compete with comparable Machines as approved by MA. **For further information, refer to Appendix D: Electric Motorcycles.**

10.10.3 Cameras

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

10.11 PROTECTIVE CLOTHING AND HELMETS

10.11.11.1 No competitor may practice, start or compete in any Enduro or Reliability Trial Competition unless wearing the protective clothing/equipment as outlined in Appendix A: Protective Clothing and Equipment.

10.12 MACHINE AND RIDER IDENTIFICATION

10.12.1 Number Plates

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

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

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

10.12.1.4 Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

10.12.1.5 Number plates shall be either oval or rectangular and in the following colours:

CAPACITY/CLASS	BACKGROUND/NUMBER COLOUR
E1 100cc to 200cc 2-Stroke & 150cc to 250cc 4-Stroke	Black Background White Numbers
E2 220cc to 250cc 2-Stroke & 275cc to 450cc 4-Stroke	White Background Black Numbers
E3 290cc to 500cc 2-Stroke & 475 to 650cc 4-Stroke	Yellow Background Black Numbers
EJ All Powers	Green Background White Numbers
EW (Women) All Powers	Reflex Blue Background Yellow Numbers

10.13 RACE EVENT PROTOCOLS

10.13.1 General

10.13.1.1 Course-marking, cutting, tampering with, or otherwise changing the course in any manner is strictly prohibited.

10.13.1.2 Course modifications may only be made by a senior official.

10.13.1.3 If a rider leaves the course for any reason they must re-enter where they left.

10.13.1.4 Only registered competitors and officials may ride the course during the race.

10.13.1.5 A rider is only permitted to enter one class of the event.

10.13.1.6 Mechanical assistance (subject to discipline rules) is permitted in areas designated by the Promoter and will not be permitted whilst on course (excluding juniors).

10.13.1.7 Riders are responsible for the actions of their entire service crew.

10.13.1.8 Riders are encouraged to carry mobile phones or an EPIRB device.

10.13.1.9 Service crews are not permitted on the track unless directed by the Clerk of Course or a designated area has been allocated for service crews by the Clerk of Course.

10.13.1.10 All riders must refuel in the refueling/service area

10.13.1.11 All riders must have a minimum 2kg, dry powder A:B (E) class, working fire extinguisher in their pit and/or refueling area, visible to the rider/mechanic at all times.

10.13.1.12 All injuries must be reported to the Clerk of Course before the conclusion of the meeting.

10.13.1.13 Riders entering the Race line from the pit area must give way to riders on the Race line.

10.13.1.14 The Clerk of Course or Race Secretary must be advised as soon as possible if a competitor chooses not to finish racing for the day.

10.13.2 Flags and Signals

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

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

10.13.3 Measurement at Events

10.13.3.1 A Steward of a Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.

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

10.13.4 Measurement: All Australian and State Championship Events

10.13.4.1 All Machines must have provision for the placement of sealing wire.

10.13.4.2 An entrant may request that the entrant's Machine be measured and sealed before the Event. As soon as practicable after receiving the request the measurer for the Event must measure and seal the Machine. Any Machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the Event.

10.13.4.3 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If any such Machines is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,

c) If no protest is received within that period, the seals may be removed.

10.13.4.4 Any Machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event.

10.13.4.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

10.13.5 Description of Australian Off-Road Championships

10.13.5.1 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 SRs.

10.13.6 Cross Country: Race Event Protocols

10.13.6.1 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 SCB by-laws or the Event SRs.

10.13.6.2 Cross Country is an off road, natural terrain, continuous multi-lap Event with each lap being above 10kms in length. For State and AORC Events the intended lap time should be greater than 15 minutes. The rider or team in each class completing the most laps in the least elapsed time will be declared the winner of the class.

10.13.6.3 Cross Country Events may be run over:

a) A specified number of laps, or

b) A specified length of time.

10.13.6.4 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 1 minute between rows starting or be a staggered start,

e) Each lap length should be equal length whether refueling or not.

10.13.6.5 Prior to Competition there may be an escorted preliminary lap of the course.

- 10.13.6.6 Outside mechanical assistance is permitted in areas designated by the organiser (including receiving tools and parts).
- 10.13.6.7 To be considered a finisher a competitor MUST cross the finish line with the chequered flag displayed and must have completed at least 50% of the laps of the winning rider in their class. Riders with less than 50% of the laps of the winner in their class will be considered a DNF.
- 10.13.7 **Cross Country Pony Express: Race Event Protocols**
 - 10.13.7.1 Pony Express is a form of Cross-Country racing in which usually riders participate under the following conditions:
 - a) 2 riders and 2 Machines,
 - b) 2 riders and 1 Machine,
 - c) Ironman Class - 1 rider and 1 Machine.
- 10.13.8 **Sprint: Race Event Protocols**
 - 10.13.8.1 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 SCB by-laws or the Event SRs.
 - 10.13.8.2 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.
 - 10.13.8.3 Sprint heats will adhere to Enduro rules for timed tests (GCR 10.14.14).
 - 10.13.8.4 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.
 - 10.13.8.5 To be considered a finisher, riders must start all heats and complete at least 2/3rds of the heats.
 - 10.13.8.6 A rider who does not complete a heat will be awarded the slowest heat time in their class plus 50% of the slowest heat time in their class.
 - 10.13.8.7 In National and Open Competitions, a rider is only permitted to enter one class of the Event.
 - 10.13.8.8 Multiple entry of one Machine in the same class is not permitted.
 - 10.13.8.9 Full mechanical assistance is permitted in areas designated by the organiser.
 - 10.13.8.10 A Cross Country Sprint may include a timed Enduro loop between each heat.
 - 10.13.8.11 Prior to Competition there will be an escorted preliminary lap of the sprint.
- 10.13.9 **Change of Machine During a Competition**
 - 10.13.9.1 During any Competition, other than an attempt at a Record, no Machine may be exchanged for another unless permitted under these GCRs or any SRs.
- 10.13.10 **Scoring**
 - 10.13.10.1 Points to be allocated to competitor finishing order as follows:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

- 10.13.10.2 An alternative points scoring system may be approved for an MA series Event.
- 10.13.10.3 If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.

- 10.13.10.4 If points are tied for any position in a Series, the tying competitor who has the greatest number of higher placings in the Series will be awarded the position.

10.14 RACE EVENT PROTOCOLS: ENDURO

10.14.1 Enduro Flags

- 10.14.1.1 For Enduro, flags will have the following meanings:

- a) White flags displayed on pegs - Entry to fuel control: Time check 200 metres,
- b) Yellow flags displayed on pegs - Time check 5-20 metres,
- c) Blue flags displayed on pegs - Route check approximately 200 metres,
- d) White flag with Black Cross displayed on pegs - No service time check approximately 70 metres,
- e) Green Flag displayed on pegs - Exit from time check.

10.14.2 Enduro Courses

- 10.14.2.1 Courses must be clearly marked.

- 10.14.2.2 Each course must:

- a) Have time check points which must:
 - i) Have a digital clock showing hours minutes and seconds at the control table,
 - ii) Have a check list showing arrival time of each competitor in the time check,
 - iii) Be placed at the entrance to the Parc Fermé for the start and finish of each day of the Event,
 - iv) Be placed at intermediate points selected by the Promoter and indicated on the itinerary,
 - v) Preferably be no less than 5 kilometres nor more than 50 kilometres apart,
 - vi) Be indicated by:
 - White flags placed 200 metres, and
 - Yellow flags placed 5-20 metres before the control table, and
 - Green flags placed 2 metres after the control table,
 - Flags placed on both sides of the course so as to be clearly visible to the competitors.

- 10.14.2.3 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 will display a white flag with a black cross on both sides of the track 70 metres before the control table.

- 10.14.2.4 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.

- 10.14.2.5 The area between the yellow and green flags is considered Parc Fermé concerning access.

10.14.3 Entries

- 10.14.3.1 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.

- 10.14.3.2 The Race Secretary may grant permission subject to such conditions as he or she thinks fit or may refuse permission.

- 10.14.3.3 A competitor who is substituted may not compete without the permission of the Race Secretary.
- 10.14.3.4 No team or competitor may change the capacity of an entered Machine.
- 10.14.3.5 Applications must be delivered to the Race Secretary before the preliminary Machine examination.

10.14.4 The Starting Area

- 10.14.4.1 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.
- 10.14.4.2 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 GCRs.
- 10.14.4.3 The SRs 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.

10.14.5 Preliminary Examination

- 10.14.5.1 Before each Event, there must be a preliminary examination of competing Machines.
- 10.14.5.2 At the preliminary examination, each Machine may be sound tested and marked if it does not exceed the prescribed sound emission levels.
- 10.14.5.3 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.
- 10.14.5.4 An Event commences at the conclusion of the preliminary examination.

10.14.6 Starting Order and Numbers

- 10.14.6.1 The starting order of groups or classes will be as determined by the SRs
- 10.14.6.2 The starting numbers of riders will be determined by the organiser.

10.14.7 Starting Procedures

- 10.14.7.1 The start signal for each competitor must be given as nearly as practicable to that competitor's scheduled starting time.
- 10.14.7.2 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.
- 10.14.7.3 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.

- 10.14.7.4 A competitor who arrives at the starting line more than one minute late for that competitor's allocated starting time:
- Will lose 60 points for every minute late,
 - Must be allocated a new start time which must be the indicated time of arrival at the starting line ignoring seconds,
 - Must comply with standard starting procedures.
- 10.14.7.5 If the competitor is more than 15 minutes late, the rider will be Excluded for the day.
- 10.14.7.6 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.
- 10.14.7.7 Competitors may have 10 minutes before their starting times to carry out Machine preparation.
- 10.14.8 Event Procedures**
- 10.14.8.1 For Enduro Events, the total time for the day of Competition must not exceed 7.5 hours, including the 15 minutes at the final time check.
- 10.14.8.2 Competitors must at all times during the Event:
- Remain on the course,
 - Follow the Competition direction.
- 10.14.8.3 At the beginning or end of a lap, a section or day, the Clerk of Course, due to weather or other conditions, may:
- Declare a section of the course to be impassable and in that Event:
 - That section will cease to be part of the course, and
 - Any penalties incurred in that section will not be taken into account in scoring for the Event.
 - Change the time schedule for the section to a slower schedule.
- 10.14.8.4 Each competitor must be allocated a starting time and a time for each section between time checks.
- 10.14.8.5 The Recorded arrival time for each competitor in a section is the starting time for that competitor in the next section.
- 10.14.8.6 During an Event the competitor must have all marked parts on the Motorcycle at all times when on the course, subject to GCR 10.14.11
- 10.14.8.7 During an Event, a competitor must not stop between the yellow flags and the control table.
- 10.14.8.8 A competitor may pass the final time check at the entrance to the Parc Fermé early, without penalty.
- 10.14.8.9 When the Machine is placed in the Parc Fermé it must be completely equipped with all the marked parts.
- 10.14.8.10 At the end of any Event there may be a final examination at which any of the Machines may be impounded for examination.
- 10.14.8.11 If a competitor can convince the Jury the rider was delayed by abnormal circumstances outside their control, (e.g. providing assistance to an injured competitor), an allowance may be granted. Alleged baulking by another competitor is not an abnormal circumstance.
- 10.14.8.12 When the case of a rider is under discussion the rider may continue in the Event until the jury makes the final decision.
- 10.14.9 Re-Starts**
- 10.14.9.1 A competitor who retires, or is Excluded from an Event for a day:
- For multi-day Events, may Re-Start in the Competition on following days from the rear of the field,
 - 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.
- 10.14.9.2 To be eligible to Re-Start, a competitor must deliver the Machine to the Parc Fermé at least 60 minutes before the amended start time.

10.14.10 Time Cards, Route Cards and Itinerary

10.14.10.1 Each competitor must stop at all time-checkpoints and route checkpoints.

10.14.10.2 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.

10.14.10.3 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.

10.14.10.4 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.

10.14.10.5 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.

10.14.11 Maintenance, Repair, Alteration and Refueling

10.14.11.1 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) Refueling,
 - 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 or her 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 30-minutes for this work.
 - iii) The same applies to riders who for any reason have been told by the Clerk of the Course to have their Machines sound tested.
 - iv) The rider may request as many sound tests as they wish during the 30 minute allowance.
 - v) After 30 minutes have elapsed, the rider will be required to present their Machine to the Sound Control Officer for testing. If sound level are above the required standard, the rider will be Excluded (or other penalties given as provided for in the GCRs).
 - vi) If the silencer is changed during the day, the rider must present it to be noted at the next time check point. At the end of the day, a sound control test will be carried out during the 30-minute allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider may be Excluded (or other penalties given as provided for in the GCRs).
- h) The engine must be stopped during refueling.
- i) The rider must dismount from the Motorcycle during refueling.
- j) An environmental mat or other effective device is required to be used when refueling, replenishing all oils and chemicals (including the oiling of chains) in order to stop ground contamination. The minimum specifications of the mat are:
 - i) Minimum dimensions of the mat will be at least equal to the wheelbase of the Motorcycle and of the width of the handlebars.
 - ii) Absorption capacity minimum one litre;
 - iii) Thickness minimum 5mm.
 - iv) This mat will be composed of a waterproof sole and of an absorbent textile..
 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 SRs, replacement of any fluids except water or coolant is only permitted in the work area and at a time check between the white and yellow flags where service is permitted.
- m) There must be at least one refueling depot at a maximum of every 50km.
- n) Tyres may only be changed:
 - i) At the final service area,
 - ii) In the work area at the start.
- o) In any replenishment area, the chain can be lubricated but only the rider is allowed to do this work.

10.14.12 Assistance

- 10.14.12.1 All outside assistance is forbidden, other than the normal assistance given at the official time checks.
- 10.14.12.2 The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his or her duties, comes into contact with the Motorcycle.
- 10.14.12.3 No Machine may be moved otherwise than by:
 - a) Its engine, or
 - b) The actions of its rider.
- 10.14.12.4 No competitor may be accompanied anywhere on the course.
- 10.14.12.5 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.

10.14.13 Inspection and Marking

10.14.13.1 At any time check a relevant official:

- a) Must Record the time as displayed on the clock when,
 - i) ~~The competitor's time card is presented, or~~
 - ii) ~~When The Motorcycle enters the control by passing the yellow flags.~~
~~The method used will be announced in the SRs or during riders briefing.~~
- b) May inspect any Machine,
- c) May mark any part,
- d) May direct the alteration of any Machine which does not comply with any requirement of these GCRs or the SRs.
- e) May direct the administration of any sound or other test,
- f) May report any competitor or Machine to the jury or a key official.

10.14.13.2 Any competitor required to submit to a sound test under the preceding Rule:

- a) May request further tests during the 30-minutes next after the completion of the initial test,
- b) May be required, at the expiration of that time, to submit to a further test,
- c) May not continue in the Event if, at the expiration of that time, the Machine does not comply with the prescribed sound emission levels.

10.14.14 Special Tests

10.14.14.1 Special Tests must be as follows:

- a) Average speed must not exceed 50km/h,
- b) Competitors may inspect test courses on foot but not by wheeled vehicle,
- c) Be safe and of a reasonable degree of difficulty,
- d) For multi-day Events, be marked not less than 48 hours before the scheduled start time for the test,
- e) A rider who leaves the test course and gains an advantage may incur penalties as in GCR 5.1.2
- f) Be between 2 and 10 kilometres in length,
- g) Where practical, be within one kilometre of a time check point,
- h) Where practical, have the start and finish line in the same vicinity.
- i) Be readily accessible to a four-wheel drive vehicle,
- j) If not available for competitors to walk, be untimed during the first lap and timed during subsequent laps,
- k) For multi-day Events, a Special 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,
- l) More than one Special Test may be run on the same course in each day,
- m) Special Tests must have flying finishes with each competitor's time being Recorded at the point of crossing the finish line,
- n) As each competitor finishes, they must resume the principal course.

10.14.14.2 Each competitor must:

- a) Start with the engine running,
- b) Come to a stop at the start line, and start within time allowed after being directed to start,
- c) The riders start time will be:
 - i) In the case of electronic timing, when the Recording device detects the timing equipment on the bike or at the expiration of the time allowed.
 - ii) In the case of manual timing, moment the front wheel moves past the Recording equipment or at the expiration of the time allowed.

10.14.15 Final Speed Test

- 10.14.15.1 At the end of an Event there may be a final speed test which must be a closed circuit with a minimum of 5 laps and a maximum of 10 laps covering a total distance of between 10 and 18 kilometres.
- 10.14.15.2 Before the start of the test all Machines must be delivered to a Parc Fermé.
- 10.14.15.3 Prior to Competition, there will be a voluntary escorted preliminary lap of the course.
- 10.14.15.4 Tests will be divided into groups based on classes.
- 10.14.15.5 Should a competitor arrive at the final speed test late, the competitor may be transferred to another group.
- 10.14.15.6 Re-Start competitors must not compete in a test with competitors who are still in the Competition. The rider may compete in a separate test if one is scheduled by the organisers.
- 10.14.15.7 For multi-day Events, massed starts must be used with grid positions determined by placings at the end of the previous day.
- 10.14.15.8 For one-day Events, grid positions must be allocated by the Promoter.
- 10.14.15.9 At the conclusion of the prescribed number of laps by the leading rider, the chequered flag will be shown. From the time the Race winner takes the chequered flag 5 minutes will be allowed for other riders to complete the lap they are on, after which the test is over.
- 10.14.15.10 For riders who do not complete the same number of laps as the winner of their class, the following formula will be applied to calculate their time:

$$\text{Time} = T / L \times W$$

Where: T = total time taken by the rider to reach the finish line

L = number of laps completed by the rider

W = number of laps completed by the class winner of that particular heat.

If a rider does not cross the finish line within 5 minutes of the winner, their time will be the time of the slowest rider in their class heat to reach the finish line, plus 5%.

10.14.16 Finish of Event

- 10.14.16.1 All finishing Machines may be impounded for 30 minutes.
- 10.14.16.2 For each Machine an Event finishes:
- If there is a final examination, at the conclusion of the examination of the Machine,
 - If there is no final examination, at the moment the Machine arrives at the final time check.
- 10.14.16.3 A rider is considered to have finished the Enduro when they have passed the final time check of the Event. Failure to complete the final speed test (if applicable) will incur the maximum penalty as per GCR 10.14.15.10.

10.14.17 Enduro Penalties

- 10.14.17.1 Penalty time is incurred as follows:

PENALTY	POINTS
Late arrival at the start line	60 seconds per minute
Not crossing the 20m line under power within time	10 seconds
Early and late arrival at a time check	60 seconds per minute
Stopping between yellow flags and control table at time check	60 seconds
Starting of engine in starting area prior to start signal	60 seconds
Starting the engine in the Parc Fermé or work area	120 seconds
Uncompleted day for a competitor	7200 seconds
Special tests - for each 1/100 sec	1/100 seconds
Final test – for each uncompleted lap plus the time of the slowest completed test time in the same class	$T / L \times W$
Individuals who Re-Start – per day plus points for completed special tests	7200 seconds

10.14.17.2 Additional Penalties

- a) In addition to penalties listed in the Officials Powers and Authorities Document available at www.ma.org.au, any competitor found by an event official intentionally cutting the course and gaining an advantage will be given a time penalty or exclusion from that heat, special test and/or Event.
- b) Unsportsmanlike conduct may result in a penalty, including exclusion.
- c) A rider may seek clarification of the final results within 30-minutes following posting of the results. After 30 minutes, awards will be presented.

10.14.18 Classification of Individuals and Teams

10.14.18.1 For individual classification, the time obtained each day will be added for each rider in each class and in each category. The rider with the total lowest time will be placed 1st and so on.

10.14.18.2 For individuals, daily time will be accumulated.

10.14.18.3 For teams there are two scoring methods available:

- a) Total score: For the team classification, the times obtained by each team rider will be added together to form the daily time of the team. The team with the total lowest time will be placed 1st and so on,
- b) Classification score: On any day, the score awarded to a team from an individual competitor's point score for that day and the point score of the lowest scoring competitor for that day in the same class.
- c) Daily penalty time will be accumulated.
- d) The method used will be announced in the SRs or during rider's briefing.

10.14.18.4 Where a competitor is a member of a team:

- a) The team will incur 7,200 seconds for each day of the Event that the rider does not complete.
- b) If the competitor is permitted to Re-Start after exclusion for a day, the team will incur 7,200 seconds for the day the competitor was Excluded plus 7,200 seconds for each following day.

10.14.19 Exclusion from an Event

10.14.19.1 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 10.14.11,
- e) Placing the Motorcycle in the Parc Fermé without all the marked parts,
- f) Without authorisation, entering the Parc Fermé other than to collect or deliver the Machine,
- g) In the Parc Fermé:
 - i) Touching any other competitor's Machine,
 - ii) Touching his or her Machine other than for purposes of collection or delivery,
- h) Smoking in the Parc Fermé, working area, or between the white and yellow flags,
- i) Placing the Machine in the Parc Fermé more than 2 hours after the competitor's scheduled finishing time,
- j) Without authorisation, placing the Machine in any tent, vehicle or other enclosed place,
- k) Carrying fuel on a Machine other than in a permanently attached tank or container,
- l) Not stopping the engine during refueling,
- m) Without authorisation:
 - i) Communicating with accompanying persons,
 - ii) Being accompanied by another competitor,
 - iii) Accompanying another competitor.

- n) Not observing traffic regulations,
- o) Knowingly failing to hand in time cards at the finish of each day,
- p) Altering a time card or route card or using another rider's card,
- q) Practicing on the special test course,
- r) Inspecting the special test course other than on foot,
- s) Competing on a Machine the engine of which exceeds the maximum capacity of the entered class.

10.14.20 Exclusion for a Day

- 10.14.20.1 A competitor is liable to be Excluded for the day from an Event if, during that day, they do any of the following:
- a) Failing to pass a sound control test,
 - b) Refueling outside refueling areas,
 - c) Failing to deposit the Machine in the Parc Fermé forthwith after the final check-in of the day,
 - d) Entering the Parc Fermé with the engine running,
 - e) Receiving outside assistance other than for purposes of:
 - i) Refueling,
 - ii) Removing, replacing and replenishing:
 - Coolant,
 - Engine and gearbox lubricating oils and removal and replacement of oil filters.
 - iii) Removing air from the braking circuit,
 - iv) Inflating tubes and tyres.
 - v) Cleaning number plates and plastic parts of the Motorcycle with the aid of a sponge or cloth.
 - f) Arriving more than 15 minutes late for the start,
 - g) Arriving more than 30 minutes late for a time check (the rider may opt to continue the Event until the Clerk of Course makes a final decision),
 - h) Moving the Machine otherwise than by:
 - i) Its engine, or
 - ii) The actions of the competitor.
 - i) Riding off the course or against the course direction,
 - j) Failing to get the time card and/or control check list marked at a time check,
 - k) Missing a time check or a route check,
 - l) Changing tyres other than:
 - i) At the final service area, or
 - ii) In the working area in the start area.
 - m) Receiving or using prohibited tools.
- 10.14.20.2 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.
- #### 10.14.21 Explanation of Results
- 10.14.21.1 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.
- #### 10.14.22 Junior Enduro Courses
- 10.14.22.1 Enduro courses for Juniors should have time checks no less than 5km and no more than 20km apart.
- 10.14.22.2 Enduro courses for Juniors must have one refueling stop at a maximum of every 35km.
- 10.14.22.3 For Junior Enduro the total time for the day of Competition must not exceed 4 hours, including the 15 minutes at the final time check.

10.14.23 Junior Event Procedures

- 10.14.23.1 Junior riders may receive assistance starting their Machine at the special test start line.
- 10.14.23.2 Junior riders may be given a new start time should they stall their Machine on the start line.
- 10.14.23.3 Junior competitors may receive parts anywhere on the course.
- 10.14.23.4 Junior competitors may receive outside assistance anywhere on the course.
- 10.14.23.5 Pit board signals will not be used in Junior Competition. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the Competition.

10.15 RACE EVENT PROTOCOLS: HARD ENDURO AUSTRALIAN CHAMPIONSHIPS

- 10.15.1.1 Cross Country: Racing that takes place over natural terrain of a technical nature that may include man-made obstacles with minimal transport sections and with a minimum duration of one hour and a maximum of three hours. (Rule 10.13.6.7 does not apply)
- 10.15.1.2 Sprint Races: Racing that takes place over natural terrain of a technical nature that may include man-made obstacles with minimal transport sections and with a maximum duration of approximately thirty minutes.
- 10.15.1.3 Endurance: Racing that takes place over natural terrain of a technical nature that may include man-made obstacles with minimal transport sections and with a minimum duration of three hours.
- 10.15.1.4 Hard Enduro Rallye: Competitions which takes place over natural terrain of a technical nature that may include man-made obstacles with minimal transport sections and with a minimum duration of three hours.
- 10.15.1.5 Transport sections may include fire trails, access trails or flowing single track with minimal obstacles.
- 10.15.1.6 Tracks may be a looped circuit or point-to-point.

10.15.2 Competition Classes

10.15.2.1 SENIOR AUSTRALIAN CHAMPIONSHIP CLASSES - HARD ENDURO:

CLASS	CAPACITY
Gold / Pro	All Powers
Women	All Powers
Over 45	All Powers
SENIOR SUPPORT COMPETITION CLASSES	
Silver	All Powers
Bronze	All Powers

10.15.2.3 JUNIOR AUSTRALIAN CHAMPIONSHIP CLASSES - HARD ENDURO:

AGE RANGE	CAPACITY/ CLASS
13 to under 16	100cc to 200cc 2-stroke & 200cc to 250cc 4-stroke

- 10.15.2.4 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each championship class.
- 10.15.2.5 At least the first 3 place getters in any Australian Championship Event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.
- 10.15.2.6 For a Championship to be awarded in a class there must be a valid field in at least 75% of the rounds in that class: a minimum of 10 competitors for each class except the Women's class which must have a minimum of 6 that have participated in practice, qualifying and racing, otherwise the total of all rounds will not constitute a Championship.
- 10.15.3 Eligibility: General
- 10.15.3.1 It is the responsibility of the competitor to present at and throughout the event with a motorcycle and protective clothing and equipment that is fit for purpose and is compliant with the GCRs.

- 10.15.3.2 No person may participate in any Competition unless and until;
- That person, having self-scrutineered their protective clothing, equipment and Machine, has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs; or
 - Where MA has approved the scrutineering of the person's protective clothing, equipment and Machine by the scrutineer for the Event, such protective clothing, equipment and Machine have been examined and approved by the scrutineer for that Event.
- 10.15.3.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 10.15.3.4 The onus of proving that a competitor, and the competitor's Machine and protective clothing equipment, are eligible to compete, is on the person seeking to prove it.
- 10.15.3.5 Where any GCR 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 OEM.
- 10.15.3.6 In the interpretation of any GCR relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.
- 10.15.3.7 All machines entered must comply with these GCRs for Enduro Competition.
- 10.15.3.8 Multiple entry of the one machine in the same class of competition is not permitted.
- 10.15.3.9 Cross Country - Each competitor may only enter one machine.
- 10.15.3.10 Sprint Format - Each competitor may only enter one machine.
- 10.15.4 Machine and Rider Identification
- 10.15.4.1 Number Plates
- For all Competitions three number plates must be fitted: one at the front and one on each side.
 - Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border. Number backgrounds on side number plates may be an integral part of the rear seat section or fairing. Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.
 - State issued road registration plates must be removed from the machine unless otherwise noted in the supp regs.
- 10.15.5 Electric Machines
- 10.15.5.1 Electric Machines may compete with comparable Machines as approved by MA. For further information, refer to Appendix D: Electric Motorcycles.
- 10.15.6 Flags and Signals
- 10.15.6.1 Track flags and signals are as per Appendix B: Track Flags & Signals.
- 10.15.7 TRACK
- 10.15.7.1 The track is the defined path set out by the officials, the path may be marked by but not limited to, bunting, arrows and tags. As a guide, if there is not bunting or defined track, the track may be considered to the within 10m of a tag, such that a 20m lane is formed.
- 10.15.8 Maintenance, Repair and Refueling
- 10.15.8.1 The engine must be stopped during refueling.
- 10.15.8.2 The rider must dismount from the Motorcycle during refueling.

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 Commissions are voluntary MA members, who assist with the interpretation and review of the rules, to ensure fairness and encourage participation.
 Visit the **Commission** page at www.ma.org.au

- 10.15.8.3 An environmental mat or other effective device is required to be used when refueling, replenishing all oils and chemicals (including the oiling of chains) in order to stop ground contamination. The minimum specifications of the mat are:
- Minimum dimensions of the mat will be at least equal to the wheelbase of the Motorcycle and of the width of the handlebars.
 - Absorption capacity minimum one litre;
 - Thickness minimum 5mm.
 - The mat must be composed of a waterproof sole and of an absorbent textile.
 - The penalty for non-compliance is at the discretion of the Clerk of Course.
- 10.15.8.4 No fuel may be carried other than in a tank or container permanently attached to the Machine.
- 10.15.9 Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out their duty in the interests of safety or to prevent blockages. Outside assistance also means obtaining tools, spare parts, water, food and drink on the track unless provided by the Promoter during the race. The rider may be liable to penalty up to and including disqualification for any infringement of this rule.
- 10.15.9.2 Marshals may assist riders by lifting motorcycles, moving them to a safe place or up a hill. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Assistance from another rider participating in the event is allowed. Riders should use only the track. However, if they accidentally leave the track, they may continue by safely re-entering the track, without gaining an advantage, from the closest point to where they left the course. The rider who voluntarily leaves the track, short-cuts the track or rides in opposite direction can be disqualified or penalised.
- 10.15.9 Riders and team members are forbidden to ride any motorised vehicle on the track outside the official practice/qualifying sessions and races.
- 10.15.10 No competitor may be accompanied anywhere on the course.
- 10.15.10.1 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.
- 10.15.11 Scoring
- 10.15.11.1 The overall results of the Australian Hard Enduro Championship will be awarded to the competitor who was awarded the highest points for the series. A tie at the end of the Australian Hard Enduro Championship will be decided by the majority of the best placings. If a further tie exists, it will be decided by the better placing Rider in the last race.
- 10.15.11.2 The riders who are eligible for Australian Championship points will receive points allocated in respect of their finishing position within those eligible riders as per GCR 10.13.10.
- 10.15.12 Conclusion of Event
- 10.15.12.1 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Event, pending any protest, and the Event result will be provisional. At the conclusion of that period, if no protest is received, the result will be final,
- 10.16 RACE EVENT PROTOCOLS: SUPER ENDURO AUSTRALIAN CHAMPIONSHIPS
- 10.16.1 Circuit Discription;
- Super Enduro is a speed event taking place in stadium-type facilities using enduro/motocross motorcycles on a track made with natural or artificial elements (earth, sand, etc.), on which are found various, mainly natural, "obstacles" (stones, tree trunks, stretches of water, etc.), like those that can be found on an enduro course.
 - The course cannot be less than 300m long.
- 10.16.2 Track Walk
- 10.16.2.1 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.

10.16.3. SENIOR AUSTRALIAN CHAMPIONSHIP CLASSES - SUPER ENDURO

CLASS	CAPACITY
Pro	All Powers
Women	All Powers

SENIOR SUPPORT COMPETITION CLASSES

Expert	All Powers
Intermediate	All Powers

10.16.3.1 JUNIOR AUSTRALIAN CHAMPIONSHIP CLASSES - SUPER ENDURO

AGE RANGE	CAPACITY/ CLASS
13 to under 16	100cc to 200cc 2-stroke & 200cc to 250cc 4-stroke

10.16.3.2 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship class.

10.16.3.3 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.

10.16.3.4 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.

10.16.4 Eligibility: General

10.16.4.1 It is the responsibility of the competitor to present at and throughout the event with a motorcycle and protective clothing and equipment that is fit for purpose and is compliant with the GCRs.

10.16.4.2 No person may participate in any Competition unless and until;

- That person, having self-scrutineered their protective clothing, equipment and Machine, has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs; or
- Where MA has approved the scrutineering of the person's protective clothing, equipment and Machine by the scrutineer for the Event, such protective clothing, equipment and Machine have been examined and approved by the scrutineer for that Event.

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

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

10.16.4.5 Where any GCR 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 OEM.

10.16.4.6 In the interpretation of any GCR relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.

10.16.4.7 All Machines entered must comply with these GCRs for Enduro Competition.

10.16.4.8 Multiple entry of the one Machine in the same class of Competition is not permitted.

10.16.5 Electric Machines

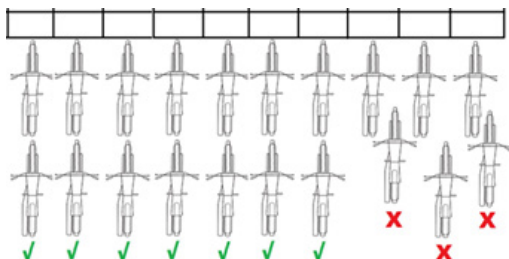
10.16.5.1 Electric Machines may compete with comparable Machines as approved by MA. For further information, refer to Appendix D: Electric Motorcycles.

10.16.6 Starts

10.16.6.1 Mass starts are used with a maximum of 20 riders per Event.

- The starting grid is made up of two rows of 10 riders, with the front row being filled by the first 10 riders and riders 11 to 20 filling the second row in order of qualifying.
- Riders one to 10 must choose their preferred gate from the front row only.
- When there is less than 20 riders for an Event, the number of places on the starting grid will be reduced according to the number of riders qualified.

10.16.6.2 Starting grid layout diagram:

**10.16.7 Finishes**

10.16.7.1 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 Race, who will, subject to the results of any protests, be the winner.

10.16.8 Qualifying

10.16.8.1 Qualifying and Race 1 gate selection is decided by one hot lap session of 14 minutes. Each class of Competition is split into two groups for the hot lap sessions.

10.16.8.2 Race Format

- There will be two motos, each of six minutes plus two laps. The second moto will be a reverse grid determined by the finishing order from Race 1,
- The two motos are followed by three super sprint races which consist of three back-to-back Races, the combined points from the two previous motos determine the starting order for Race 1 of these back-to-back races,
- The result of Race 1 of the back-to-back Races determines the gate pick for Race 2 and the results from Race 2 determine the gate pick for Race 3.

10.16.8.3 Sprint Race Lengths

- Three minutes for intermediate classes,
- Four minutes for Pro and Expert classes.

10.16.9 Scoring

10.16.9.1 Overall result points are determined by combining super sprint 1, 2 & 3 points to get Championship points as per GCR 10.13.10.1.

10.16.9.2 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.

10.16.9.3 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, if there is still a tie the Rider with the higher position in the last race will be awarded the position.

SECTION 10D: TECHNICAL REGULATIONS**10.17 SOUND EMISSIONS**

10.17.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

10.18 FUEL

10.18.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

10.18.1.2 For Enduro Events, it is recommended that fuel containers do not exceed 10 litres and are fitted with a suitable pouring spout.

10.19 ENGINES**10.19.1 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

10.19.2 Engine Capacity Tolerances

10.19.2.1 Unless otherwise specified in the following table, the actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:

CLASS	PERMITTED EXCESS
80cc 2-stroke (Manufactured prior to 1/1/1995)	5%
65cc & 85cc	Nil

10.20 FRAMES AND PARTS**10.20.1 General**

10.20.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

10.20.2 Fuel Tanks

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

10.20.3 Exhaust Systems

10.20.3.1 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.

10.20.4 Centre and Side Stands

10.20.4.1 Centre and Side Stands which remain on Machines must be secured in the closed position.

10.20.5 Footrests

10.20.5.1 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.

10.20.6 Handlebars

- 10.20.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.
- 10.20.6.2 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.
- 10.20.6.3 Throttle controls must be self-closing.
- 10.20.6.4 Hand lever protectors may be single or double mounted.
- 10.20.6.5 If hand lever protectors are fitted, they must be of shatterproof material.
- 10.20.6.6 All Machines must be fitted with an effective ignition cut-off switch located on the handlebars.
- 10.20.6.7 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. Except for "Safari" type Events where navigation equipment is mounted above the handlebar clamps and/or cross bars.

10.20.7 Kick Start Levers

- 10.20.7.1 Kick start levers, other than transverse, must be folding.

10.20.8 Drive Chain Protection

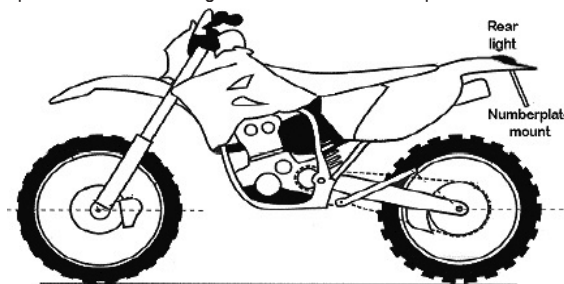
- 10.20.8.1 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.
- 10.20.8.2 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

10.20.9 Tyres

- 10.20.9.1 Metal studs, spikes, chain, rope or other non-skid attachments, as well as paddle or scoop treaded tyres may not be used unless permitted by the relevant SRs

10.20.10 Mudguards

- 10.20.10.1 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.
- 10.20.10.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.
- 10.20.10.3 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 number plate.

**10.21 JUNIOR CLASSES**

- 10.21.1.1 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 the SCB by-laws or by the Event SRs.

10.21.1 Wheel Sizes

CLASS	FRONT	REAR
50cc Auto/ Demo	10" or 12" (254 or 305mm)	10" (254mm)
65cc	14" to 15" (356 to 381mm)	12" (305mm)
85cc 2-stroke & 150cc 4-stroke	15" to 17" (381 to 432mm)	14" (356mm)
85cc Big Wheel 2-Stroke	18" to 21" (457 to 534mm)	14" (356mm)
150cc Big Wheel 4-Stroke	18" to 21" (457 to 534mm)	
100cc to 200cc 2-stroke	17" to 21" (432 to 534mm)	16" to 19" (407mm to 482mm)
250cc 4-stroke	17" to 21" (432 to 534mm)	

10.21.2 Handlebars

10.21.2.1 Handlebars must be securely plugged. The width of handlebars must be not less than 600mm and not more than 850mm.

10.21.3 Engines

10.21.3.1 Maximum capacity of Motorcycles for Junior Enduro is 200cc 2-Stroke and 250cc 4-Stroke.

10.21.4 Junior Trail Bikes

10.21.4.1 The following Machines are eligible for Club and Inter-Club Competitions:

- a) 7 to under 13 years: 65cc class

MANUFACTURER	MODEL
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
Kawasaski	KE100 KLX140
Yamaha	TT-R125
Suzuki	DR-Z125/L

and similar Machines approved by Board.

10.21.4.2 Non-motocross type 80cc to 160cc 4-stroke Machines are approved for Enduro Competition under the following conditions:

- Exhaust systems may be modified or changed,
- External gearing and carburetor jetting may be altered,
- No other modifications allowed.

10.21.5 Electric Machines

10.21.5.1 Electric Machines may compete with comparable Machines as approved by MA. **For further information, refer to Appendix D: Electric Motorcycles.**

10.21.6 50cc Demo Class Machines

10.21.6.1 Machine Requirements:

- Engine capacity must not exceed 50cc,
- The clutch must be of centrifugal type,
- Wheels as per GCR 10.21.1 must be fitted.

10.21.7 50cc Auto Class Machines**10.21.7.1 Machine Requirements:**

- a) Engine capacity must not exceed 50cc,
- b) The gearbox must have one gear,
- c) Wheels as per GCR 10.21.1 must be fitted,
- d) All Machines must remain standard to OEM for the model in respect to;
 - i) Engine,
 - ii) Induction other than carburettor jetting and air cleaner element,
 - iii) Suspension, which may be modified internally but must remain OEM in appearance,
 - iv) Geometry of the frame,
- e) Aftermarket radiators are permitted but must;
 - i) be of the same external dimensions and,
 - ii) not exceed the coolant capacity of radiators fitted as OEM standard parts at point of manufacture.

All other components may be modified.

SECTION 10E: AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS**10.22 DESCRIPTION OF AUSTRALIAN FOUR-DAY ENDURO (A4DE)**

10.22.1.1 The Australian Enduro Championships will be a 4-day Event known as the Australian Four Day Enduro (A4DE). The A4DE will determine both the Australian Teams and the Australian Individual Championships.

10.23 SENIOR AUSTRALIAN FOUR-DAY ENDURO CLASSES**10.23.1 A4DE Solo Classes**

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
EW (Women)	All Powers

10.23.2 A4DE Veteran Class

10.23.2.1 Riders must have turned 35 years before 1st January in the year of Competition.

10.23.2.2 Machines may be of any capacity.

10.23.3 A4DE Masters Class

10.23.3.1 Riders must have turned 45 years of age before the 1st January in the year of Competition.

10.23.3.2 Machines may be of any capacity.

10.23.4 A4DE Women's Class

10.23.4.1 Women may ride Machines of any capacity.

10.23.4.2 To constitute a class, the number of contestants entered and competing will be 6.

10.23.4.3 Should there be insufficient numbers in this class, each competitor will compete in the appropriate capacity class.

10.24 ELIGIBILITY: A4DE**10.24.1 A4DE Entries**

10.24.1.1 The number of entries, both as to maximum and minimum numbers, will be as specified in the SRs.

10.24.1.2 The closing date for entries will be 14 days before the Event.

- 10.24.1.3 Priority will be given to teams over individuals.
- 10.24.1.4 Each team entering for the Event may nominate a manager.
- 10.24.1.5 Team manager's names must be submitted to the Promoter no later than the end of the preliminary examination.
- 10.24.1.6 The team manager is responsible for representing the team.

10.24.2 A4DE Jury

- 10.24.2.1 Each State which has entered a Trophy Team or a Junior Trophy Team may nominate a representative for the Jury, subject to the Juries section of the Officials Powers and Authorities document.

10.25 COMPETITION RULES: A4DE

10.25.1 Machine Eligibility

- 10.25.1.1 Only solo Machines are eligible for the A4DE.
- 10.25.1.2 All Machines entered in the A4DE must have:
 - a) Working commercially available headlight and tail light, visible to other road users, either:
 - i) Permanently wired to illuminate, or
 - ii) Able to be switched on or off by a single switch mounted on the handlebar or headlight assembly.
 - b) A working brake light, visible to other road users, operated by the brake pedal or handlebar brake lever,
 - c) Other requirements as specified in the SRs to comply with road traffic laws of the host State.
- 10.25.1.3 No Motorcycle may enter the A4DE Parc Fermé without a fixed stand approved at Machine examination.
- 10.25.1.4 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.

10.25.2 Change of Machine

- 10.25.2.1 After the closing date for entries:
 - a) A competitor may apply in writing to the jury for permission to change Machines,
 - b) A team may apply in writing to the jury for permission:
 - i) For a team member to change Machines or to ride the entered Machine in a class different from the one for which it was entered,
 - ii) To substitute one entered team member for another.
 - c) Applications must be delivered to the Clerk of the Course before the preliminary Machine examination,
 - d) The jury may grant permission subject to such conditions as it thinks fit or may refuse permission,
 - e) No team or competitor may change the class of an entered Machine.

10.25.3 Cancellation

- 10.25.3.1 MA may, if it considers that there are insufficient entries for an A4DE, cancel the Event.
- 10.25.3.2 In the event of a cancellation under this GCR, entry fees must be refunded.

10.25.4 Preliminary Examination: Marking of Parts

- 10.25.4.1 At the preliminary examination, the following parts will be marked with paint or non-removable sticker with competitor's numbers as follows:
 - a) Main section of the frame on the right-hand side of steering head - 1
 - b) Hub of each wheel - 2
 - c) Right side of crankcase - 1
 - d) Exhaust system - 1

- 10.25.4.2 The markings on wheel hubs, crankcase and exhaust system must be heat resistant.
- 10.25.4.3 Other than for the purpose of repairs and maintenance authorised under these GCRs 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.
- 10.25.4.4 The rider will sign an agreement certifying that the parts have been properly marked. This declaration must indicate the frame number.

10.26 A4DE COURSE

10.26.1 Requirements of Course

- 10.26.1.1 The course must consist of roads that are passable in all kinds of weather.
- 10.26.1.2 The total distance to be covered will be no less than 600km nor more than 1,000km with no more than 3 laps each day.
- 10.26.1.3 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.
- 10.26.1.4 A draft of the proposed SRs for the Event, together with samples of all marking signs to be used in the Event, must be delivered to the Enduro Commission not less than 4 months before the date of the Event.
- 10.26.1.5 The starting order must be established to allow the Trophy, Junior Trophy and selected seeded riders to start first. Those Trophy and Junior Trophy riders nominated in the Veterans, Masters or Women's classes will start with their respective class on Day 1.
- 10.26.1.6 Riders not in Trophy Teams may be seeded. The seeded position of riders must be approved by the Enduro Commission.
- 10.26.1.7 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.
- 10.26.1.8 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.

10.26.2 Completion of Course

- 10.26.2.1 Subject to the following sub-Rules, each competitor must complete all four runs.
- 10.26.2.2 A competitor who is Excluded for one day:
 - a) May Re-Start on the next following day, but
 - b) If Excluded for a further one day, may not Re-Start.
- 10.26.2.3 For a team to be classified as finishing, at least one rider must complete the course.
- 10.26.2.4 If the Event is stopped prematurely by the jury it cannot be Re-run.
- 10.26.2.5 If the Event is stopped before the majority of riders have completed half the total distance the Event will be declared null and void.
- 10.26.2.6 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.

10.26.3 Tests of Course

10.24.3.1 On each of the first 3 days there must be at least four special tests using varied terrain and vegetation:

- a) At the end of the final day there must be a final test, or
- b) There must be a shortened final day with at least 3 timed tests.

10.27 PUBLICATION OF RESULTS

10.27.1.1 Subject to the following GCR, the results of each day of the Competition must be published as soon as possible after the completion of the day.

10.27.1.2 If it is impracticable to publish in accordance with the preceding GCR, the results must be published before the evening jury Event and competitors must be informed not later than the time for resumption of the next day.

10.28 A4DE AWARDS**10.28.1 A4DE Awards: The Challenge Trophy**

10.28.1.1 The Trophy is an Australian Championship Competition for State teams, and other National invited teams.

10.28.1.2 Subject to the following GCRs 10.28.1.3 and 10.28.1.4, each SCB may enter one team comprising 6 competitors who have been endorsed to compete as a team by that SCB.

10.28.1.3 NSW 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 NSW licence;
- b) Must have a license, issued through membership of an ACT Club.

10.28.1.4 An SCB, which includes in its team a competitor:

- a) Who has previously held a license issued in Australia; and
- b) Who is competing in accordance with the MA Licence Conditions and Endorsements Document;

must represent the state the previous licence was issued.

10.28.1.5 The 6 Motorcycles of each team must belong to at least 3 different capacity classes. Except in the case of GCR 10.28.1.12

10.28.1.6 The winning team will be awarded the Challenge Trophy.

10.28.1.7 Each member of the winning team will be awarded a souvenir trophy.

10.28.1.8 The 2nd and 3rd placed teams will receive special awards.

10.28.1.9 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 using the classification score method.

10.28.1.10 Ties will be resolved in the following manner:

- a) The score of the rider with the highest number of points will be deducted from the team's total points.
- b) If a tie still exists, the scores of the 2 riders with the highest number of points will be deducted from the team's total points.

10.28.1.11 Riders nominated in the Veterans, Masters and Women's class are also eligible for the Trophy Team. The maximum number of non-capacity class riders (Veterans, Masters and Womens class) in any one Team will be two.

10.28.1.12 Where a team uses non-capacity riders, the Motorcycles of the remaining capacity class riders must belong to at least two different capacity classes.

10.28.2 A4DE Awards: The Junior Trophy

10.28.2.1 The Junior Trophy is an Australian Championship for State Teams, and other invited National teams.

10.28.2.2 Subject to GCRs 10.28.1.3 and 10.28.1.4, each SCB may enter one team comprising four competitors who have been endorsed to compete as a team by that that SCB.

10.28.2.3 Each competitor must be under the age of 23 years as at January 1st in the year of the Event.

- 10.28.2.4 A rider nominated for a Trophy Team cannot also be a member of a Junior Trophy Team.
- 10.28.2.5 The four Motorcycles in each team must be at least of two different capacity classes.
- 10.28.2.6 Results will be determined as for the Trophy Teams.
- 10.28.2.7 Each member of the winning team will be awarded a souvenir trophy.
- 10.28.2.8 The 2nd and 3rd placed teams will receive special awards.
- 10.28.2.9 Riders nominated in the Women's class are also eligible for the Junior Trophy Team.
- 10.28.3 A4DE Awards: The Womens Trophy**
- 10.28.3.1 The Womens Trophy is an Australian Championship for State Teams, and other invited National teams.
- 10.28.3.2 Subject to GCRs 10.28.1.3 and 10.28.1.4, each SCB may enter one team comprising two or three competitors, who have been endorsed to compete as a team by that that SCB.
- 10.28.3.3 A rider nominated for a Womens Trophy Team may also be a member of a Trophy Team or a Junior Trophy Team.
- 10.28.3.4 Results of the Womens Trophy will be established in the following order:
 - a) The team with two riders finishing the event.
 - b) The team with the lowest number of points using the classification score method for the best two riders each day.
- 10.28.3.5 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.
- 10.28.3.6 Each member of the winning team will be awarded a souvenir trophy.
- 10.28.3.7 The 2nd and 3rd placed teams will receive special awards.
- 10.28.4 A4DE Awards: The Club Team Awards**
- 10.28.4.1 The Club Team Awards are a Competition into which each SCB may enter one or more teams.
- 10.28.4.2 A Club Team:
 - a) Must be nominated by a motorcycling Club affiliated to the SCB;
 - b) Must consist of 3 riders each of whom must have their Competition license issued through the nominating Club.
- 10.28.4.3 No competitor may be a member of more than one Club team.
- 10.28.4.4 Competitors in the Trophy, Junior Trophy or Motorcycle Trade team Events are ineligible for this Competition.
- 10.28.4.5 Results will be determined as for the Trophy Teams.
- 10.28.4.6 The first 3 Club teams will receive special awards.
- 10.28.5 A4DE Awards: The Trade Team Awards**
- 10.28.5.1 The Trade Team Awards are a Competition in which any trader within the Motorcycle trade may enter a team consisting of 3 riders.
- 10.28.5.2 A competitor may not be a member of more than one Trade Team.
- 10.28.5.3 A competitor in a Club team is ineligible for this Competition.
- 10.28.5.4 Results will be determined as for the Trophy Teams.
- 10.28.5.5 The 3 best teams will receive special awards.
- 10.28.5.6 Riders nominated as Veterans, Masters and Women's classes are eligible.
- 10.28.6 A4DE Awards: The Individual Riders Medals**
- 10.28.6.1 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.
- 10.28.6.2 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.
- 10.28.6.3 The Souvenir Bronze Medal will be awarded to all riders who complete the A4DE within the allotted time.
- 10.28.6.4 The outright individual winner of the A4DE will be awarded the John Hall Perpetual Trophy named in honour of the mastermind and organiser of the first A4DE in 1978.



11 ALL TERRAIN VEHICLES

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For up to date GCRs
please visit the MA General Competition Rules page at
www.ma.org.au

APPLICATION OF CHAPTER

The GCRs set out in this chapter are for the ATV discipline.

SECTION 11A: AUSTRALIAN CHAMPIONSHIPS**11.1 SENIOR AUSTRALIAN ATV CHAMPIONSHIPS**

CLASS	CAPACITY
SUPERMOTO	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
MOTOCROSS	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
Womens	Up to 550cc 2-stroke and 700cc 4-stroke
Masters (35 to 40)	Up to 550cc 2-stroke and 700cc 4-stroke
Veterans (40 +)	Up to 550cc 2-stroke and 700cc 4-stroke
DIRT TRACK AND TRACK	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
Women	Up to 550cc 2-stroke and 700cc 4-stroke
SPEEDWAY	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
ENDURO	
Open	Up to 930cc
Womens	Up to 930cc

11.2 CATEGORIES FOR JUNIOR AUSTRALIAN ATV CHAMPIONSHIPS

MOTOCROSS, DIRT TRACK AND TRACK, SPEEDWAY AND ENDURO	
CLASS/ AGE RANGE	CAPACITY
7 to under 11 Limited	60cc to 90cc 2-stroke & 85cc to 110cc 4-stroke
9 to under 13 Comp	60cc to 90cc 2-stroke & 85cc to 125cc 4-stroke
12 to under 16 Air-Cooled	Up to 200cc 2-stroke and 250cc 4-stroke
13 to under 16 Hybrid	Up to 200cc 2-stroke & 250cc 4-stroke

11.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES**11.3.1 Individual Competitions**

11.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship.

11.3.2 All Competitions

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

11.3.2.2 Medallions and points will be awarded in all 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.



Visit MWA's Calendar for WA Events
www.motorcyclingwa.org.au

SECTION 11B: COMPETITION CLASSES**11.4 SENIOR COMPETITION CLASSES**

CLASS	CAPACITY
SUPERMOTO	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
MOTOCROSS	
Amateur Cup (Non-Championship)	Up to 550cc 2-stroke and 700cc 4-stroke
YZF450R Cup (Non-Championship)	Up to 450cc 4-stroke
Production Cup (Non-Championship)	Up to 550cc 2-stroke and 700cc 4-stroke
Open	Up to 550cc 2-stroke and 700cc 4-stroke
Womens	Up to 550cc 2-stroke and 700cc 4-stroke
Masters (35 to 40)	Up to 550cc 2-stroke and 700cc 4-stroke
Veterans (40 +)	Up to 550cc 2-stroke and 700cc 4-stroke
DIRT TRACK AND TRACK	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
Women	Up to 550cc 2-stroke and 700cc 4-stroke
SPEEDWAY	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
ENDURO/ CROSS COUNTRY (DESERT)	
Open	Up to 930cc
Womens	Up to 930cc
SAND DRAG OFF-ROAD	
Open	Up to 550cc 2-stroke and 700cc 4-stroke
Outlaw	Up to 930cc

11.5 JUNIOR COMPETITION CLASSES

MOTOCROSS, DIRT TRACK AND TRACK, SPEEDWAY AND ENDURO	
CLASS/ AGE RANGE	CAPACITY
4 to under 9 Limited Cup (Non-Competitive)	50cc
7 to under 11 Limited	60cc to 90cc 2-stroke & 85cc to 110cc 4-stroke
9 to under 13 Comp	60cc to 90cc 2-stroke & 85cc to 125cc 4-stroke
12 to under 16 Air-Cooled	Up to 200cc 2-stroke and 250cc 4-stroke
13 to under 16 Hybrid	Up to 200cc 2-stroke & 250cc 4-stroke

SECTION 11C: COMPETITION RULES**11.6 ELIGIBILITY: GENERAL**

11.6.1.1 It is the responsibility of the competitor to present at and throughout the Event with a motorcycle and protective clothing and equipment that is fit for purpose and is compliant with the GCRs.

11.6.1.2 No person may participate in any competition unless and until:

- That person's protective clothing/equipment and Machine have been examined and approved by the Scrutineer for that Event, or
- If permitted by the SRs, the person, having self-scrutineered their protective clothing, equipment and machine, has submitted a signed declaration confirming same to be fit for purpose and compliant with the GCRs.

- 11.6.1.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 11.6.1.4 The onus of proving that a competitor, and the competitor's Machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
- 11.6.1.5 Where any GCR 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 OEM.

11.7 ELIGIBILITY: JUNIORS

11.7.1 General

- 11.7.1.1 Raised footboards or footrests are allowed in 'Limited' Junior classes.
- 11.7.1.2 Unless otherwise permitted in writing by the RCB, for any Competition there must be no greater age variation between competitors than 4 years.
- 11.7.1.3 In the 4 to under 9 years 50cc Non-competitive class, all riders are entitled to receive a prize or award of the same size/value.
- 11.7.1.4 An RCB may permit age group racing, graded racing, or a combination of both.
- 11.7.1.5 An RCB may grade Junior competitors according to their respective skills.

11.7.2 Junior ATV Endorsements

- 11.7.2.1 Juniors must have the appropriate endorsement to enter any ATV Competition. Refer to the MA License Conditions Document available at www.ma.org.au.

11.8 GENERAL RULES

11.8.1 Cameras

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

11.9 PROTECTIVE CLOTHING AND HELMETS

- 11.9.1.1 No competitor may practice, start or compete in any ATV related activity unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

11.10 MACHINE AND RIDER IDENTIFICATION

- 11.10.1.1 Number plates, when required, must:
 - a) Display figures in contrasting black on white colours with a minimum size of 125mm height and 20mm width of stroke,
 - b) Be mounted centrally at the front and rear of the Machine.
- 11.10.1.2 Number plates are not necessary for racing where helmet colours are worn, such as in Speedway.
- 11.10.1.3 For all Motocross ATV Competitions and any other Event where the SRs 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.

11.11 RACE EVENT PROTOCOLS

11.11.1 Flags and Signals

- 11.11.1.1 The minimum dimensions of all flags must be 500mm x 500mm.
- 11.11.1.2 Track flags and signals as per Appendix B: Track Flags & Signals.
- 11.11.1.3 The National flag signifying the start of a Competition may be replaced by:
 - a) A light signal,
 - b) A starting tape,
 - c) A rubber band, or
 - d) A dropping gate.

11.11.2 Measurement at Events

- 11.11.2.1 The Steward of an Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.

11.11.2.2 If an engine is measured at the request of a rider or entrant, GCR 5.1.7.1 will apply.

11.11.3 Measurement: All Australian and State Championship Events

11.11.3.1 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional,

- a) At the conclusion of that period, if no protest is received, the result will be final,
- b) If any such Machine is to be ridden in another Competition within that period, must be sealed or marked before being returned to the competitor for that Competition,
- c) If no protest is received within that period, the seals or markings may be removed,

11.11.3.2 Any Machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event,

11.11.3.3 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

11.11.4 Starts

11.11.4.1 Unless otherwise determined in the supplementary regulations, massed starts must be used.

11.11.4.2 The order and position of each competitor will be at the discretion of the Promoter and will be determined on the day of the Event.

11.11.4.3 The starting grid for all Motocross and Dirt Track Events will:

- a) Have not less than 2 metre space for each ATV,
- b) Be in a straight line,
- c) Allow for no more than 20 competitors,
- d) Split or staggered starts may be used for Motocross Events under the approval of the RCB.

11.11.4.4 The maximum number of starters must be specified in the supplementary regulations.

11.11.4.5 Unless otherwise determined in the SRs:

- a) All competitors must be called to the start line at least 2 minutes before each start,
- b) At the end of the 2 minutes, and when the starter is ready, the starter will hold up a 15 second sign for a full 15 seconds,
- c) At the end of 15 seconds a 5 second sign will be displayed,
- d) The gate will drop between 5 and 10 seconds after the 5 second sign is shown.

11.11.5 Finishes

11.11.5.1 The finish line must be:

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

11.11.6 Scoring

11.11.6.1 All Races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
1	35	11	20	21	10
2	32	12	19	22	9
3	30	13	18	23	8
4	28	14	17	24	7
5	26	15	16	25	6
6	25	16	15	26	5
7	24	17	14	27	4
8	23	18	13	28	3
9	22	19	12	29	2
10	21	20	11	30	1

11.11.6.2 An alternative points scoring system may be approved for an MA Series Event.

- 11.11.6.3 If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the will be awarded the position.
- 11.11.6.4 If points are tied for any position in a Series, the tying competitor who has the greatest number of higher placings in the Series will be awarded the position.
- 11.11.6.5 An entrant suffering a DNF will attract 21st place points (10pts) or last place points, whichever is lesser. If two DNF's occur in one Race they will be awarded sequential 21st and 22nd place points, and so on, with the first DNF finishing with the lowest number of points.
- 11.11.6.6 Sub-classes Women, Masters and Veterans may run together and may be scored separately if minimum of 3 riders are in each class.
- 11.11.6.7 Race duration will be specified in the SRs.

11.11.7 Production

- 11.11.7.1 Machines must satisfy GCR 11.14.1.1 and must remain OEM with the exception of the below:

- a) Body and Controls:
 - i. Handlebars
 - ii. Hand guards
 - iii. Clutch lever
 - iv. Grips
 - v. Bumper
 - vi. Grab bar
 - vii. Steering stabiliser
 - viii. Safety reflectors
 - ix. Clutch cables
 - x. Plastics
 - xi. Seat covers
 - xii. Seat foam or pan
 - xiii. Headlight and brake light
 - xiv. Skid plates
 - xv. Powder coat / paint
 - xvi. Parking brake
 - xvii. Handlebar risers
 - xviii. Steering stem
 - xix. Bar clamp
 - xx. Foot pegs
 - xxi. Heal guards
 - xxii. Shift lever
 - xxiii. Throttle housing
 - xxiv. Decal
 - xxv. Radiator shrouds or louvers
 - xxvi. Add foam (mud inhibitor)
- b) Brakes
 - i. Brake pads
 - ii. Brake rotors
 - iii. Brake lines
 - iv. Pedal/ levers
- c) Engine
 - i. Cylinder bore re-plating
 - ii. Timing plugs
 - iii. Clutch plates

- d) Chassis
 - i. Bearing (must remain OEM shape, design and material)
 - ii. Air box vent tubes
 - iii. Air filter
 - iv. Fuel tank thermal cover
 - v. Countershaft cover / case saver
 - vi. Drain bolts and filter plugs (cosmetic only)
 - vii. Radiator hoses
 - viii. Wiring harness
 - ix. ECU location (may move)
 - x. Capacitor / condenser (may add)
 - xi. Solder fuel pump connection
 - xii. Breather box (may move vet lines)
 - xiii. Battery
- e) Drive
 - i. Chains
 - ii. Sprockets
 - iii. Chain guides
 - iv. Chain rollers/ sliders
- f) Frame
 - i. Subframe support rails
- g) Suspension
 - i. Internal modifications (re-spring and re-valve only allowed; compressed and extended length must remain OEM)
 - ii. Shock springs
 - iii. Shock valving
 - iv. Bushings (must remain same material as OEM)
- h) Wheels and axle
 - i. Wheels
 - ii. Tyres
 - iii. Axle
- i) Required
 - i. Kill switch
 - ii. Nerfbars

11.11.8 Stadium Classes (Arena Cross)

11.11.8.1 Open engine capacities as per GCRs 11.14.3.1 and 11.14.3.2.

11.11.9 Sand Drag

11.11.9.1 Open Class and Up to 930cc Class may be run and scored together. Class structure to be detailed in the SRs.

11.11.9.2 Outlaw (experimental) maximum displacement of 930cc, but Machine must be fitted with a Motorcycle-based engine.

SECTION 11D: TECHNICAL REGULATIONS

11.12 SOUND EMISSIONS

11.12.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

11.13 FUEL

11.13.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

11.14 ENGINES**11.14.1 Reciprocating Engines****11.14.1.1** 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

11.14.2 Superchargers and Turbochargers

11.14.2.1 Superchargers and turbochargers must not be fitted to any ATV in any Competition.

11.14.3 Engine Capacity and Tolerances

11.14.3.1 The maximum engine capacity for a 2-stroke engine ATV shall not exceed 550cc, and be no more than two cylinders.

11.14.3.2 The maximum capacity for a 4-stroke engine, must not be more than two cylinders and shall not exceed 700cc for:

- a) Stadium Classes,
- b) Dirt Track and Track,
- c) Motocross,
- d) Club Level Racing,
- e) Speedway
- f) Supermoto

11.14.3.3 The maximum capacity for a 4-stroke engine, must not be more than two cylinders and shall not exceed 930cc for:

- a) Enduro/Cross Country,
- b) Desert Classes,
- c) Sand Drags Classes,

11.14.3.4 The actual engine capacity of a Machine competing in a capacity class is not to exceed the prescribed capacity for that class by more than 5%, with the exception of hybrid Machines (Senior: 350cc 2-stroke and 450cc 4-stroke and Junior: 200cc 2-stroke and 250cc 4-stroke) where no engine displacement increase tolerance is allowed as per GCR 11.14.3.5 a) and 11.14.3.6 a).

11.14.3.5 In all Senior Competition hybrid Machines;

- a) Are capacity limited to 350cc 2-stroke and 450cc 4-stroke with no oversizing tolerance,
- b) Can enter any Senior class except the YZF450R Cup .

11.14.3.6 In Junior Competition hybrid Machines;

- a) Are capacity limited to 200cc 2-stroke and 250cc 4-stroke with no oversizing tolerance.
- b) May be fitted with a 200cc 2-stroke or 250cc 4-stroke engine from an off-road Motorcycle of the same manufacturer to a larger capacity chassis ATV.
- c) Can only enter the 13 to under 16 Hybrid class.

11.14.3.7 In Junior Limited classes

- a) The Machine must remain as OEM, including the engine replacement or parts, as per GCR 1.1.1.23.
- b) All ATV Machines must have a maximum unrestricted speed of 48 km/h or less. Machines that comply with the SVIA standard, categories of Y-10+ATV or Y-12+ATV already meet this requirement.

11.14.3.8 In Junior Comp classes Machines up to and including 90cc 2-stroke and 125cc 4-stroke must use the OEM engine crank cases for the OEM frame. Modifications are allowed to eligible Machines meeting the specified engine displacement of the class, including OEM 'Race ready' type Machines or Limited Machines modified for Competition use. Original OEM Cobra ECX70 ATV models are only permitted to enter Comp classes with an engine displacement that does not exceed the OEM designated 70cc (oversizing up to 70cc maximum is allowed with 0% tolerance).

- 11.14.3.9 Air-cooled Yamaha Raptor 250 and Honda TRX300 Machines:
- May increase standard engine displacement up to 300cc +5% tolerance.
 - Can compete in any Senior class (excluding the YZF450R Cup) and the Junior 12 to under 16 Air-Cooled class.

11.15 FRAMES AND PARTS

11.15.1 General

- 11.15.1.1 The use of titanium in the construction of the frame, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

- 11.15.1.2 An ATV must have:

- Four wheels,
- A wheel at each corner of the Machine,
- The front wheels which are used for steering and the rear wheels for driving,
- A maximum overall width including the rear tyres of 1300mm. The ATV must freely push through two vertical fixed objects (poles) spaced at 1300mm.
- A seat for one person,
- The rider straddling the seat,
- A frame (Nerf Bar) between the front and rear wheels which must:
 - Be of closed loop design,
 - 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,
 - Be constructed to prevent the rider's feet from going below the bars (material webbing is acceptable),
 - Be bolted or welded to the frame,
 - Be close enough to the front and rear wheels to prevent locking together of competitors' Machines,
 - Have no sharp, protruding tubing either open ended or capped,
 - Have heel guards which are compulsory on all ATV Machines.
- A self-closing throttle,
- An engine cut-out switch, of lanyard type attached to the rider's body,
- Effective brakes on all wheels,
- Handlebars, rubber hand grips, handlebar levers and number plates,
- No sharp or protruding extremities,
- Glass, mirrors and headlights removed,
- For MX, Speedway, Dirt Track, Track and Supermoto racing, a front-mounted bumper bar which must comply with specifications listed in GCR 11.15.1.2 g), i), iv), vi) and clause l).

- 11.15.1.3 Mudguards which must be fitted over both the front and rear wheels.

11.15.2 Tyres

- 11.15.2.1 Rear tyres may be prescribed in the SRs.

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12 SPEEDWAY

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APPLICATION OF CHAPTER

The GCRs 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 12A: AUSTRALIAN CHAMPIONSHIPS

12.1 CATEGORIES FOR SENIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS

SENIOR SPEEDWAY

Solo Individual

Under 21

Sidecar

12.2 CATEGORIES FOR JUNIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS

AGE RANGE	CAPACITY/ CLASS
9 to under 16 (Individual)	125cc Solo
9 to under 16 (Teams)	125cc Solo
13 to under 16 (Individual)	250cc Solo
11 to under 16 - Rider	250cc Sidecar
9 to under 16 - Passenger	

12.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

12.3.1 Individual Competitions

12.3.1.1 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 Events.

12.3.2 All Competitions

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

12.3.2.2 Medallions and points will be awarded in Australian Speedway Championships where there are:

- a) Senior & Under 21 Solo 16 starters
- b) Senior Sidecar 16 starters
- c) Junior 250cc Solo 13 starters
- d) Junior Sidecar 9 starters
- e) Junior 125cc Solo 16 starters
- f) Junior 125cc Solo Teams 14 starters

12.3.3 Duke of Edinburgh Trophies

12.3.3.1 The Duke of Edinburgh Trophies will be inscribed each year with the names of the winners of the highest capacity solo and sidecar Australian Championship for the Speedway.

12.3.3.2 The trophies will be held by MA.



SECTION 12B: COMPETITION CLASSES**12.4 JUNIOR COMPETITION CLASSES**

AGE RANGE	CAPACITY/ CLASS
4 to under 9	50cc Demo Class (Non-competitive)
7 to under 9	50cc Auto Class
7 to under 9	125cc single cylinder 4-stroke Solo
9 to under 16	125cc single cylinder 4-stroke Solo
13 to under 16	250cc Solo
11 to under 16	250cc 4-stroke Sidecar Rider
9 to under 16	250cc 4-stroke Sidecar Passenger

SECTION 12C: COMPETITION RULES**12.5 ELIGIBILITY: GENERAL**

- 12.5.1.1 No person may participate in any competition unless and until:
- That person's protective clothing/equipment and Machine have been examined and approved by the Scrutineer for that Event, or
 - If permitted by the SRs, the person, having self-scrutineered their protective clothing, equipment and machine, has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs.
- 12.5.1.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 12.5.1.3 The onus of proving that a competitor, and the competitor's Machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
- 12.5.1.4 Where any GCR 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 OEM.
- 12.5.1.5 In the interpretation of any GCR relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.

12.6 ELIGIBILITY: JUNIORS**12.6.1 General**

- 12.6.1.1 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.
- 12.6.1.2 Unless otherwise permitted in writing by the RCB for any Competition there must be no greater age variation between competitors than 4 years.
- 12.6.1.3 In the 4 to under 9 years 50cc Non-competitive class, all riders are entitled to receive a prize or award of the same size/value.
- 12.6.1.4 Subject to the following two GCRs, an RCB may permit age group racing, graded racing, or a combination of both.
- 12.6.1.5 Age group racing: Only competitors in the same age groups may compete against each other.
- 12.6.1.6 An RCB may grade Junior competitors according to their respective skills.

12.6.2 Junior Speedway Endorsements

- 12.6.2.1 Juniors must have the appropriate endorsement to enter any Speedway Competition. Refer to the MA Licence Conditions and Endorsements Document, available at www.ma.org.au

12.7 GENERAL RULES**12.7.1 Homologation**

- 12.7.1.1 For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

12.7.2 Cameras

- 12.7.2.1 Cameras may be fitted to the Motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer. Cameras cannot be attached to any part of the competitor's body.

12.8 PROTECTIVE CLOTHING AND HELMETS

- 12.8.1.1 No competitor may practice, start or compete in any Speedway Competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Equipment.

12.9 RIDER IDENTIFICATION**12.9.1 Helmet Colours**

- 12.9.1.1 Speedway competitors must wear helmet colours as prescribed in the program for the Competition, selected from the following table and subject to GCRs 12.9.1.2 and 12.9.1.3.

RACE	RED	BLUE	WHITE	YELLOW	YELLOW & BLACK	GREEN	ORANGE	BLACK	BLACK & WHITE
Scratch 4 Riders	✓	✓	✓	✓	✓	×	×	×	×
Scratch 6 Riders	✓	✓	✓	✓	✓	✓	✓	×	×
Handicap	✓	✓	✓	✓	✓	✓	✓	✓	✓
NOTE: In the above table ✓ means available, × means unavailable									

- 12.9.1.2 At all Race meetings, competitors must wear racing numbers allocated by the RCB as follows:

- a) A number worn on a competitor's back which must:
 - i) Measure 230mm x 230mm,
 - ii) For solo riders, be black, with a white background,
 - iii) For sidecar riders, be black with a yellow background,
 - iv) Have a maximum background area of 300mm².
- b) A number worn on a competitor's front must:
 - i) Measure at least 100mm x 80mm,
 - ii) For solo riders, be black, with a white background,
 - iii) For sidecar riders, be black with a yellow background,
 - iv) Be worn on the left breast.

- 12.9.1.3 Not have advertising on clothing within 25mm of number backgrounds.

- 12.9.1.4 The helmet colour of each competitor must be clearly visible to the Referee, and the Timekeeper throughout each Competition.

- 12.9.1.5 A competitor who has a helmet of the specified colour for a Competition may wear the helmet in that Competition without a helmet cover.

12.10 RACE EVENT PROTOCOLS**12.10.1 General**

- 12.10.1.1 Competitions may be individual Events or team Events.

12.10.2 Flags and Signals

- 12.10.2.1 The minimum dimension of flags must be 600mm x 600mm.

- 12.10.2.2 All control lights:

- a) Must be visible to all competitors,
- b) May only be operated by the Referee or the Referee's nominee.

- 12.10.2.3 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.

12.10.3 Change of Machines

- 12.10.3.1 Competitors must use a Machine presented at scrutineering. The Machines that go through Machine examination must match frame and engine numbers used by the rider in said Event.
- 12.10.3.2 Subject to the SRs, a competitor may compete on a Machine other than that described in the competitor's entry application but,
- a) Must inform a key official of any change, and
 - b) May not, ~~in any heat or Final~~, use a Machine ~~on~~ in which another ~~rider~~ competitor has scored points towards the same championship Event in which both competitors are competing for, ~~qualified for the same heat or Final~~.

12.10.4 Identification of Machines

- 12.10.4.1 All Machines must have the competitor's name displayed on the rear mudguard, seat or valance, in letters with a minimum height of 25mm.
- 12.10.4.2 All sidecars must have the competitor's Race number on the side wing of the Machine. The number must be a minimum 150mm high with a contrasting background.

12.10.5 Measurement at Events

- 12.10.5.1 A Referee of an Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.
- 12.10.5.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

12.10.6 Measurements: All Australian and State Championship Events

- 12.10.6.1 All Machines must have provision for the placement of sealing wire.
- 12.10.6.2 An entrant may request that the entrant's Machine be measured and sealed before the Event. As soon as practicable after receiving the request the measurer for the Event must measure and seal the Machine. Any Machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the Event.
- 12.10.6.3 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional,
- a) At the conclusion of that period, if no protest is received, the result will be final,
 - b) If any such Machine is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,
 - c) If no protest is received within that period, the seals may be removed.
- 12.10.6.4 Any Machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event.
- 12.10.6.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.
- ### 12.10.7 Competitors
- 12.10.7.1 A competitor who has entered for an Event may practice on a Machine on the track before the commencement of the event 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.

- 12.10.7.2 The Referee must require all:
- Newly licensed competitors, both Junior and Senior, moving to Senior 500cc Competition, to be endorsed by a licenced MA coach; or
 - Competitors whose abilities are not known to the Referee, to submit to such test as the Referee considers proves that the competitor is able to perform safely in Competition.
- 12.10.8 Radio Communication**
- 12.10.8.1 Radio communications with riders is not allowed and will be classed as outside assistance.
- 12.10.9 Juniors**
- 12.10.9.1 Where a Junior track is situated on the infield of a Senior track, a Junior Speedway Event may be conducted in conjunction with a Senior Event.
- 12.10.9.2 Demonstrations, Coaching and Practice:
- A Junior license holder who has turned 15 years of age and in the opinion of an MA accredited coach is capable of handling a 500cc solo Speedway Machine may give a demonstration during a break in the Senior program. Only one rider in this category is allowed on the track at a time,
 - A Junior license holder who has turned 12 years of age and 9 months will be allowed to be coached/practice on a 250cc solo Speedway Machine. Only one rider in this category is allowed on the track at a time,
- 12.10.9.3 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.
- 12.10.10 Late Arrival**
- 12.10.10.1 The Referee may refuse permission to compete to a competitor who arrives at the venue for an Event later than the arrival time prescribed in the SRs.
- 12.10.11 Sidecar Passenger**
- 12.10.11.1 In the event that the nominated sidecar passenger is unable to continue during the Event, they may be replaced providing the new passenger signs the relevant indemnity forms and is authorised by the Clerk of Course and Referee prior to taking part.
- 12.10.12 Starts**
- 12.10.12.1 Competitors must be ready for the start when called upon to do so by the relevant official.
- The Referee will sound a 2-minute warning signal and illuminate the amber flashing light (if available) in the pit area,
 - 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,
 - Any competitor not ready to start at the expiration of 2 minutes after the signal may be excluded from the Race,
 - A competitor so excluded may be replaced by a reserve,
 - Unless otherwise directed by the Referee, the time between the finish of one Race and the start of the next will not exceed 5 minutes,
 - In non-Championship Events, if a rider is excluded for the 2-minute rule, or a tape touching offence, they may start the re-run from 15 metres back, and move to gate position 4. All other riders will move to the inside positions. In the event of 2 riders having been excluded, they will both move 15 metres back and start from positions 3 and 4,
 - For riders not ready to start at the expiration of the 2 minutes (after warning signal has been sounded), riders have 30 seconds to move to the 15 metre line for the Race start.
 - For touching the tape, the Referee will decide the time allowed for the Race re-start.
- 12.10.12.2 Competitors who are members of the same team or pair may exchange their starting positions.
- 12.10.12.3 Standing starts, controlled by the Referee, are to be used.

12.10.12.4 For other than handicap starts:

- a) Competitors must form up in the prescribed order behind the tapes,
- b) Once all competitors are correctly positioned and stationary, a green light or flag is shown,
- c) The starting Marshal then leaves the area of the tapes,
- d) After a pause of not less than 2 seconds, the Referee then releases the gate to start the Race,
- e) The first competitor whose Machine touches one or more of the tapes during the pause before the gate is raised will be excluded and the Competition will be re-started; except in the case of non-Championship Events where the Referee may allow the rider to start the re-run from gate 4, and 15 metres back.
- f) For Senior Solo, Sidecar and Under 21 Australian Championship Events the following will apply:
 - i) If a rider touches the starting tapes, they will be ~~disqualified~~ **excluded from that heat, plus receive an official warning for the remainder of the Event.**
 - ii) If a rider is adjudged by the referee to have moved before the tapes are lifted, they are ~~handed~~ **given** an official warning.
 - iii) If the same rider moves or touches the tapes again during the same Speedway Event they are automatically ~~disqualified~~ **excluded from that heat.**

12.10.12.5 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 Competition will be re-started; except in the case of non-Championship Events where the Referee may allow the rider to start the re-run from gate 4, and 15 metres back,
- e) A Machine is deemed to have crossed the starting line when its rear wheel axle passes over the line.

12.10.12.6 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.

12.10.12.7 A competitor may not receive outside assistance after the showing of the green light or flag, or, in handicap Competitions, the red light or flag.

12.10.12.8 A competitor excluded under the preceding Rule in:

- a) Individual contests; may be replaced by a reserve,
 - b) Teams contests; may be replaced by a track reserve,
 - c) Test and teams matches; may be replaced by a team reserve,
- and must leave the track without delay to return to the pit.

12.10.13 Leaving the Course

12.10.13.1 A rider whose Machine crosses the inner edge of the track with 2 wheels must be excluded unless, in the opinion of the Referee, the action was taken in the interest of safety of other riders or the rider was forced off course by another rider.

12.10.13.2 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.

12.10.13.3 A rider who returns to the track and continues to Race when not entitled to shall be excluded.

12.10.14 Retirements

12.10.14.1 A competitor who, in the opinion of the Referee:

- a) Has not completed the Race distance within 3 minutes of the start,
 - b) Has not started the last lap before the winner has crossed the finish line;
- will be deemed to have retired from the Race.

- 12.10.14.2 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.

12.10.15 Stopping Events

- 12.10.15.1 Where an incident causes a Competition to be stopped, **the following will apply:**
- a) For National or State Championship Events the total distance of the final must be run in its entirety
 - b) For all other events, the Referee may declare the Competition complete if at least 75% of the Competition distance or time, whichever is the less, has been run.
- 12.10.15.2 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 Race.

12.10.16 Reserves

- 12.10.16.1 The Referee may direct a reserve to replace a competitor who has failed to start in a Competition.
- 12.10.16.2 Reserves will be used in rotation.
- 12.10.16.3 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.
- 12.10.16.4 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.

12.10.17 Re-Runs

- 12.10.17.1 When a chequered flag is displayed before the Race distance has been completed by the leading competitor, the Referee must order a re-run.
- 12.10.17.2 In a re-run:
- a) Competitors must start from their original starting positions, and
 - b) Reserves must occupy the position of the replaced competitors.
- 12.10.17.3 Any competitor who has failed to start in or been excluded from any Race may not compete in the re-run.
- 12.10.17.4 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.

12.10.18 Scoring

- 12.10.18.1 In every heat, unless otherwise prescribed by the SRs:
- a) The winner receives 3 points,
 - b) The 2nd receives 2 points,
 - c) The 3rd receives one point,
 - d) The 4th receives zero points,
 - e) Zero for last place is better than
- M, R, F, T, E and N where:
- O = For last place,
 - M = Excluded for 2-minute rule,
 - R = Retired from the Race,
 - F = Fall but not excluded,
 - T = Excluded for false start,
 - E = Excluded,
 - N = No start.
- 12.10.18.2 In individual Events, ties will be resolved by a run-off between the tied competitors.

12.10.18.3 Alternatively, in individual Events ties may be resolved as follows:

- a) Precedence will be given to the riders (tied on points) having the most 1st, 2nd, 3rd, 4th placings (a 'O' for last place is better than being disqualified);
- b) If the tie still persists and involves only 2 riders, precedence will be given to the better placed rider in the heat or heats where the 2 riders met;
- c) If the tie still persists and involves more than 2 riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 riders tied on points: A, B, C: rider A has beaten rider B, rider A has beaten rider C, rider B has beaten rider C. Precedence will be best position for rider A, then rider B and rider C respectively);
- d) If solutions a), b), and c) cannot resolve the tie, then a run-off will take place.

12.10.18.4 In team Events, ties will be resolved by a run-off with one competitor from each team.

12.10.18.5 All competitors taking part in a run-off in the event of tied scores must be paid prize money for the run-off.

12.10.19 Dead Heats

12.10.19.1 In the event of a dead heat between 2 or more competitors, the combined points will be shared between the tied competitors.

12.10.20 Pit Control

12.10.20.1 No persons may be or remain in the pits during an Event other than:

- a) Competitors,
- b) Competitors' mechanics,
- c) Police, fire or medical staff,
- d) Officials,
- e) Others authorised by the Clerk of Course.

12.10.20.2 The pits will be under the control of the Clerk of Course who will be assisted by a Pit Marshal:

- a) The Pit Marshal may report to the Clerk of Course any person who breaches any rule or disobeys any instruction given by the Clerk of Course or Pit Marshal,
- b) The Pit Marshal may report to the Clerk of Course any person as to that person's mode of dress or behaviour,
- c) The Clerk of Course may eject any person who, in their opinion is behaving in an unsafe or unsatisfactory manner.

12.10.20.3 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.

12.10.20.4 A mechanic may not attend any riders' briefing without the permission of the Referee.

12.10.21 Payments

12.10.21.1 Prize monies and travelling expenses must be prescribed in the SRs.

12.10.21.2 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.

12.10.21.3 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.

12.10.22 Referee

12.10.22.1 In Speedway, the functions and authority of Steward and Clerk of Course, as described in Chapter 2 will be exercised.

12.10.22.2 The Clerk of Course shall be responsible to the Referee:

- a) For the conduct of the Event and its administration in accordance with these regulations and the official program,
- b) To put into effect all instructions given by the Referee received verbally or in writing, directly or by any other means,
- c) Ensure that all the necessary officials, riders and spectators are informed without delay of the Referee's decision,

- d) To prevent any person from communicating directly with the Referee, including communicating by telephone, during the Event 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 Event.

12.11 RACE MEETING PROTOCOLS: AUSTRALIAN SPEEDWAY CHAMPIONSHIP

12.11.1 Applications to Conduct

~~12.11.1.1 Applications for the conduct of Australian Championships must be received by MA by February 1st in the preceding year.~~

12.11.1 Selection Committee

12.11.1.1 The selection Committee in consultation with MA, will be the Commission which must:

- a) Forward the competitor and reserve selections to MA,
- b) Allow MA to notify the competitors and the Promoter of the selections.

12.11.2 Selection and Qualification

12.11.2.1 To qualify for selection for an Australian Championship Event, a competitor must apply in writing no less than 30 days prior to the Event, and must be a holder of a current MA Senior National Competition Licence:

To be seeded into this championship the following considerations will be applied;

- a) Be the current Australian Champion, a Top 4 rider in the previous Australian Championships, or a GP rider within the last two years, or
- b) At the discretion of the Commission, the best performing competitor may be selected in the State Championship of the State in which the competitor resides in or,
- c) Be the best performing Australian competitor in the FIM Oceania Speedway Championship.

Additional positions will be selected from the remaining applications received.

12.11.2.2 Any State unable to conduct a Championship of 12 entries or more prior to the close of entries in the SRs for an Australian Championship may nominate one competitor for the Speedway Commission's consideration to represent that State. If the State Championship is held between the close of entries and the relevant Australian Championship, the State title holder may not be eligible for selection.

12.11.2.3 The team for a State will be selected by that State's Speedway sub-Committee.

~~12.11.3.4 The selected competitors must notify the Promoter of their acceptance of the conditions and the anticipated time of arrival at the track concerned.~~

12.11.3 Alternate Qualification

12.11.3.1 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 Event,
- c) Current State Champions are automatically seeded into qualifying Event 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 Event than positions are available, the Commission may select to compete those competitors it considers appropriate based on merit.

12.11.4 Practice

12.11.4.1 Practice must be conducted for all Australian Championships.

12.11.4.2 Practice times and format must be stipulated in the SRs for each Championship.

12.11.5 Examination Before an Event

12.11.5.1 Before an Event, the Promoter must set a time and place, giving reasonable notice to every competitor, for:

- a) Identification and examination of licences,
- b) Examination of Motorcycles,
- c) Sound testing,
- d) Checking of helmets and protective clothing, and
- e) Such other examinations as are necessary.

12.11.5.2 The Referee may forbid:

- a) Any competitor who does not comply with the GCRs mentioned above, or
- b) Any competitor who can be a danger to other participants or to spectators, from participating in any Competition at the Event.

12.11.6 Carburettor Examination

12.11.6.1 All solo Machine carburettors may be checked and measured before the Event.

12.11.6.2 During the Event carburettors may be measured.

12.11.7 Race Format

12.11.7.1 Race format must be stipulated in SRs.

There will be:

- a) 20 Heats, 2 Semi Finals and 1 Final.
 - i) Semi Final 1 will be made up of the 1st, 3rd, 5th and 7th placed competitors after the 20 Heats.
 - ii) Semi Final 2 will be made up of the 2nd, 4th, 6th and 8th placed competitors after the 20 Heats.
 - iii) The Final will be made up of the 1st and 2nd placed competitors from Semi Finals 1 and 2.
 - iv) Points for Semi Finals and Final will be 3 for 1st, 2 for 2nd, 1 for 3rd and 0 for 4th.
 - v) All points count to total series points.
- b) or 20 Heats, 1 A Final, 1 B Final and 1 Final.
 - i) The B Final is made up of the 4th, 5th, 6th and 7th placed competitors after the 20 Heats. The winner of the B Final will go into the A Final. Place getters 2nd, 3rd, 4th in the B Final will be placed 5th, 6th and 7th in this Championship.
 - ii) The A Final is made up of the top 3 placed competitors who accumulated the most points in the 20 Heats, and the winner of the B Final.

12.11.7.2 No points will be awarded in the B Final, Gate Picks for A and B Finals will be by points scored after 20 Heats.

12.11.7.4 Starting positions will be offered to the riders in descending order of points accumulated in the heats. In the case of riders for the Final being tied on points, gate choice will be determined by count back, where 0 is better than M, R, F, T, E and N where:

M = Excluded for 2-minute rule,

R = Retired from the Race,

F = Fall but not excluded,

T = Excluded for false start,

E = Excluded,

N = No start.

12.11.7.5 In case of riders being tied on points for the Semi Finals or A and B Finals, all Final places will be determined by count back.

12.11.7.6 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	

12.11.8 Twelve Race Format

12.11.8.1 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

- 12.11.8.2 The Twelve Race format must be used where the track is over 450 metres in length and is licenced for 6 competitors.
- 12.11.8.3 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 6-point scorers.
- 12.11.8.4 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.
- 12.11.8.5 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.
- 12.11.8.6 Starting positions for Races 10 and 11 must be balloted in the presence of the Referee or Clerk of Course.
- 12.11.8.7 Starting positions for the Final will be offered to the 6 competitors in descending order of points accumulated in the heats. In the case of competitors for the Final being tied on points, gate choice will be determined by countback.
- 12.11.8.8 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.
- 12.11.8.9 The finishing order of each competitor in the Final will determine Championship placings. After completion of the series if any of the 4-point scorers are tied the respective positions shall be decided by a run-off.

12.11.9 Thirteen Rider Format

HEAT NUMBER	HELMET COLOUR			
	Red	Blue	White	Yellow
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

12.11.10 Prize Money

- 12.11.10.1 Prize money for reserve riders will be determined by the Promoter and the selection committee and the amount will be included in the SRs.
- 12.11.10.2 Prize money will be included in the SRs.

MA affiliated Clubs have the opportunity to run **Ride Park Days**.
 Recreational days, for riders of all levels and ages. No Club membership required.
 Visit the **Recreational** page at **www.ma.org.au**

12.12 RACE MEETING PROTOCOLS: AUSTRALIAN TEAM CHAMPIONSHIP

12.12.1 Qualifying

12.12.1.1 Teams Championships will consist of qualifying rounds run in each State and one Final.

12.12.1.2 7 teams will take part in each meeting.

12.12.1.3 One team from each State will qualify. Should a State not have qualified competitors, or decide not to nominate a team, the extra team required will be selected by the Commission based on performance during any qualifying rounds.

12.12.1.4 The Commission must send the names of the 7 qualifying teams to the Promoter of the Event as well as the RCB.

12.12.1.5 For Championship qualifying rounds the SCB holding qualifying must, within 48 hours after the Event, send the results to MA and to the SCB organising the Final.

12.12.2 Twenty-One Heat Format: Teams

HEAT NUMBER	HELMET COLOURS			
	Red (Inside)	White	Blue	Yellow/ Black (Outside)
	Competitors Starting Numbers			
1	1	3	2	4
2	5	7	6	8
3	9	11	10	12
4	13	1	14	2
5	3	5	4	6
6	7	9	8	10
7	13	11	14	12
8	1	5	2	6
9	7	3	8	4
10	9	13	10	14
11	11	1	12	2
	Interval			
12	3	9	4	10
13	5	11	6	12
14	13	7	14	8
15	1	9	2	10
16	11	3	12	4
17	5	13	6	14
18	7	1	8	2
19	3	13	4	14
20	9	5	10	6
21	11	7	12	8

12.12.2.1 This format allows members of the same team to change positions at the starting gate.

Ride. Race. Enjoy.

12.12.3 Heat Format: Teams

12.12.3.1 There must be 14 heats with 3 teams per heat according to the following table:

HEAT	HELMET COLOURS					
	Red	Blue	White	Yellow	Green	Black & White
Competitors Starting Numbers						
1	1	10	7	2	9	8
2	3	6	1	4	5	2
3	9	14	3	10	13	4
4	5	12	9	6	11	10
5	13	8	5	14	7	6
6	7	4	11	8	3	12
7	11	2	13	12	1	14
Interval						
8	10	1	2	7	8	9
9	6	3	4	1	2	5
10	14	9	10	3	4	13
11	12	5	6	9	10	11
12	8	13	14	5	6	7
13	4	7	8	11	12	3
14	2	11	12	13	14	1

12.12.3.2 The above format must be used where the track is over 400 metres in length and is licenced for more than 4 competitors.

12.12.3.3 Heats must be as follows:

- There must be 7 teams with each team having 6 heats and each team meeting all other teams twice,
- Between each heat there must be either another Competition or a 4-minute break,
- Competitors cannot change gate position in this format.

12.12.4 Ties

12.12.4.1 A tie for 1st, 2nd or 3rd places will be resolved by one heat with one rider from each tied team taking part.

12.12.5 Finals

12.12.5.1 If one or both competitors of a team who qualify for the Final cannot participate, they may be replaced by competitors nominated by the selection committee.

12.12.5.2 If a qualified team is not present, its place in the Final will be taken by the team which has scored the next highest number of points in the previous Event.

12.12.5.3 Inability to take part in the Final must be notified to the RCB as soon as possible.

12.12.5.4 When competitors of the same team finish 1st, and 2nd or 2nd and 3rd in a heat, the competitor finishing 2nd or 3rd respectively will be awarded a bonus point, entitling that competitor to remuneration, but the point will not be counted towards the heat or in the Finals.



Visit MSA's Calendar for SA Events
www.motorcyclingsa.org.au

12.13 RACE MEETING PROTOCOLS: TEST MATCHES**12.13.1 Definition**

12.13.1.1 A test match is an International Event between 2 or more countries appointed by their respective FMNs.

12.13.2 Format

12.13.2.1 There must be 18 heats in a format according to the following table:

HEAT NUMBER	HOME TEAM			
	Red	Blue	White	Yellow & Black
1	1	2	1	2
2	3	4	3	4
3	5	6	5	6
4	3	4	1	2
5	5	6	3	4
6	1	2	5	6
7	5	6	1	2
8	1	2	3	4
9	3	4	5	6
Interval				
10	1	2	1	2
11	3	4	3	4
12	5	6	5	6
13	3	4	1	2
14	5	6	3	4
15	1	2	5	6
16	5	6	1	2
17	1	2	3	4
18	3	4	5	6

Competitor Numbers 7 & 8 or Number 7 of each team are reserves.

12.13.3 Bonus Points

12.13.3.1 Bonus points are allotted for prize money only with an additional bonus point for a competitor who finishes 2nd or 3rd immediately behind their team mate.

12.13.4 Starting Positions

12.13.4.1 The captains of each team will toss for starting positions in the first heat, the choice being positions 1 and 3 or positions 2 and 4, counting from the inside of the track.

12.13.4.2 The team that selects positions 1 and 3 in the first heat must take positions 2 and 4 in the second heat, and so on alternately throughout the Event.

12.13.4.3 The relative positions of the 2 competitors of each team in each heat may be changed.

12.13.5 Reserves

12.13.5.1 A competitor who has been unable to commence or complete a Competition due to an accident, and who has not been excluded, may be replaced by a reserve. The Competition will be deemed to be a new Competition with the reserve as a competitor.

12.13.5.2 A reserve may not ride in more than 6 Races.

12.13.5.3 Only one reserve may participate in each Race.

12.14 WORLD CHAMPIONSHIP SELECTION

For Information regarding World Championship selection please refer to the National Individual & Team Selection Policy available at www.ma.org.au.

SECTION 12D: TECHNICAL REGULATIONS

12.15 SOUND EMISSIONS

12.15.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

12.16 FUEL

12.16.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

12.17 ENGINES

12.17.1 Reciprocating Engines

12.17.1.1 Formulae 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

12.17.2 Engine Capacity Tolerances

12.17.2.1 Unless otherwise specified in the following table, the actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

CLASS	PERMITTED EXCESS
Sidecar - Senior 1045cc	Nil
Sidecar - Junior 250cc	+1mm of Bore Diameter
Solo - Senior 500Cc	Nil
Solo - Junior 50cc	Nil
Solo - Junior & Senior 250cc	Nil
Solo - Junior 125cc	+1mm of Bore Diameter
Record Attempts	Nil

12.17.3 250cc / 500cc Solo Engines

12.17.3.1 Engine capacity must not exceed 250cc, or 500cc.

12.17.3.2 Engines must be:

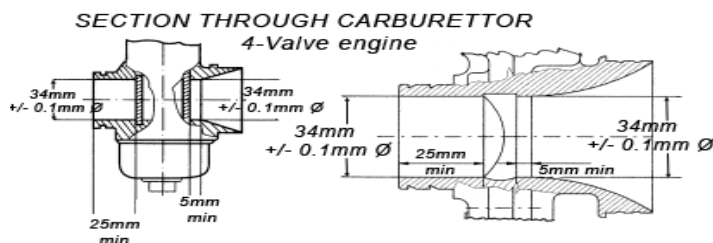
- a) Single cylinder,
- b) 4-stroke,
- c) Four valves maximum,
- d) Fitted with one carburettor of 34mm +/- 0.1mm diameter,
- e) One spark plug, and
- f) All 250cc engines shall incorporate an ignition system with rev limiter. Such rev limiters must remain unmodified as delivered by the manufacturer (including all modifications of the standard voltage).The rev limiter shall restrict the engine maximum rotational speed to 13,500 RPM.



12.17.3.3 Two-valve engines may use a carburettor of 36mm \pm 0.1mm diameter.

12.17.3.4 The carburettor measurements must:

- a) Remain constant over a distance of no less than 25mm on the engine side and 5mm on the air intake side,



Choke size for 2-valve engine is 36mm \pm 0.1mm

- b) Be taken from the edges of the throttle valve or throttle butterfly.

12.17.3.5 The fuel output section of the carburettor must be of circular shape.

12.17.3.6 Direct injection must comply with the above carburettor sizes.

12.17.3.7 Supercharging and turbocharging are not permitted.

12.17.4 Sidecar Engines

12.17.4.1 An Event may be restricted to Machines of a capacity of no more than 500cc, which will be known as a 500cc class Event.

12.17.4.2 For a Machine competing in a 500cc class Event, the engine must comply as follows:

- a) Where electronic fuel injection is installed it must be of a standard production type,
- b) The engine may not be turbocharged or supercharged.

12.17.4.3 For a Machine competing in any Event other than in 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 OEM.

12.18 FRAMES AND PARTS

12.18.1 General

12.18.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

12.18.1.2 Handlebars must:

- a) Be fitted to the un-sprung 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.

12.18.1.3 Clutch levers must:

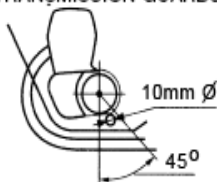
- a) Have ball ends with a minimum diameter of 19mm,
- b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

12.18.1.4 Throttle controls and mechanical carburettor linkages must:

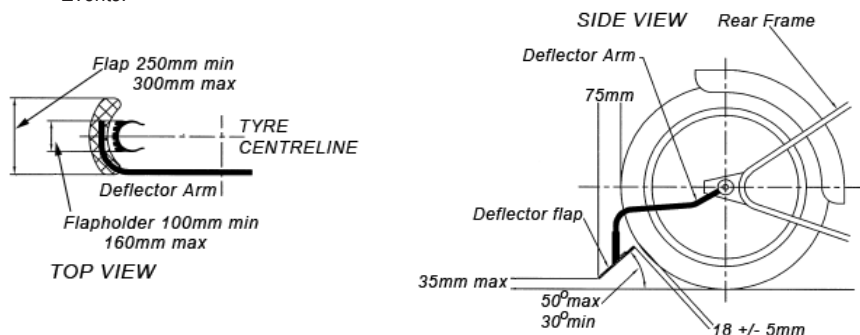
- a) Be self-closing,
- b) Be enclosed so as to prevent jamming.

- 12.18.1.5 There must be a kill switch which must:
- Cut out the ignition,
 - Operate on the primary circuit,
 - Be fitted with a lanyard which must:
 - Have a total extended length not exceeding 500mm,
 - Be attached around the rider's right wrist when the Machine is in motion,
 - Not be secured to the handlebar unless by a readily torn material.
- 12.18.1.6 Stops or other devices must be fitted to ensure a minimum clearance of 30mm between the handlebars and any other part of the Machine when on full lock.
- 12.18.1.7 Steering must be:
- Direct,
 - Through the front wheel,
 - By a classic telescopic fork, leading link, earles, or girder type.
- 12.18.1.8 Light alloys may not be used for wheel axles.
- 12.18.1.9 The front wheel must be fitted with a knockout spindle or an approved clamp to fasten on the fork tips.
- 12.18.1.10 Brakes may not be fitted.
- 12.18.1.11 For any cast or welded wheel, the gaps between the spokes must be filled in.
- 12.18.1.12 Machines need not carry number plates.
- 12.18.1.13 Mechanical carburettor linkages must be:
- Enclosed by a suitable material, or
 - Fully enclosed by a box.
- 12.18.1.14 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.

OPEN TRANSMISSION GUARDS



- 12.18.1.15 FIM homologated dirt deflectors must be fitted to all solo Speedway Machines with the exceptions of 125cc Junior Machines, and 500cc upright engine Machines when used in Classic Speedway Events.



12.18.2 Streamlining

12.18.2.1 All streamlining fitted to Motorcycles or sidecars must be free of any sharp edges on exposed extremities.

12.18.2.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

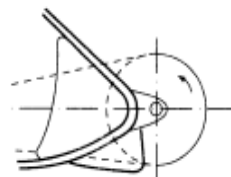
12.18.3 Fuel Tanks

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

SECTION 12E: TECHNICAL REGULATIONS: SOLO CLASSES**12.19 ALL CLASSES****12.19.1 General**

12.19.1.1 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,
- Ensure rear wheel adjusters are totally enclosed with a rounded or closed end so that no thread is exposed.

CHAIN GUARD

12.19.1.2 The minimum weight, without fuel, is 77kg

12.19.1.3 Rear suspension is prohibited.

12.19.1.4 A single gear only is permitted.

12.19.2 Exhaust Systems

12.19.2.1 Exhaust systems must not extend beyond the outer circumference of the rear wheel rim and tyre.

12.19.2.2 The gap between the silencers and the tyre must not exceed 60mm.

12.19.2.3 Exhaust gases must be discharged from the system horizontally and parallel to the centre line of the Machine.

12.19.2.4 Only FIM homologated exhausts with heat shield fitted to be used.

12.19.2.5 The exhaust pipe must be fixed to the cylinder head and frame with a minimum of 3 clips, one of which must be attached to the cylinder head.

12.19.2.6 The silencer must be attached to the frame with at least one clip. A second moveable coupling must be fitted from the first third of the silencer to the frame with steel cable of at least 3mm or strong steel spring.

12.19.2.7 The diameter of the exhaust pipe must not exceed 50mm or an equivalent area and must remain constant up to the silencer.

12.19.2.8 The outlet area of the silencer must remain constant over a length of 50mm, must not exceed 45mm, or an equivalent area, and must not be perforated.

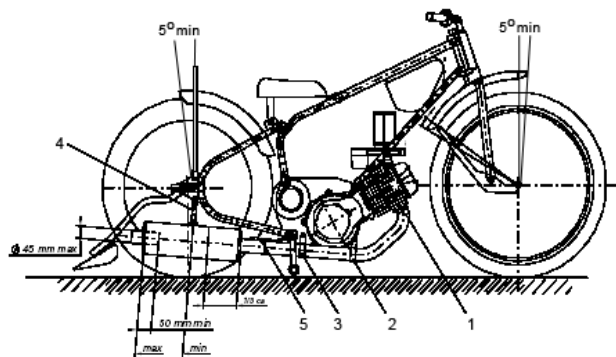
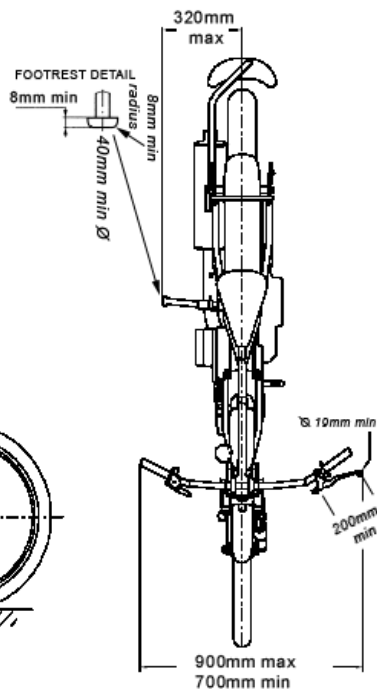
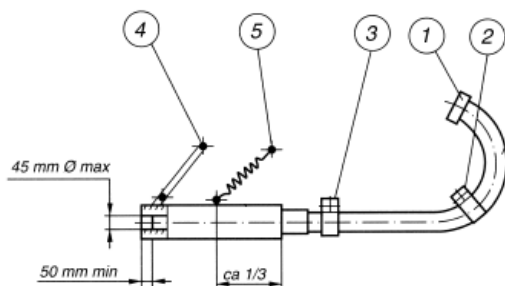
12.19.2.9 The outside shell of the silencer must form one unit. The end of the pipe must be cut at right angles.



12.19.2.10 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 OEM.

250cc/500cc Solo Exhaust



Solo Speedway Machine Side View

Solo Speedway Machine Top View

12.19.3 Footrests

12.19.3.1 Footrests:

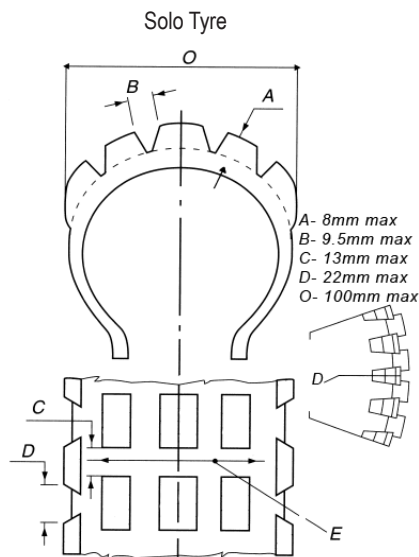
- Must be on the right hand side of the Machine and must not exceed 320mm in length measured from the centre line of the Motorcycle,
- Must have metal protection at the end of at least 8mm radius,
- May be folding and, if so, must be fitted with a device which automatically returns them to the normal position.



12.19.4 Tyres

12.19.4.1 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.



12.19.4.2 The front tyre may be of any size or type but limited to an overall width of 80mm.

12.19.4.3 Tyres may not be treated by chemicals, tyre warmers or other means which tend to alter the shape, minimum shore hardness, construction or other characteristics.

12.19.5 Mudguards

12.19.5.1 Machines must be fitted with a front mudguard that extend at least 5° ahead of a vertical line running through the centre of the front wheel axle and at least 5° under the top edge of the mud-shield protecting the front of the engine.

12.19.5.2 The rear mudguard must extend at least 5° behind a vertical line running through the centre of the rear axle. Distance between rear mudguard and top of rear tyre must be no more than 35mm plus 5mm tolerance. If a push bar is used, it should be made in one piece, of strong material which should not break under impact and must not protrude any higher than 35mm above the rear mudguard.

12.20 250CC SOLO INTERMEDIATE

12.20.1.1 This class is for State level Competition only.

12.20.1.2 Promoters intending to conduct Competition for 250cc Intermediate class must:

- Obtain approval from the Speedway Commission, in addition to obtaining approval from the SCB,
- Provide the Commission with a report on the merits of the class. The report should include statements from riders and officials and engineering personnel.

12.20.1 Engine

12.20.1.1 4-stroke single cylinder engine up to 250cc.

12.20.1.2 If the engine is fitted with a gearbox, the gearshift lever must be removed and the Machine must remain in one gear during racing.

12.21 250CC CLASS**12.21.1 Eligibility**

12.21.1.1 Junior and Senior riders must be assessed by an MA accredited coach prior to Competition.

12.21.1.2 Riders competing on these Machines must be:

- A minimum age of:
 - 13 to under 16 years for 250cc,

12.21.1.3 Junior riders can practice or demonstrate on a 250cc Machine from the age of 12 years and 9 months.

- 12.12.1.4 Senior riders can ride 250cc Machines.
- 12.21.1.5 No Juniors are permitted on track with Seniors.
- 12.21.1.6 For Junior 250cc Machines only, refer to the relevant MA Track specifications for track length.

12.22 JUNIOR 50CC CLASS

12.22.1 Engine

- 12.22.1.1 The use of Titanium in Junior Speedway engines is prohibited.
- 12.22.1.2 Eligible Machines are any production solo Motorcycles utilising 50cc 2 or 4-stroke engines. All Machines must be OEM.
 - a) Engine capacity must not exceed 50cc,
 - b) The gearbox must not have more than one gear for 2-stroke Machines and three gears for 4-stroke Machines,
 - c) The clutch must not be of other than OEM and other than of a centrifugal type,
 - d) Rear wheel must not be other than 10" (254mm),
 - e) Front wheel must not be other than 10" (254mm) or 12" (304mm),
 - f) A lanyard kill switch must be fitted,
 - g) Working brakes must be retained.

12.22.2 Permitted Modifications

- 12.22.2.1 Parts equivalent to OEM may be fitted.
- 12.22.2.2 The following may be altered.
 - a) Seat,
 - b) Colour,
 - c) Mudguards,
 - d) Handlebars,
 - e) Grips,
 - f) Levers,
 - g) Cables,
 - h) Chains,
 - i) External gearing,
 - j) Tyre brand and pattern,
 - k) Foot pegs and foot peg position.
- 12.22.2.3 Rear shock absorber may be removed and replaced with a solid replacement.
- 12.22.2.4 Throttle limiting devices may be removed.
- 12.22.2.5 Restrictor washers in the header pipe abutting cylinder barrel may be removed.

12.23 JUNIOR 125CC CLASS

12.23.1 Engine

- 12.23.1.1 The use of Titanium in Junior Speedway engines is prohibited.
- 12.23.1.2 If the engine is fitted with a gearbox, the gearshift lever must be removed and the Machine must remain in one gear while racing.
- 12.23.1.3 The engine capacity must not exceed 125cc +1mm tolerance of the OEM bore diameter.
- 12.23.1.4 A single cylinder 4-stroke engine, fitted with one carburettor, of a mass produced type must be used.
- 12.23.1.5 The cylinder head must be as follows:
 - a) Two-, three- or four-valve cylinder heads can be fitted, but three- and four-valve heads must retain manufacturers' specifications,
 - b) The action of the valves must be controlled by valve springs,
 - c) The cylinder head may be ported and, if damaged in use, bearing journals may be bored and bearings replaced with either roller or bronze bearings,
 - d) For two-valve heads, maximum valve size must be:
 - i) Exhaust - 25mm, and
 - ii) Inlet - 30mm.

- 12.23.1.6 Carburettors no bigger than 24mm can be fitted.
- 12.23.1.7 Inlet manifold must be round for entire length.
- 12.23.1.8 Compression ratio must not exceed 9.7:1
- 12.23.1.9 Any type of ignition system may be used.
- 12.23.1.10 Later model parts, or parts of different manufacture, may be installed.
- 12.23.1.11 The "Shupa" brand Junior Speedway Machine is approved for Competition in the Junior 125cc Solo class when the Machine is fitted with the two or three-valve head.

12.23.2 Frames and Parts

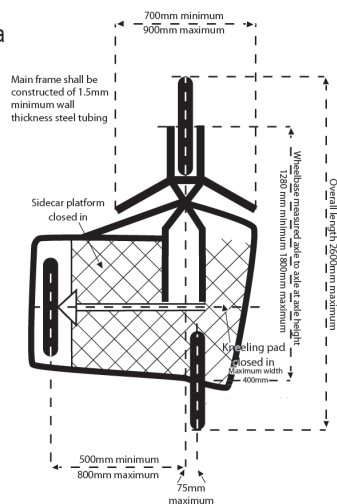
- 12.23.2.1 Wheelbase must not exceed 1375mm.
- 12.23.2.2 Rear rim diameter must not exceed 17" (432mm).
- 12.23.2.3 Rear tyres must:
 - a) Have Trial or Speedway pattern tread tyres,
 - b) Not exceed 90mm x 432mm (3.5" x 17"),
 - c) Not be modified.
- 12.23.2.4 Front rim diameter must not exceed 482mm (19").
- 12.23.2.5 Front tyres must:
 - a) Have Trial pattern or Speedway tread,
 - b) Have a diameter not exceeding 19" (482mm),
 - c) Not be modified.
- 12.23.2.6 Exhaust mounts:
 - a) The exhaust must have at least three mounts to the Motorcycle,
 - b) The silencer must be attached to the frame with at least one clip. A second moveable coupling must be fitted from the first third of the silencer to the frame with a steel cable of at least 3mm or a strong steel spring.

SECTION 12F: TECHNICAL REGULATIONS: SIDECARS AND CLASSIC SPEEDWAY

12.24 SIDECARS: ALL CLASSES

12.24.1 Frames and Parts

- 12.24.1.1 Overall height must not exceed 1200mm.
- 12.24.1.2 The tubing used in the construction of the main frame of a sidecar Motorcycle must have a minimum wall thickness of 1.5mm.
- 12.24.1.3 The sidecar must be on the left of the Motorcycle and, if not an integral part of the chassis, must be fixed to the Motorcycle in at least four places.
- 12.24.1.4 The sidecar wheel must be staggered inwards. If the sidecar wheel is mounted by a plate on both sides, the diameter of the axle must exceed 12mm.
- 12.24.1.5 Where the sidecar wheel is mounted with a bracket on one side only, the axle diameter must be at least 20mm.
- 12.24.1.6 The sidecar frame must have a continuous bar along the exterior of the sidecar wheel.
- 12.24.1.7 Fuel tanks must be of a material approved by the Australian Standards Association for fuel containers.
- 12.24.1.8 Drive must only be transmitted through the rear wheel of the Motorcycle.
- 12.24.1.9 Promoters may require additional specifications for the protection of spectators.
- 12.24.1.10 All exterior bar work and tube work ends must be plugged or capped so as to present a flush or convex end.



Plan of Sidecar indicating allowable dimensions
Not drawn to scale

- 12.24.1.11 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

12.24.2 Streamlining

- 12.24.2.1 The streamlining:

- Must not be in front of a vertical line drawn through the leading edge of the front tyre,
- Must not 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.

- 12.24.2.2 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,
- Not dangerous to the rider or other competitors.

- 12.24.2.3 Horizontal wings and aerodynamic friction assisting devices are prohibited.

- 12.24.2.4 In all handlebar positions, there must be a space of at least 30mm between the streamlining and the ends of the handlebars, including any attachments.

12.24.3 Handholds & Footrests

- 12.24.3.1 A suitable handhold must be provided for the passenger on the offside of the Machine and near the front.

- 12.24.3.2 Footrests must be on the right hand side to the direction of travel and linked by a continuous bar.

- 12.24.3.3 Any space between the sidecar body and the rear or sidecar wheel of the Motorcycle greater than 76mm must be decked so as to prevent the passenger's hands or feet entering between the chassis bars.

- 12.24.3.4 Any open area between the footrests, the continuous bar and the right hand side to the direction of travel must be filled in with a suitable material so as to stop a rider or passenger from trapping their feet.

12.24.4 Wheels, Rims & Tyres

- 12.24.4.1 Tyres:

- Knobby tyres may not be used,
- Speedway or Universal Trial block pattern tyres only to be used,
- Tyres may be cut or grooved.

- 12.24.4.2 The sidecar wheel must be either spoked, moulded type mag, or other approved wheel. Riveted type mag wheels are not permitted.

- 12.24.4.3 The area inside a spoked wheel must be covered by a disc or shield so as to prevent a rider's or passenger's feet or hands coming into contact with the spoked area.

- 12.24.4.4 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 (20mm for Junior Sidecars) 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.

12.24.5 Mudguards

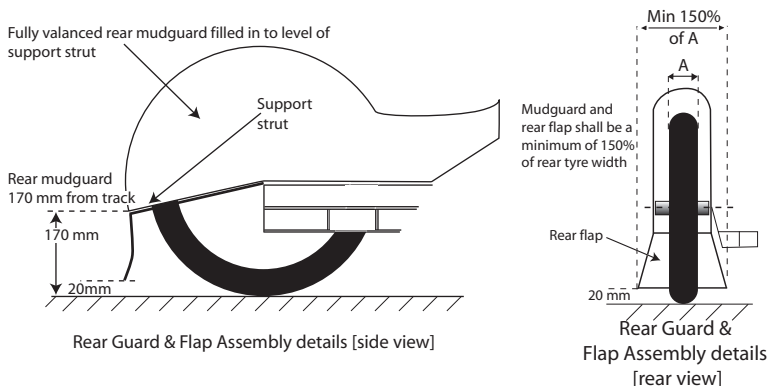
- 12.24.5.1 The fitting of a front mudguard is not compulsory.

- 12.24.5.2 Rear mudguards must be:

- Valanced on both sides down to axle level, to a maximum of 170mm from ground level,
- Fitted with a one piece flexible mud flap without any slots, which:

- i) Is a minimum thickness of 6mm and be of a reinforced belting type rubber,
- ii) Is attached to the rear mudguard no higher than 30mm from the bottom edge of rear mudguard,
- iii) Ends no more than 20 mm above ground level,
- iv) Is attached to three sides of the mudguard and projects forward by a minimum of 75mm on each side, or if the mudflap is fitted without sides it will be made up of 3 parts. The assembly will consist of the rubber mudflap, this will be 6mm thick, 150% of the tyre width (minimum 200mm wide) and a minimum length of 250mm ending no more than 20mm from the ground. The second piece, fixed to the rear of the rubber with be 3mm HDPE plastic the same width as the rubber mudflap with a minimum length of 200mm and ending no more than 70mm from the ground. The third and outer piece will be 3mm HDPE plastic and the same width as the rubber mudflap with a minimum length of 150mm and ending no more than 120mm from the ground. The whole assembly must be attached to the bike with a minimum of 4 fasteners and have no flex at the attachment area.
- v) Is a consistent width from top to bottom,

12.24.5.3 Rear mudguards may be incorporated into the passenger's seat moulding.



12.24.6 Exhaust Systems

12.24.6.1 Exhaust fumes must be discharged towards the rear of the Machine. Exhaust fumes must not be discharged so as to raise dust, foul the tyres or inconvenience the passenger or any other rider or passenger.

12.24.6.2 The exhaust must be attached to the Machine at a minimum of three locations, two on the frame, (one to the rear), in addition to the one on the cylinder head.

12.25 SIDECAR: SENIOR

12.25.1 General

12.25.1.1 The overall width must not exceed 1500mm.

12.25.1.2 Overall length from the leading edge of the front tyre to the outside of the rear mudguard must not exceed 2600mm.

12.25.1.3 The wheel base taken at axle height from the centre of the front axle to the centre of the rear axle, must measure between 1280mm and 1800mm.

12.25.1.4 The wheel track, taken between the tracks left by the centre lines of the rear Motorcycle wheel and the sidecar wheel, must measure between 500mm and 1100mm.

12.25.1.5 The centre lines of the tracks made by the front and rear wheels of the Motorcycle when the Machine is proceeding directly forward must be no further apart than 75mm.

12.25.1.6 The width of the kneeling pad on the offside of the Machine must not exceed 400mm.

12.25.1.7 Stub axles must have a minimum diameter at the base plate of 40mm.

- 12.25.1.8 Solo two ply and four ply 75mm (3") tyres may not be used on rear rims exceeding 127mm (5") in width.
- 12.25.1.9 The rear wheels minimum 450mm (18") maximum 475mm (19") diameter, rim width maximum 125mm (5").
- 12.25.1.10 Underpan must cover underside of the sidecar from the front fairing rail to the sidecar main cross tube and cover the underside of the engine. Underside must be constructed of:
 - a) Steel; which must have wired or rolled edges, with a minimum thickness of 1.6mm, or
 - b) Aluminium; which must have wired or rolled edges, with a minimum thickness of 1.2mm, or
 - c) Plastic; which must have rounded edges and be a minimum thickness of 3mm.

12.26 SIDECAR: JUNIOR

12.26.1 General

- 12.26.1.1 The overall width must not exceed 1400mm.
- 12.26.1.2 Overall length from the leading edge of the front tyre to the outside edge of the rear mudguard must not exceed 2100mm.
- 12.26.1.3 The wheelbase, taken at axle height from the centre of the front axle to the centre of the rear axle, must measure between 1500mm and 1200mm.
- 12.26.1.4 The wheel track, taken between the tracks left by the centre lines of the rear Motorcycle wheel and the sidecar wheel, must measure between 800mm and 600mm.
- 12.26.1.5 The width of the kneeling pad on the off side of the Motorcycle must not exceed 300mm.
- 12.26.1.6 Stub axles must have a minimum diameter at the base plate of 25mm.
- 12.26.1.7 Front and rear rim diameter for the Motorcycle must not exceed 19" (482mm).
- 12.26.1.8 Rear rim width for the Motorcycle must not exceed 102mm.
- 12.26.1.9 Underpan must cover underside of the sidecar from the front fairing rail to the sidecar main cross tube and cover the underside of the engine. Underside must be constructed of:
 - a) Steel; which must have wired or rolled edges, with a minimum thickness of 1.6mm, or
 - b) Aluminium; which must have wired or rolled edges, with a minimum thickness of 1.2mm, or
 - c) Plastic; which must have rounded edges and be a minimum thickness of 3mm.

12.26.2 Engine

- 12.26.2.1 Engine capacity must not exceed 250cc, and must be 4-stroke only.
- 12.26.2.2 All engine components must remain OEM for the make and model of Machine the engine is sourced from.
- 12.26.2.3 The following OEM engine components may be modified or replaced:
 - a) Engine cam wheels may be slotted or replaced to alter valve timing,
 - b) Engine sump may be modified or replaced with a low profile oil sump for the purpose of increasing ground clearance.

12.27 CLASSIC SPEEDWAY

12.27.1 Eligibility: Classic Solo

- 12.27.1.1 Engines must have been manufactured before 31st December 1976.
- 12.27.1.2 Competitors must be aged at least 30 years at the date of the Competition.

12.27.2 Solo Frames

- 12.27.2.1 The frame must:
 - a) Have a front wheel diameter of 23" (594mm),
 - b) Have a rear wheel diameter of 19" (482mm),
 - c) Have rear tyres with a maximum tread pattern depth of 8mm,
 - d) Not be fitted leading-link front forks.

12.27.3 Solo Engines

12.27.3.1 The engine must:

- a) Be single cylinder,
- b) Be two-valve with push rod operation,
- c) Have a single spark plug,
- d) Have a maximum capacity of 500cc +/- 2% tolerance,
- e) Be vertical in the chassis,
- f) Be fitted with a round slide carburettor of 38mm maximum bore,
- g) Not be fitted with a centre port cross flow cylinder head.
- h) Post Classic
- i) Four Valve engine (or conversion) must have been manufactured before 31st December 1994.
- j) Be a single cylinder, four valve with push rod or OHC operation.
- k) Be fitted with a round slide carburettor of 36mm maximum bore.

12.27.4 Eligibility: Classic and Post Classic Sidecars

12.27.4.1 All Machines must comply with GCR 12.18.1.5 (kill switch).

12.27.4.2 Maximum standard engine capacity of 1020cc and no reconditioning tolerance is allowed or 750cc 4 - valve air-cooled.

12.27.4.3 Only Machines of the type Raced in Australian Speedway Competition for the selected era will be eligible.

12.27.5 Classic Class: British, European & American Sidecars

12.27.5.1 This class will cover Machines using original factory Motorcycle frames and standard forks, i.e. one made by a recognised Motorcycle manufacturer.

12.27.5.2 Motors will be 4-stroke two valves per cylinder, air cooled and a maximum of two cylinders, manufactured prior to December 31st 1974.**12.27.6 Classic Class: Japanese Sidecars**

12.27.6.1 This class will cover Machines with factory Motorcycle frames.

12.27.6.2 Motors will be Japanese 2-stroke and 4-stroke SOHC multi cylinder engines with a maximum of two valves per cylinder.

12.27.6.3 Engines must be manufactured prior to December 31st 1979.**12.27.7 Post Classic Sidecars**

12.27.7.1 This class will cover Machines using original factory frames.

12.27.7.2 Motors will be 2-stroke and 4-stroke two valve DOHC multi cylinder air cooled engines.

12.27.8 Evolution Class Sidecars

12.27.8.1 This class will cover Machines using period style and purpose built frames. Mitch style frames are not permitted.

12.27.8.2 Motors will be maximum four valve DOHC multi-cylinder air or water cooled engines manufactured prior to 31st December 1985.

12.27.8.3 Bodywork and fairings to be a type and material relevant to the period. No later than eliminator type wedge, constructed of fibreglass.





13 DIRT TRACK, TRACK & FLAT TRACK

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For up to date GCRs please visit
the MA **General Competition Rules** page at
www.ma.org.au

APPLICATION OF CHAPTER

The GCRs set out in this chapter are for the discipline of Dirt Track and Track.

SECTION 13A: AUSTRALIAN CHAMPIONSHIPS

13.1 CATEGORIES FOR SENIOR AUSTRALIAN DIRT TRACK & TRACK CHAMPIONSHIPS

CLASS	CAPACITY
Pro 250	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke (MX)
Pro 450	250cc 2-stroke & 450cc 4-stroke (MX)
MX Open	500cc 2-stroke & Over 300cc 4-stroke (MX)
250cc Slider	Up to 250cc
500cc Slider	Up to 500cc
Slider Open	Unlimited 460cc and over
Pro Open Women	Unlimited (MX)
Sidcar	Up to 1100cc
ATV Open	Up to 550cc 2-stroke & 700cc 4-stroke
ATV Open Women	Up to 550cc 2-stroke & 700cc 4-stroke

For ATV classes, refer to Chapter 11.

13.2 CATEGORIES FOR JUNIOR AUSTRALIAN DIRT TRACK & TRACK CHAMPIONSHIPS

AGE RANGE	CLASS/ CAPACITY
4 to under 9	50cc Demo (Non-competitive)
7 to under 9	50cc Auto
7 to under 9, 9 to under 13	65cc 2-stroke
9 to under 13, 12 to under 16	85cc 2-stroke & 150cc 4-stroke,
11 to under 16	85cc 2-stroke & 150cc 4-stroke, Girls
7 to under 12	85cc 4-stroke Modified
13 to under 16	100cc to 150cc 2-stroke
13 to under 16	200cc to 250cc 4-stroke
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls

For ATV classes, refer to Chapter 11.



13.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

13.3.1 Individual Competitions

13.3.1.1 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 Events.

13.3.2 All Competitions

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

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

- a) 10 or more starters for solo classes which actually participate in practice, qualifying or Races,
- b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or Races,
- c) 6 or more starters for all female classes which actually participate in practice, qualifying or Races.

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 Australian Dirt Track Championships for the following:

- a) Pro 450 Solo, and
- b) Up to 1100cc Sidecar.

13.3.3.2 The trophies will be held by MA.

SECTION 13B: COMPETITION CLASSES

13.4. COMPETITION CLASSES

13.4.1 CATEGORIES FOR SENIOR COMPETITION CLASSES DIRT TRACK & TRACK

CLASS	CAPACITY
Pro 250	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke (MX)
Pro 450	250cc 2-stroke & 450cc 4-stroke (MX)
MX Open	500cc 2-stroke & Over 300cc 4-stroke (MX)
250cc Slider	Up to 250cc
500cc Slider	Up to 500cc
Slider Open	Unlimited 460cc and over
Open Unlimited	Slider & MX (Club and Interclub Only)
Pro Open Women	Unlimited (MX)
Sidecar	Up to 1100cc
ATV Open	Up to 550cc 2-stroke & 700cc 4-stroke
ATV Open Women	Up to 550cc 2-stroke & 700cc 4-stroke
For ATV classes, refer to Chapter 11.	

13.4.1.2 Riders are eligible to enter one class above capacity of the Machine entered (Senior riders only).



13.4.2 CATEGORIES FOR JUNIOR COMPETITION CLASSES DIRT TRACK & TRACK

AGE RANGE	CLASS/ CAPACITY
4 to under 9	50cc Demo (Non-competitive)
7 to under 9	50cc Auto
7 to under 9, 9 to under 13	65cc 2-stroke
9 to under 13, 12 to under 16	85cc 2-stroke & 150cc 4-stroke,
11 to under 16	85cc 2-stroke & 150cc 4-stroke, Girls
7 to under 12	85cc 4-stroke Modified
13 to under 16	100cc to 150cc 2-stroke
13 to under 16	200cc to 250cc 4-stroke
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls
For ATV classes, refer to Chapter 11.	

SECTION 13C: COMPETITION RULES

13.5 ELIGIBILITY: GENERAL

- 13.5.1.1 No person may participate in any Competition unless and until
- That person ~~is having self-scrutineered~~ **has submitted a signed declaration confirming same to be fit for purpose and compliant with the GCRs;** ~~have been examined and approved by the Scrutineer for that Event;~~ or
 - Where the RCB requires (in the approved supplementary Regulations) that the scrutineering of** ~~if permitted by the SRs, the person's, having self-scrutineered their~~ **protective clothing, equipment and machine, be by the scrutineer for the Event, such protective clothing, equipment and machine have been examined and approved by the scrutineer for that Event.** ~~has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs.~~
- 13.5.1.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 13.5.1.3 The onus of proving that a competitor, and the competitor's Machine and protective clothing/ equipment, are eligible to compete, is on the person seeking to prove it.
- 13.5.1.4 Where any GCR 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 OEM.
- 13.5.1.5 In the interpretation of any GCR relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.
- 13.6 ELIGIBILITY: JUNIORS**
- 13.6.1 Junior Competitions**
- 13.6.1.1 No person who is under the age of 16 may compete in other than Junior Competition. 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.
- 13.6.1.3 Unless otherwise permitted in writing by the RCB, for any Competition there must be no greater age variation between competitors than 4 years.
- 13.6.1.4 In the 4 to under 9 years 50cc Non-competitive Demo class, all riders are entitled to receive a prize or award of the same size/value.
- 13.6.1.5 Subject to the following two GCRs, a RCB may permit age group racing, graded racing, or a combination of both.

- 13.6.1.6 Non-Motocross type 80cc to 160cc 4-stroke Machines (excluding 80cc 4-stroke Modified for Dirt Track and Track) are approved for Competition under the following conditions:
- Exhaust systems may be modified or changed,
 - External gearing and carburettor jetting may also be altered,
 - No other modifications are allowed.

- 13.6.1.7 Motocross-type 150cc 4-stroke Machines may compete against Motocross-type 85cc 2-stroke Machines in Junior Competition.

13.6.2 Junior Endorsements

- 13.6.2.1 Please refer to the MA License Conditions Document available at www.ma.org.au for all junior endorsements.

13.7 GENERAL RULES

13.7.1 Cameras

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

13.8 PROTECTIVE CLOTHING AND HELMETS

- 13.8.1.1 No competitor may practice, start or compete in any Competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Helmets.

13.9 MACHINE AND RIDER IDENTIFICATION

13.9.1 Number Plates

- 13.9.1.1 For all Competitions three number plates must be fitted: one at the front and one on each side.

- 13.9.1.2 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.

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

- 13.9.1.4 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.

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

- 13.9.1.6 Advertising is permitted on all Machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

13.9.2 Number Plates: Juniors

- 13.9.2.1 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.

- 13.9.2.2 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.

13.9.3 Number Plate Colours

13.9.3.1 Colours for Senior Competition must be as follows:

CAPACITY OR CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 150cc	Black	White
151cc to 250cc	Dark Green	White
251cc to 450cc	Mid Blue	White
Over 450cc	White	Black
500cc Slider	White	Black
1100cc Sidecar	White	Black
Women	Reflex Blue	Yellow
For Competition, women can use either the Womens' colour combination or, if cross-entered, the colour combination of the capacity class entered.		

13.9.3.2 Colours for Junior Competition must be as follows

AGE GROUP (YEARS)	BACKGROUND COLOUR	FIGURE COLOUR
Under 9	Mid Blue	White
9 to under 12	Canary Yellow	Black
12 to under 15	Mail Box Red	White
14 to under 16	Black	Yellow
Girls	Magenta	White
For Competition, women can use either the Womens' colour combination or, if cross-entered, the colour combination of the capacity class entered.		

13.9.3.3 Additional colour combinations may be used, at the discretion of the RCB.

13.9.4 Numbers Plate Figures

13.9.4.1 Figures must be clearly legible, the minimum dimensions being;

DIMENSIONS	MEASUREMENT (mm)
Height	140
Width of each figure	75
Space between figures	25
Space between figures and edge of plate	12

13.9.5 Back Numbers: Seniors and Juniors

13.9.5.1 No Senior or Junior may compete in any Competition unless wearing the Machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.

13.10 RACE EVENT PROTOCOLS**13.10.1 Flags and Signals**

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

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

13.10.1.3 The National flag signifying the start of a Competition may be replaced by:

- A light signal,
- A starting tape,
- A rubber band, or
- A dropping gate.

13.10.2 Measurement at Events

- 13.10.2.1 A Steward of an Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.
- 13.10.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

13.10.3 Measurement: All Australian and State Championship Events

- 13.10.3.1 All Machines must have provision for the placement of sealing wire.
- 13.10.3.2 An entrant may request that the entrant's Machine be measured and sealed before the Event. As soon as practicable after receiving the request the measurer for the Event must measure and seal the Machine. Any Machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the Event.
- 13.10.3.3 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional,
- At the conclusion of that period, if no protest is received, the result will be final,
 - If any such Machine is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,
 - If no protest is received within that period, the seals may be removed.
- 13.10.3.4 Any Machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event.
- 13.10.3.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days, whichever occurs first.

13.10.4 Entries

- 13.10.4.1 No Machine may be entered more than once in a class.
- 13.10.4.2 Any Machine that is entered in more than one class must display the allocated riding number for that class on all three number plates when being used in each class.

13.10.5 Practice and Qualifying

- 13.10.5.1 Practice and qualifying shall be as prescribed in SRs.
- 13.10.5.2 Venues for Australian Senior and Junior Dirt Track and Track Championship will be closed to competitors for a minimum of 8 days prior to the Event.

13.10.6 Starts

- 13.10.6.1 The method of starting will be prescribed in SRs.
- 13.10.6.2 Starting positions will be prescribed in SRs.
- 13.10.6.3 All starts other than handicap starts will be single row.
- 13.10.6.4 Grid positions will be pre-drawn and listed in the program for heats and/or rounds.
- ~~13.10.6.5 Starting blocks may be used, but must be no more than 100mm square in size.~~
- 13.10.6.5 Riders choice for grid positions in the Finals will apply; top scorer has first choice down through the point system.
- 13.10.6.6 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.
- 13.10.6.7 Unless otherwise determined in the SRs all competitors must be called to the start line at least 2 minutes before each start.
- 13.10.6.8 All competitors must, in relation to the start of any Competition, 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 re-start,

- c) Direct a competitor to start from:
 - i) The back of the starting grid,
 - iii) The rear of the field, or
 - iv) Such other position as shall be required for the safe, fair and orderly start of the Competition.
- d) Exclude a competitor who is late for the start.

13.10.6.9 The start of a Competition occurs:

- a) When the order to start is given, or
- b) For flying starts, when the starting line is crossed.

13.10.6.10 Competitors may use up to 2 starting blocks (one per side) ~~as per 13.10.6.5~~ which will not interfere with the competitor, any other competitor, or their Machines, and must be able to start in the Competition unaided while sitting on the Machine.

13.10.6.11 Where Races are started by tapes; the first competitor who touches the tapes after the displaying of the green light and before the tapes are raised will be excluded and the Race will be re-started.

13.10.7 Finishes

13.10.7.1 For Races:

- 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 Race, 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 Race distance, and
 - Is still competing in the Race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the Race being the determinant of placings.
- b) The finish occurs for each Machine when the foremost part of the Machine crosses the line,
- c) Where there are two competitors required to be on one Machine together, both must finish the Race in contact with the Machine. On a solo Machine the competitor must finish the Race in contact with the Machine,
- d) 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.

13.10.8 Juniors: Starts and Finishes

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

- a) When assembled for the start of a Race, and during the Race, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,
- b) Pit board signals will not be used in Junior Competition. Riders/pit crew who fail to obey this instruction are liable to exclusion for the duration of the Competition,
- c) When the number of competitors exceeds one full grid:
 - i) Elimination heats and semi-finals must be held,
 - ii) The RCB may direct that Competitions be decided by a Final or Finals, consisting of a number of heats.

13.10.9 Stopping Events

13.10.9.1 Where an incident causes a Race to be stopped, the Steward or Clerk of Course may declare the Race complete if at least 50% of the Race distance or time, whichever is the less, has been run.

13.10.9.2 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:

- a) Caused the incident, or
- b) Having been involved in the incident and could not continue in the Race.

13.10.10 Stopping and Re-running or Re-Starting Events

13.10.10.1 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 Competition, jeopardised the fair chances of one or more of the other competitors in the Competition,

may declare the Competition void and order a re-run.

13.10.10.2 If the Competition 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 Competition 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.

13.10.10.3 A Steward or Clerk of Course may stop a Competition and order it to be re-run if it would be dangerous for it to continue.

13.10.10.4 In any re-run:

- a) Any competitor who:
 - i) Fell in the stopped Competition 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 Competition being stopped,
 - ii) Failed to start in,
 - iii) Retired from,
 - iv) Was excluded from,
 - v) Had been lapped during the course of the stopped Competition,may not participate.

13.10.10.5 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.

13.10.11 Scoring

13.10.11.1 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

13.10.11.2 An alternative points scoring system may be approved for an MA series Event.

- 13.10.11.3 If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.
- 13.10.11.4 If points are tied 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.
- 13.10.12 Stewards and Clerks**
- 13.10.12.1 A minimum of one Steward and two Clerk of Course are required at all track Events where the track length exceeds 500 metres.
- 13.10.13 Change of Machine during a Competition**
- 13.10.13.1 During any Competition, other than an attempt at a record, no Machine or engine may be exchanged for another unless permitted under these GCRs or any SRs.
- 13.10.14 Radio Communication**
- 13.10.14.1 Radio communication with riders is not allowed, and will be classed as outside assistance.
- 13.11 AUSTRALIAN SENIOR AND JUNIOR DIRT TRACK & TRACK CHAMPIONSHIP FORMAT**
- 13.11.1 Solo Format: More than 12 Entries per Class**
- 13.11.1.1 The Championship comprises:
- Four qualifying heats of 4 laps, Slider 5 laps,
 - One repechage of 4 laps,
 - One Final up to 8 laps,
- 13.11.1.2 The number of laps stated in GCR 13.11.1.1 may be increased by one lap if the track length is less than 500 metres. In which case the total number of laps will be stated in the SRs.
- 13.11.1.3 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.
- 13.11.1.4 Competitors who finish in 11th to 22nd place inclusive during the course of the heats will contest the repechage.
- 13.11.1.5 The finishing order of each competitor in the Final will determine Championship placings.
- 13.11.2 Solo Format: 12 or Less Entries per Class**
- 13.11.2.1 The Championship comprises 5 Races of 4 laps, which may be increased by one lap if the track length is less than 500 metres. In which case the number of laps will be stated in the SRs.
- 13.11.2.2 Points accumulated by each competitor in the 5 Races will determine the Championship placings.
- 13.11.3 Sidecar Format: 6 Entries per Class**
- 13.11.3.1 The Championship comprises:
- Four qualifying heats of 4 laps,
 - One repechage of 4 laps,
 - One Final of to 6 laps,
- 13.11.3.2 The number of laps stated in GCR 13.11.3.1 may be increased by one lap if the track length is less than 500 metres. In which case the total number of laps will be stated in the SRs.
- 13.11.3.3 Heats and Final:
- The number of heat positions must not exceed 6.
 - 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.
- 13.11.3.4 Competitors who finish in 6th to 11th place inclusive during the course of the heats will contest the repechage.
- 13.11.3.5 The finishing order of each competitor in the Final will determine Championship placings.

13.11.4 Sidecar Format: 6 Entries or Less per Class

13.11.4.1 The Championship comprises 5 Races of 4 laps, which may be increased by one lap if the track length is less than 500 metres. In which case the number of laps will be stated in the SRs.

13.11.4.2 Points accumulated by each competitor in the 5 Races will determine Championship placings.

13.12 AUSTRALIAN FLAT TRACK CHAMPIONSHIPS EVENT PROTOCOLS:**13.12.1 SENIOR COMPETITION CLASSES**

CLASS	CAPACITY	FRAME
Pro 450	450cc 4-Stroke	MX Frame
Pro Twins	499cc 4-Stroke and above Twin Cylinder	Street Frame
Pro 250	250cc 2 or 4-Stroke	MX Frame
Women's	Up to 501cc 2 or 4-Stroke	MX Frame
Clubman Open	Up to 501cc 2 or 4-Stroke (Support Class Only)	MX Frame

13.12.2 JUNIOR COMPETITION CLASSES

CLASS	CAPACITY	FRAME
Junior Lites (13 to U16)	Up to 150cc 2-Stroke or 250cc 4-Stroke	MX Frame
Junior 85 (9 to U13)	85cc 2-Stroke or 150cc 4-Stroke	MX Frame

13.12.3 Machines with custom frames may enter Pro Twins only.

13.12.4 A rider may enter multiple classes, however, no machine can be ridden in a class other than the applicable class designated in the tables above.

13.12.5 Entries to Constitute a Class

13.12.5.1 To constitute a class for the purpose of gaining Series points, the number of riders entered and competing in each class shall be 10 or more starters except the Women's class which must have a minimum of six (6) which actually participate in practice, qualifying and races.

13.12.5.2 The maximum number of riders on track for racing at any one time is 18.

- a) Classes with greater than 18 entrants will be split into two groups, an A and B group
For an odd number of entries, group A will have the larger number of competitors

Example: For 23 entrants group A 12 competitors and group B 11 competitors and so on.

- Group A – Fastest Qualifiers
 - Group B – Remaining riders
- b) Both groups race the entire program
- c) The top riders from group B, Race One have the option to transfer to A if space is available.



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13.12.6 Scoring**13.12.6.1 Points will be allocated as follows**

Place	Points	Place	Points	Place	Points	Place	Points	Place	Points
1	55	8	34	15	20	22	13	29	6
2	50	9	32	16	19	23	12	30	5
3	46	10	30	17	18	24	11	31	4
4	43	11	28	18	17	25	10	32	3
5	40	12	26	19	16	26	9	33	2
6	38	13	24	20	15	27	8	34	1
7	36	14	22	21	14	28	7		

13.12.6.2 All points continue through both A and B groups. Where there are two full grids, the winner of group B will earn 16 points, the equivalent of finishing 19th and so on, or if there is less than two full grids, for example with 23 entrants, the winner of Group B Race 1 will earn 24 points the equivalent of finishing 13th and so on.

13.12.7 Practice & Race Format

13.12.7.1 Each class will have 5 minutes of practice and 5 minutes of timed practice.

13.12.7.2 Race Format

CLASS	RACE 1	RACE 2	RACE 3	RACE4
Pro 450	6 Laps	10 Laps	15 Laps	10 Laps
Pro 250				
Clubman Open				
Women's				
Junior Lites				
Junior 85				
Pro Twins	6 Laps	10 Laps	10 Laps	

13.12.7.3 All classes grid positions will be determined by timed practice. The fastest rider in timed practice will choose on either the left or right side of the first row of the grid and the second fastest rider in timed practice will line up alongside them and so on.

13.12.7.4 Should timing not be available for timed practice, riders start positions will be chosen by peg draw for race one, with the finishing order from each race after that determining the start order for the next race. For example, the winner of race one gets first choice of start position in race two, the winner of race two gets first choice of start position in race three.

13.12.7.5 The Clerk of the Course, based on the observation of practice, may relegate Pro 450 riders to Clubman Open if required.

13.12.7.6 In the event of two riders achieving equal Timed Practice times the rider who sets the time first will qualify in the higher grid position.

13.12.7.7 In mitigating circumstances, the Clerk of Course may include any competitor who has failed to qualify. Times from practice sessions may be used for this purpose. Such riders will be required to start from the back of the grid.

13.12.7.9 During Timed Practice, riders are allowed to stop and start, but all bikes must remain within the circuit. At the Clerk of Course discretion, a designated area may be available for mechanics to make adjustments and convey lap times. Mechanics must have a current MA competition or Crew license.

13.12.8 Starting Grid Format:**13.12.8.1** The starting grid format for solo machines will be as follows:

- a) Three rows of six riders, six metres apart
- b) Penalty line 6 metres behind the third row.
- c) Each row to be evenly divided into 6 segments

13.12.9 In the event of an incident causing a red flag during the first three laps of a race, the rider/s deemed to have caused the incident will be relegated to the penalty line for a full race restart.**13.12.9.1** Red flags after three laps have been completed by the leader will be restarted, with the rider causing the red flag starting rear of grid. The restart procedure will be listed in the SR's**13.12.9.2** If a Red flag is shown after 75% of race distance, the race will be declared and rider(s) deemed to have caused the red flag will be excluded from the results..**13.12.10 Starts****13.12.10.1** The race will start when an elevated light is extinguished. Should lights not be available, the dropping of a raised red flag will be used.**13.12.10.2** Jump starts will be penalized. Jump starts will incur a red flag (A red light may be used to indicate a Red Flag), with the offending rider relegated to the penalty line for a full race restart.**13.12.11 Scrutineering****13.12.11.1** No person may participate in any Competition unless and until;

- a) That person, having self-scrutineered their protective clothing, equipment and Machine, has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs; or
- b) Where MA has approved the scrutineering of the person's protective clothing, equipment and Machine by the scrutineer for the Event, such protective clothing, equipment and Machine have been examined and approved by the scrutineer for that Event.

13.12.11.2 The type of Scrutineering will be confirmed in the Final Instructions.**13.12.11.3** For two-day events, bikes that remain within the event complex overnight do not require re-scrutineering for day two. Any bike that leaves the venue and returns will need to be re-scrutineered.**13.12.11.4** Scrutineered machines must remain in the pit area at all times between races and can only be removed at the conclusion of the event or with the permission of the Clerk of Course. Failure to comply will result in exclusion from the meeting.**13.12.11.5** The first five place getters must remain impounded in Parc Ferme at the conclusion of the meeting for a period of 30 minutes to allow for eligibility protest to occur. During this time, no machine in the classes impounded shall be removed from the selected area. Failure to comply with the regulation will result in the matter being referred to the Clerk of Course for further action.**13.12.12** All machines entered must comply with the current GCRs for Track competition.**13.12.12.1** Multiple entries of the one machine in the same class of competition is not permitted.**13.12.12.2** Change of machine is allowed should a mechanical issue relegate the machine unsafe or inoperable for the remainder of the event.**13.12.13 Tyres****13.12.13.1** All Classes must use 19" Flat Track tyres on rim width not exceeding 3.5" front and rear, except for junior 85 which must use 17" Flat Track Tyres.**13.12.13.2** Any modification to the rim or spokes of an integral wheel as supplied by the manufacturer, or of a traditional detachable rim other than for spokes, valve or rim locks, is prohibited. The only exception made is for tyre retention screws, used to prevent tyre movement relative to the rim.**13.12.13.3** The original (moulded) flat track tyre tread pattern cannot be cut or modified. Hand cut or MX, Trial, Enduro and Track racing type tyres are not permitted.

SECTION 13D: TECHNICAL REGULATIONS**13.13 SOUND EMISSIONS**

13.13.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

13.14 FUEL

13.14.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

13.15 ENVIRONMENTAL PROTECTION

13.15.1 An absorbent mat that measures a minimum of 500mm x 500mm must be placed underneath the engine/gearbox and fuel tank of any solo or sidecar while parked in the pit, paddock or work area.

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 Engine Capacity Tolerances

13.16.2.1 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:

CLASS	PERMITTED EXCESS
80cc 2-stroke (Manufactured prior to 1/1/1995)	5%
85cc 4-stroke (Track & Dirt Track modified)	Nil
Record Attempts & Senior Track	Nil
65cc & 85cc	Nil

13.17 FRAMES AND PARTS

13.17.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

13.17.1 Streamlining

13.17.1.1 All streamlining fitted to Motorcycles or sidecars must be free of any sharp edges on exposed extremities.

13.17.1.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

13.17.1.3 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.

13.17.1.4 Identification plates must have corners and edges smoothed.

13.17.2 Fuel Tanks

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

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www.ma.org.au

13.17.3 Exhaust Systems

13.17.3.1 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.

13.17.4 Centre and Side Stands

13.17.4.1 Centre and side stands must be removed for all types of Competition other than the 50cc classes.

13.17.4.2 Centre and Side Stands which remain on Machines under the previous GCR must be secured in the closed position.

13.17.5 Footrests

13.17.5.1 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.

13.17.6 Handlebars

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

13.17.6.2 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.

13.17.6.3 Throttle controls must be self-closing.

13.17.6.4 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to all Dirt Track & Track Machines (Excluding MX Machines).

The lanyard must:

- a) ~~be non-elastic cord and have a maximum~~ **Have a total extended length not exceeding of 500mm.**
- b) **Be attached around the rider's right wrist when the machine is in motion.**
- c) **Not be secured to the handlebar unless by a readily torn material.**

13.17.6.5 If hand protectors are used, they must be of a shatterproof material and be of a single mounting point type.

13.17.7 Kick Start Levers

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

13.17.8 Drive Chain Protection

13.17.8.1 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.

13.17.8.2 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.

13.17.8.3 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.

- 13.17.8.4 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.
- 13.17.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.
- 13.17.8.6 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

13.17.9 Tyres and Rims

- 13.17.9.1 Speedway or Universal Trial Block pattern tyres are to be used:
 - a) For Machines 85cc and over rear knobby tyres are not permitted,
 - b) The tyres must be mounted and inflated to 14psi at scrutineering,
 - c) Front tyre types are optional.
- 13.17.9.3 19" track tyres are permitted for use at all Events on rim widths not exceeding 3.5" front and rear.
- 13.17.9.4 Oil Dirt Tracks: Tyres must comply with the following:
 - a) Tread on tyres must be at least 1mm deep on any part of the tyre,
 - b) Maximum width allowed of the rear tyre is 165mm; when measured at the point on the tyre located at 90 degrees to where the tyre contacts the ground, and at a pressure of inflated to 14psi (9.6kpa),
 - c) Tyre pressure may be adjusted after measurements,
 - d) No artificial warming of tyres, including but not limited to tyre warmers and warming blankets.

13.17.10 Mudguards

- 13.17.10.1 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.
- 13.17.10.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

13.18 SENIOR SOLO CLASSES

- 13.18.1.1 For Senior Competition, a Machine must:
 - a) Be constructed as either a slider type or Motocross type,
 - b) Have a gearbox with a minimum of two gear ratios,
 - c) Have rear suspension,
 - d) Have a minimum of two working brakes. (Motocross type Machines only)
 - e) Have one working brake for slider type Machines, (Dirt Track only)
 - f) Have no fitted brakes to slider type Machines of up to 500cc when competing in slider only classes (Track only)
- 13.18.1.2 Carbon fibre or carbon composite brake discs and/or carriers are not permitted.
- 13.18.1.3 Aluminium or titanium brake discs are not permitted.
- 13.18.1.4 Minimum weight of 85kg.

13.19 SIDECARS

13.19.1 Track General

- 13.19.1.1 Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1,100mm.
- 13.19.1.2 Ground clearance must be at least 75mm unladen.
- 13.19.1.3 The lean of the Motorcycle at saddle height must be no more than 50mm.
- 13.19.1.4 When multiple tyres on one wheel are used, the maximum collective width of the tyres must not exceed 280mm.
- 13.19.1.5 The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down tubes to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the Machine from the rearmost point of the rear tyre, must be at least:
 - a) 760mm long adjacent to the sidecar wheel,
 - b) 300mm wide, having at least 25mm radius to all corners.

- 13.19.1.6 The leading edge of the sidecar floor must be protected by a nose cone or a rail of at least 50mm height.
- 13.19.1.7 The drive must be transmitted to the track through the rear wheel of the Motorcycle.
- 13.19.1.8 One efficient rear wheel brake must be fitted.
- 13.19.1.9 Safety chains must be fitted to all Machines equipped with girder type front forks.
- 13.19.1.10 A passenger must be carried in a suitably constructed sidecar.
- 13.19.1.11 There must be no less than four sidecar mounting points.
- 13.19.1.12 There must be no more than 50mm between baseboard and Motorcycle and baseboard and sidecar wheel. The baseboard must be arranged to prevent the passenger's feet being trapped.
- 13.19.1.13 Handholds on the sidecar:
 - a) Must be finished with a loop of at least 100mm,
 - b) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
 - c) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at an angle of at least 45° from the horizontal.
- 13.19.1.14 A suitable passenger handhold must be provided on the off side of the rear wheel.
- 13.19.1.15 Stirrup fittings for the passenger's feet are not permitted.
- 13.19.1.17 The sidecar mudguard must cover at least 180° of the periphery of the wheel and be valanced to baseboard level on both sides.
- 13.19.1.18 All footrests, brake levers, and gear levers on the opposite side of the Motorcycle to the sidecar must be folding, or be shielded by a continuous bar of 12mm minimum diameter.
- 13.19.1.19 Any open area between the footrests, the continuous bar and the offside of the Motorcycle must be filled in with a suitable material.

13.19.2 Dirt Track General

- 13.19.2.1 Left hand and right hand sidecars may not compete against each other.
- 13.19.2.2 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.
- 13.19.2.3 The wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 635mm and 1000mm.
- 13.19.2.4 Ground clearance must be at least 75mm unladen.
- 13.19.2.5 The stagger at the top of the sidecar wheel must be;
 - a) Inwards, no more than 300mm,
 - b) Outwards, nil.
- 13.19.2.6 The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down tubes to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the Machine from the rearmost point of the rear tyre, must be at least:
 - a) 760mm long adjacent to the sidecar wheel,
 - b) 300mm wide, having at least 25mm radius to all corners.
- 13.19.2.7 All edges of the sidecar floor, not otherwise protected, must be protected by a nose cone or a rail of at least 50mm height.
- 13.19.2.8 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.
- 13.19.2.9 The drive must be transmitted to the track through the rear wheel of the Motorcycle.

- 13.19.2.10 Safety chains must be fitted to all Machines equipped with girder type front forks.
- 13.19.2.11 Where Harley-type forks are used, an approved bolt must be fitted to lock the triple clamp.
- 13.19.2.12 A passenger must be carried in a suitably constructed sidecar.
- 13.19.2.13 The sidecar must be attached to the left-hand side of the Motorcycle.
- 13.19.2.14 There must be no less than four sidecar mounting points.
- 13.19.2.15 Stirrup fittings for the passenger's feet are not permitted.
- 13.19.2.16 Handholds:
 - a) Must be finished with a loop of at least 100mm,
 - b) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
 - c) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at an angle of at least 45° from the horizontal.
- 13.19.2.17 A suitable passenger handhold must be provided on the off side of the rear wheel.
- 13.19.2.18 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.

13.19.3 Lanyards

- 13.19.3.1 In Track, there must be a kill switch that must:
 - a) Cut the ignition,
 - b) Operate on the primary circuit,
 - c) Be fitted with a lanyard that 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.

13.19.4 Mudguards

- 13.19.4.1 The rear end of the rear wheel mudguard must terminate not more than 45° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside and to axle level on the outside, with the suspension depressed.
- 13.19.4.1 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.
- 13.19.4.1 A sidecar wheel disc may be fitted instead of a sidecar mudguard.

13.19.5 Engine

- 13.19.5.1 For a Machine competing in any Event the engine must comply as follows:
 - a) Reciprocating engines must not exceed 1100cc,
 - b) On liquid-cooled engines, an overflow pipe must direct any overflow of coolant away from the rider and passenger.

~~13.19.5.2 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to all sidecars. The lanyard can be up to one metre in length.~~

13.20 CLASSIC TRACK

13.20.1 Eligibility

- 13.20.1.1 Engines must have been manufactured before 31st December 1976.
- 13.20.1.2 Competitors must be aged at least 30 years at the date of the Competition.

13.20.2 Frames and Parts

- 13.20.2.1 The frame must:
 - a) Have a conventional swingarm rear suspension with twin shock absorbers,
 - b) Not be fitted with leading-link front forks.

13.20.3 Engines

13.20.3.1 The engine must be:

- Single cylinder,
- Two valve, push rod operated,
- Single spark plug,
- Of a maximum capacity of 500cc with a 2% tolerance,
- Vertical in the chassis,
- Fitted with a round slide carburettor of 38mm maximum bore, and
- Must not be fitted with a centre port cross flow cylinder head.

13.20.3.2 The gearbox must have at least 2 gears.

13.20.4 Tyres and Rims

13.20.4.1 All Machines must have:

- A front wheel diameter of 23" (594mm),
- A rear wheel diameter of 19" (482mm) or 22" (560mm), as specified in the SRs,
- Rear tyres with a maximum tread pattern depth of 8mm.

13.21 JUNIOR CLASSES**13.21.1 Dirt Track General**

13.21.1.1 Non-Motocross type 80cc to 160cc 4-stroke Machines, excluding 80cc 4-stroke Modified, are approved for Dirt Track Competition under the following conditions:

- Exhaust systems may be modified or changed,
- External gearing and carburetor jetting may also be altered,
- No other modifications are allowed.

13.21.2 Handlebars

13.21.2.1 Handlebars must be securely plugged. The width of handlebars must be not less than 600mm and not more than 850mm.

13.21.3 Tyres

13.21.3.1 Type of tyre to be used in Junior Dirt Track Competition must be stipulated in the SRs,

13.21.3.2 Motocross knobby tyres on the rear of any Machine over 85cc 2-stroke or 150cc 4-stroke are not allowed.

13.21.4 Junior Trail Bikes

13.21.4.1 The following Machines are eligible for club and Inter-club Competitions:

- 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.

- 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.

13.21.5 50cc Demo Class Machines**13.21.5.1 Machine requirements:**

- a) Engine capacity must not exceed 50cc,
- b) The clutch must be of centrifugal type,
- c) Wheels as per GCR 13.21.9 must be fitted.

13.21.6 50cc Auto Class Machines**13.21.6.1 Machine Requirements:**

- a) Engine capacity must not exceed 50cc,
- b) The gearbox must have one gear,
- c) Wheels as per GCR 13.21.9 must be fitted,
- d) All Machines must remain standard to OEM for the model in respect to;
 - i) Engine,
 - ii) Induction other than carburettor jetting and air cleaner element,
 - iii) Suspension, which may be modified internally but must remain OEM in appearance
 - iv) Geometry of the frame
- e) Aftermarket radiators are permitted but must.
 - i) be of the same external dimensions and,
 - vii) not exceed the coolant capacity of radiators fitted as OEM standard parts at point of manufacture.

All other components may be modified.

13.21.7 85cc 4-stroke Modified**13.21.7.1 Machine Requirements (As of the 1st of January 2023):**

- a) Engine capacity must not exceed 85cc,
- b) No more than a two valve cylinder head,
- c) Standard gearbox and standard number of gears to be retained.
- d) Wheels as per GCR 13.21.9 must be fitted,
- e) All Machines must remain standard to OEM for the model in respect to;
 - i) Suspension, which may be modified internally but must remain OEM in appearance
 - ii) Frame, Swingarm and Geometry.

All other components may be modified.

13.21.8 Electric Machines**13.21.8.1 Electric Machines may compete with comparable Machines as approved by MA. For further information, refer to Appendix D: Electric Motorcycles.****13.21.9 Wheel Sizes**

CLASS	FRONT (Approx. Metric Equiv. in mm)	REAR (Approx Metric Equiv. in mm)
50cc Auto/Demo	10" or 12" [254 or 305]	10" [254]
65cc	14" to 15" [356 to 381]	12" [305]
85cc 4-stroke Standard & Modified	16" to 17" [407 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke	15" to 19" [381 to 482]	14" to 17" [356 to 432]
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]



14 SUPERMOTO

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Ride. Race. Enjoy.

For up to date GCRs
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www.ma.org.au

APPLICATION OF CHAPTER

The GCRs set out in this chapter are for the discipline of Supermoto.

SECTION 14A: AUSTRALIAN CHAMPIONSHIPS

14.1 CATEGORIES FOR SENIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS

CLASS	CAPACITY
Pro	Over 175cc 2-stroke & Over 290cc to 450cc 4-stroke
Pro 250 (14 years and over) Endorsement applies	Up to 125cc 2-stroke & Up to 250cc 4 stroke
Open	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Women	Up to 500cc 2-stroke & Up to 700cc 4-stroke

For ATV Classes, refer to Chapter 11.

14.2 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS

CLASS / AGE RANGE	CAPACITY
Junior 13 to under 16	Up to 125cc 2-stroke & Up to 250cc 4-stroke

14.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

14.3.1 Individual Competitions

14.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class.

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

14.3.1.3 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 and junior classes which actually participate in practice, qualifying or Races.



SECTION 14B: COMPETITION CLASSES

14.4 SENIOR COMPETITION CLASSES

CLASS	CAPACITY
Pro	Over 175cc to 250cc 2-stroke & Over 290cc to 450cc 4-stroke
Pro 250 (14 years and over) Endorsement applies	Up to 125cc 2-stroke & Up to 250cc 4 stroke
Open	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Clubman	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Veterans	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Womens	Up to 500cc 2-stroke & Up to 700cc 4-stroke

For ATV classes, refer to Chapter 11.

14.5 JUNIOR COMPETITION CLASSES

CLASS/ AGE RANGE	CAPACITY
Lites 9 to Under 13	Over 65cc to 85cc 2-stroke & Over 90cc to 160cc 4-stroke
Junior 13 to under 16	Up to 125cc 2-stroke & Up to 250cc 4-stroke

SECTION 14C: COMPETITION RULES

14.6 ELIGIBILITY:

14.6.1 GENERAL

- 14.6.1.1 No person may participate in any Competition unless and until
- a) That person's protective clothing/equipment and Machine have been examined and approved by the Scrutineer for that Event, or
 - b) If permitted by the SRs, the person, having self-scrutineered their protective clothing, equipment and machine, has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs.
- 14.6.1.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 14.6.1.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/ equipment, are eligible to compete, is on the person seeking to prove it.
- 14.6.1.4 Where any GCR 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 OEM.

14.6.2 Veterans

- 14.6.2.1 Riders must have turned 35 years before the 1st of January in the year of Competition.

14.6.3 Qualification for Classes

- 14.6.3.1 To qualify for Pro Class at a National Championship, a rider must achieve at least a time equal to 106% of the time recorded by the fastest rider of their class.
- 14.6.3.2 Any rider who fails to qualify for Pro Class, will be reclassified to the Open Class.
- 14.6.3.3 The method of qualification for classes other than Pro (at a National Championship), shall be contained in the SRs for that Event. GCR 14.6.3.1 Race officials may alter the percentage amount, on a per Event basis, where it is deemed necessary and in the interests of safety, fairness, competitiveness or the application of the set amount would make the running of the Event impractical.

14.6.4 Cross Entry

- 14.6.4.1 A rider may not cross-enter between Championship classes on the same machine, with the exception of the Womens class.

14.7 ELIGIBILITY: JUNIORS**14.7.1 General**

- 14.7.1.1 Unless otherwise permitted in writing by the RCB, for any Competition there must be no greater age variation between competitors than 4 years.

14.7.2 Junior Supermoto Endorsements

- 14.7.2.1 Juniors must have the appropriate endorsement to enter any Supermoto Competition. Refer to the MA Licence Conditions and Endorsements Document available at www.ma.org.au.

14.8 GENERAL RULES**14.8.1 Homologation**

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

14.8.2 Cameras

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

14.9 PROTECTIVE CLOTHING AND HELMETS

- 14.9.1.1 No competitor may practice, start or compete in any Supermoto Competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Helmets.

14.10 MACHINE AND RIDER IDENTIFICATION**14.10.1 Number Plates: Juniors and Seniors**

- 14.10.1.1 For all Competitions three number plates must be fitted; one at the front and one on each side.
14.10.1.2 Number plates must have figures which are clearly visible at a distance of 20 metres. Figures must be in a contrasting colour to the number plate.
14.10.1.3 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

14.11 RACE EVENT PROTOCOLS

- 14.11.1.1 Senior classes may be combined if provided for in SRs.

14.11.2 Flags and Signals

- 14.11.2.1 The minimum dimensions of all flags must be 500mm x 500mm.
14.11.2.2 Track flags and signals as per Appendix B: Flags and Signals.
14.11.2.3 The National flag signifying the start of an Event may be replaced by:
a) A light signal,
b) A starting tape,
c) A rubber band, or
d) A dropping gate.

14.11.3 Measurement at Events

- 14.11.3.1 A Steward of an Event may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the Event. Until the measurement is completed the machine must remain under the control of the RCB.
14.11.3.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

14.11.4 Measurement: Australian and State Championship Events**14.11.4.1** 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 1st, 2nd, 3rd and 4th placed machines may be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional,
- d) At the conclusion of that period, if no protest is received, the result will be final,
- e) If any such Machine is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,
- 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 RCB 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.

14.11.5 Grid Positions

14.11.5.1 There must be a maximum of 3 riders per row with a minimum of 1.5 metres between riders.

14.11.5.2 There must be a minimum of 4 metres between rows.

14.11.6 Starts

14.11.6.1 All competitors must, in relation to the start of any Competition, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

- a) Delay a start,
- b) Direct a Re-start,
- c) Direct a competitor to start from:
 - i) The back of the starting grid,
 - i) The pit lane,
 - ii) The rear of the field, or
 - iii) Such other position as shall be required for the safe, fair and orderly start of the Competition.
- d) Exclude a competitor who is late for the start.

14.11.6.2 The method of starting will be as prescribed by SRs.

14.11.6.3 The start of an Competition occurs:

- a) When the order to start is given, or
- b) For flying starts, when the starting line is crossed.

14.11.6.4 Unless otherwise provided for in the SRs, massed starts must be used.

14.11.6.5 Unless otherwise provided for in the SRs, qualifying for starting grid positions must be held.

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



14.11.7 Finishes**14.11.7.1 For Races:**

- 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 Race, 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 Race distance,
 - Is still competing in the Race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the Race being the determinant of placings.
- b) The finish of the Race occurs when the flag is displayed to the last competitor under GCR 14.11.7.1,
- 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 Race in contact with the machine,
- e) In case of a dead heat between competitors for a place:
 - i) The places and the awards for those places will be combined,
 - ii) The participants in the dead heat will share the places and awards equally,
 - iii) The remaining places will be relegated by the number of participants in the dead heat.

14.11.8 Juniors: Starts and Finishes**14.11.8.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:**

- a) When assembled for the start of a Race, and during the Race, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,
- b) Pit board signals will not be used in Junior Competition. Riders/pit crew who fail to obey this instruction are liable to exclusion for the duration of the Competition,
- c) When the number of competitors exceeds one full grid:
 - i) Elimination heats and semi-Finals must be held,
 - ii) The RCB may direct that Competitions be decided by a Final or Finals, consisting of a number of heats.

14.11.9 Stopping Events**14.11.9.1 Where an incident causes a Race to be stopped, the Steward or Clerk of Course may declare the Race complete if at least 2/3rds of the Race distance or time, whichever is the less, has been run.****14.11.9.2 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 could not continue in the Race.

14.11.10 Stopping and Re-running Competitions**14.11.10.1 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 Competition, jeopardised the fair chances of one or more of the other competitors in the Competition,

may declare the Competition void and order a Re-run.

14.11.10.2 If the Competition 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 Competition 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.

14.11.10.3 A Steward or Clerk of Course may stop a Competition and order it to be Re-run if it would be dangerous for it to continue.

14.11.10.4 In any Re-run:

- a) Any competitor who:
 - i) Fell in the stopped Competition as a result of having been fouled,
 - ii) Intentionally laid down their 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 Competition 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 Competition, may not participate.

14.11.10.5 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 2/3rds of the Race distance, have been completed:
 - i) The Race may be Re-started, but only once,
 - ii) The Re-start must occur no more than 30 minutes after the Race has been stopped,
 - iii) The Re-started Race distance will be equal to the balance of the stopped Race distance,
 - iv) Positions on the grid for the Re-started Race will be determined by the order of competitors at the finish line of the last full lap of the stopped Race,
 - v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the Re-started Race,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,
 - vii) The stopped Race and any Re-run will be deemed to be parts of the one Race,
 - viii) The winner will be the competitor having the highest number of laps at the finish,
 - ix) Where two or more competitors complete the same number of laps the winning order will be determined by the time taken by each to complete those laps,
 - x) If at least 2/3rds of the scheduled Race distance is completed full points will be awarded,
 - xi) If less than 2/3rds of the scheduled Race distance is completed half points will be awarded.

14.11.10.6 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.

14.11.11 Jump Starts (other than flying starts)

- 14.11.11.1 Each machine must remain stationary within its grid position until the start signal is given. A jump start occurs when there is any movement from the machine, or the machine is not in its nominated grid position when the field is in the starters control prior to the start being given.
- 14.11.11.2 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.

14.11.12 Scoring

- 14.11.12.1 All Races will be scored using the scoring system below:

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

- 14.11.12.2 An alternative points scoring system may be approved for an MA series or Event.
- 14.11.12.3 If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.
- 14.11.12.4 If points are tied for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

14.11.13 Change of Machine during a Competition

- 14.11.13.1 During any Competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these GCRs or any SRs.

14.11.14 Radio Communication

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

SECTION 14D: TECHNICAL REGULATIONS**14.12 SOUND EMISSIONS**

- 14.12.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

14.13 FUEL

- 14.13.1.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

14.14 ENGINES**14.14.1 Reciprocating Engines**

- 14.14.1.1 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

14.14.2 Engine Capacity Tolerances

- 14.14.2.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

14.14.3 Allowable Engine Types

- 14.14.3.1 Internal combustion engines - Only single or twin cylinder engines may be used,
- 14.14.3.2 Electric machines may compete with comparable machines as approved by MA. **For further information, refer to Appendix D: Electric Motorcycles.**

14.15 FRAMES AND PARTS

- 14.15.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

14.15.1 General

- 14.15.1.1 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer.
- 14.15.1.2 Lock wiring used on oil and water filler caps and drain plugs must be visible.
- 14.15.1.3 Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. Worm drive hose clamps may not be used.
- 14.15.1.4 All hoses must be securely fitted and guarded to prevent contact with:
 - a) The ground,
 - b) Tyres or other moving parts over the full movement of the suspension.
- ~~14.15.1.5 Electric bikes must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.~~
- 14.15.1.5 On all engines, an oil catch tank of 300cc minimum, properly fastened, or a closed breather system must be installed.
- 14.15.1.6 The only liquid coolants permitted are water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.
- 14.15.1.7 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.
- 14.15.1.8 A non-return valve must be fitted to the tank breather.

14.15.2 Fuel Tanks

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

14.15.3 Exhaust Systems

- 14.15.3.1 Exhaust systems must:
 - a) Be fitted with silencers,
 - b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread.

14.15.4 Centre and Side Stands

- 14.15.4.1 Centre and side stands must be removed for all types of Competition in Supermoto.

14.15.5 Footrests

- 14.15.5.1 Footrests must:
 - a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
 - b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

14.15.6 Handlebars

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

- 14.15.6.2 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.
- 14.15.6.3 Throttle controls must be self-closing.
- 14.15.7 Junior Handlebars**
- 14.15.7.1 85cc 2-stroke and 150cc 4-stroke solo handlebars must be securely plugged and have no greater width than 800mm.
- 14.15.8 Kick Start Levers**
- 14.15.8.1 Kick start levers, other than transverse, must be folding.
- 14.15.9 Drive Chain Protection**
- 14.15.9.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.
- 14.15.9.2 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.
- 14.15.9.3 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded.
- 14.15.10 Tyres**
- 14.15.10.1 Knobby tyres are not permitted.
- 14.15.10.2 Additional cuts and/or grooves may be made to tyres.
- 14.15.11 Rims**
- 14.15.11.1 Any rim size can be used in all classes.
- 14.15.12 Brakes**
- 14.15.12.1 A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.
- 14.15.13 Hand Protectors**
- 14.15.13.1 If hand protectors are used, they must be of a shatter proof material.

SECTION 14E: MINIMOTARD

14.16 COMPETITION CLASSES

CLASS/ AGE RANGE	CAPACITY
Senior	Up to 85cc 2-stroke, Up to 160cc 4-stroke
Junior 9 to Under 16	Up to 85cc 2-stroke, Up to 160cc 4-stroke

14.17 COMPETITION RULES

14.17.1 Grid Positions

- 14.17.1.1 There must be a maximum of 3 riders per row with a minimum of 1 metre between the riders; and
- 14.17.1.2 There must be a minimum of 2 metres between rows.
- 14.17.1.3 No more than 30 riders may participate in each Race.

14.18 ENGINES

14.18.1 As per GCR 14.14 plus:

- 14.18.1.1 Lock wiring used on oil and water filler caps and drain plugs must be visible.
- 14.18.1.2 A non-return valve must be fitted to the tank breather pipe.
- 14.18.1.3 Minimotards may have manual or automatic gearboxes.
- 14.18.1.4 Minimotards must be fitted with a hose running from the crankcase breather into a catch tank with a minimum capacity of 200cc.

14.19 FRAMES AND PARTS

- 14.19.1 Must be a Motard designed Motorcycle, no road Race type Motorcycles allowed.
- 14.19.2 Handlebar levers must have ball ends with a minimum diameter of 10mm.
- 14.19.3 Electric machines may compete with comparable machines as approved by MA,
- 14.19.4 Electric bikes must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.

14.19.1 Wheels and Tyres

- 14.19.1.1 Knobby tyres are permitted.
- 14.19.1.2 Treaded road tyres or slicks may be used.
- 14.19.1.3 Maximum wheel size 12" diameter.

14.19.2 Brakes

- 14.19.2.1 Front brake caliper bolts must be lock wired.

For information on becoming an Official or to upgrade and/or renew your Official licence, visit the MA Coaching and Officials page at www.ma.org.au





15 TRIAL

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For up to date GCRs
please visit the MA General Competition Rules page at
www.ma.org.au

APPLICATION OF CHAPTER

The GCRs set out in this chapter are for the discipline of Trial. Everything that is not authorised and prescribed in this chapter is strictly prohibited.

Promoters must ensure that the standards of sections must provide for all levels of competitor in each class. A rider advocate may be appointed by the Clerk of Course to assist with the standards of sections.

SECTION 15A: AUSTRALIAN CHAMPIONSHIPS

15.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS

SENIOR TRIAL	LINE COLOUR
Trial 1	Green
Trial 2	Red
Trial 3	Yellow
Trial 4	Blue
Sidecar	Red
Classic	White
Twin-Shock	Blue
Youth 13 to Under 19	Yellow
Masters 35 and Over	Yellow
Veteran 40 to 55	Blue
Veteran 55 and Over	Blue
Women	Blue

15.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRIAL CHAMPIONSHIPS

CLASS/ AGE RANGE	CAPACITY	LINE COLOUR
Junior 7 to under 11	Up to 80cc	Black
Junior 7 to under 13	Up to 125cc	White
Junior Open 9 to under 16	Up to 125cc	Blue
Junior Girls 7 to under 11	Up to 80cc	Black
Junior Girls 7 to under 13	Up to 125cc	Black
Junior Open Girls 9 to under 16	Up to 125cc	White

15.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES, ALL COMPETITIONS

15.3.1 Individual Competitions

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

15.3.2 All Competitions

- 15.3.2.1 At least the first 3 place getters in any Australian Championship Event must be awarded a sash or similar permanent memento of the achievement by the promoter, irrespective of MA awards.
- 15.3.2.2 Medallions and points will be awarded in Australian Championships where there are 5 or more starters.

Motorcycling Australia encourages female participation
in all disciplines and positions within the sport.
Visit the **Womens** page at www.ma.org.au

SECTION 15B: COMPETITION CLASSES

15.4 SENIOR COMPETITION CLASSES AND GRADES

CLASS	AGE	CONDITIONS	LINE COLOUR
Trial 1	Open		Green
Trial 2	Open		Red
Trial 3	Open		Yellow
Trial 4	Open		Blue
Trial 5	Open		White
Women	Open		Blue
Sidecar	Open	May be divided into: Sidecar 1 Sidecar 2 Sidecar Classic	Red Yellow As per SRs
Veteran	40 - 55 55+	All competitors within each of these classes will compete without handicap	Blue
Classic	Open	For Machines first available to the general public before 1965	White
Twin Shock	Open	For Machines manufactured before 1986. The Machines must not be fitted with disc brakes or mono-shocks	Blue
Masters	35 - plus	No handicapping system will apply	Yellow
Youth	13 and under 19 years at the first day of the Event	This class will compete using the Trial 3 Level sections.	Yellow

15.5 JUNIOR COMPETITION CLASSES

CLASS/ AGE RANGE	CAPACITY	LINE COLOUR
4 to under 9 Non-Comp/ Mini Trial Small Wheel	Up to 50cc	As per SRs
7 to under 11 / Junior	Up to 80cc	Black
7 to under 13 / Junior	Up to 125cc	White
9 to under 16 / Junior Open	Up to 125cc	Blue
7 to under 13 / Classic & Twin-Shock	Up to 200cc	White
12 to under 16 / Classic & Twin-Shock	Open Capacity	White
7 to under 13 / Classic & Twin-Shock Girls	Up to 200cc	Black
12 to under 16 / Classic & Twin-Shock Girls	Open Capacity	Black

It's your sport! We welcome your input.
Refer to the **Rule Change Process** page on the MA website
www.ma.org.au

SECTION 15C: COMPETITION RULES**15.6 ELIGIBILITY: GENERAL**

15.6.1.1 No person may participate in any Competition unless and until:

- a) That person's **having self-scrutineered their** protective clothing, equipment and machine, **has submitted a signed declaration confirming same to be fit for purpose and compliant with the GCRs; have been examined and approved by the Scrutineer for that Event;** or
- b) **Where the RCB requires (in the approved supplementary Regulations) that the scrutineering of** ~~if permitted by the SRs, the person's, having self-scrutineered their~~ protective clothing, equipment and machine, **be by the scrutineer for the Event, such protective clothing, equipment and machine have been examined and approved by the scrutineer for that Event.** ~~has submitted a signed declaration confirming same to be fit for purpose and compliance with the GCRs.~~

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

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

15.6.1.4 Where any GCR 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 OEM.

15.6.1.5 In the interpretation of any GCR relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.

15.6.1.6 Electric Machines may compete with comparable Machines as approved by MA.

15.6.1.7 Electric bikes must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the Machine is in operation such that a separation of the Machine and rider will activate the ignition cut-out circuit.

15.7 ELIGIBILITY: JUNIOR**15.7.1 General**

A person under the age of 16 years may compete in Trial in other than a Junior Competition.

15.7.1.1 An RCB may grade Junior competitors according to their respective skills.

15.7.2 Junior Endorsements

15.7.2.1 Juniors must have the appropriate endorsement to enter any Trial Competition. Refer to the License Conditions Document available at ww.ma.org.au

15.8 GENERAL RULES**15.8.1 Homologation**

15.8.1.1 For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

15.8.2 Cameras

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

15.9 PROTECTIVE CLOTHING AND HELMETS

15.9.1.1 No competitor may practice, start or compete in any Trial Competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

15.10 MACHINE AND RIDER IDENTIFICATION**15.10.1 Identification Plates**

15.10.1.1 Identification plates must:

- a) Measure at a minimum of 200mm x 150mm,
- b) Have a maximum width that does not exceed the extremities of the fork leg,
- c) Lettering to be black or white in contrast to the plate background colour.

- 15.10.1.2 Identification plates may include reference to:
- Where a rider completed the Australian Trial Championship in the first 10 places in the previous year, that riders place in the Championship, and
 - The riders club or sponsor, providing the background colour of the plate remains prominent and clearly visible.
- 15.10.1.3 At all Australian Championships competitors must place an MA supplied logo on the front identification plate of their Machines prior to Competition.

15.10.2 Rider and Grade Identification

- 15.10.2.1 Identification plate background colour is the colour of the line the rider will be following, with the exception of Mini Trial Small Wheel and Sidecar Classic, where the plate background colour will be as per the SRs.

15.11 EVENT PROTOCOLS

15.11.1 General

- 15.11.1.1 The result of a Trial or any class of Trial is decided on the total number of points lost, the winner being the competitor who loses the least number of points.
- 15.11.1.2 In the hearing and determination of any protest or appeal arising out of a Trial, video evidence may not be used.
- 15.11.1.3 In the event of a tie in points, the tie is to be broken as follows:
- The competitor who completes the greatest number of sections without loss of points wins,
 - 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,
 - If there is still a tie, a ride-off must take place, starting at a section decided by the Clerk of Course and continuing until the tie is broken.
- 15.11.1.4 If points are tied 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.
- 15.11.1.5 If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.
- 15.11.1.6 An alternative points scoring system may be approved for an MA Trial Series.
- 15.11.1.7 Events may be held in the following categories:
- Trial:** The most common scoring system utilised by most clubs and promoters. Generally, but not always, for outdoor or natural terrain trial Events.
 - No-Stop Trial:** Additional penalties for stopping progress or movement within the observed section. Used to replicate a more classic style of riding.
 - Super Trial:** No penalties for backwards movement of the Machine within the observed section. Generally, but not always, used for indoor or man-made terrain trials.
- 15.11.1.8 Unless otherwise stipulated in SRs, all Events will run using the Trial rules described in GCR 15.11

15.11.2 Courses

- 15.11.2.1 Observed sections:
- Must be clearly named or numbered,
 - Must have a clearly marked start and finish,
 - Must have clearly marked boundaries,
 - Must be preceded by an observed area of the route where the competitors are controlled,
 - Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
 - May be reduced in places by the use of gates at a minimum width of 1200mm for solos and 2000mm for sidecars.
- 15.11.2.2 A Machine is deemed to be in an observed section from the time the front axle passes the "Section Begins" gate until the front axle passes the "Section Ends" gate.
- 15.11.2.3 The order of sections will be determined by the promoter and listed in the SRs

- 15.11.2.4 Passage through section must be indicated by gates which consist of:
- Two arrows pointing inwards,
 - An arrow and a natural obstacle or boundary,
 - Coloured rectangles, red for right and white for left may be used to indicate section outer boundaries.
- 15.11.2.5 The available width between two successive gates may be limited by means of tape which must be:
- Placed no more than 500mm above the ground,
 - Not inside the line of markers on the same side.
- 15.11.2.6 Where a section is marked by stakes they must be:
- Of flexible material,
 - Connected by tape placed no more than 500mm above the ground,
 - Coloured red for right,
 - Coloured white for left.
- 15.11.2.7 The Promoter:
- 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
 - 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.

15.11.3 Penalties: Competitions

15.11.3.1 The following terms have the following respective meanings:

- Footing occurs when:
 - 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,
 - 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,
 - Sliding a foot along the ground is deemed to be footing more than twice,
 - For Super Trial, the skid plate or engine cases touches the ground or obstacle.
- Stopping occurs when the Machine fails to maintain forward progress relative to the direction of the course,
- Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the Machine.



15.11.3.2 The penalties on the following tables apply:

INFRINGEMENT	POINTS LOST		
	TRIAL	NO-STOP TRIAL	SUPER TRIAL
Footing once	1	1	1
Footing twice	2	2	2
Footing more than twice	3	3	3
Stopping without footing	0	5	0
Stopping whilst footing once	1	5	1
Footing twice whilst stopped	2	5	2
Footing more than twice whilst stopped	3	5	3
Moving backwards without footing	5	5	0
Moving backwards whilst footing	5	5	5
Moving either wheel sideways whilst stopped, without footing	0	5	0
The Machine crosses a boundary with either wheel, that wheel being on the ground	5	5	5
The Machine passes the wrong side of a boundary or grade marker for a riders own grade with either wheel, that wheel being on the ground.	5	5	5
The Machine jumps over a boundary or marker for a riders own grade with both wheels to avoid part of a course	5	5	5
Breaking a boundary tape or dislodging a boundary marker	5	5	5
Riding over, touching or riding on or dislodging a grade marker for a riders own grade.	5	5	5
Missing a gate or riding through a gate in the wrong direction, for a riders' own grade	5	5	5
Rider does not have both hands on the handlebar when he foots, whilst stationary	5	5	5
Engine stopping whilst rider stationary and rider footing or leaning	5	5	5
Engine stopping whilst stationary (sidecars only)	5	5	5
Crossing Machine tracks whilst moving forward	5	5	5
The handlebar of the Motorcycle touches the ground	5	5	5
Dismounting from the Machine with both feet on the ground, on the same side or behind the Machine	5	5	5
Any part of sidecar passenger touching ground or other obstacle	5	5	5

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INFRINGEMENT	POINTS LOST
	ALL TRIAL
Practicing on course prior to Event	Exclusion
For disorderly conduct towards an official	100
Rider or Minder arguing with an official	10
Not vacating a section after failure	10
Handing in scorecard after finish time (per minute)	1
Handing in scorecard more than 30 minutes after finish time	Exclusion
Losing a scorecard (per section)	5
Rider or Minder altering a section	5
Missing a section	5
Refusing to attempt a section	5
Minder obstructing or conversing with observer regarding scoring	5
The rider does not have the lanyard cut-out switch attached to the wrist while in the section	5
Late to Scrutineering (per minute)	1
* Or as detailed in the SRs	

- 15.11.3.3 The greatest penalty incurred in a section is the only one to be taken into account for each competitor.
- 15.11.3.4 A competitor who receives the maximum five point penalty in a section must vacate that section either:
- At the first available opportunity, or
 - As directed by an official.
- 15.11.3.5 A time allowance of 90 seconds is allowed for each rider to complete each section. Each rider who fails to complete a section within the 90 second time allowance will be deemed to have failed that section. The time will start when the rider passes the section beginning line. The decision of the observer in charge of this time measurement shall be deemed a statement of fact.
Note: This rule will be applied to the National Championships, and to all State Championship rounds. Subject to inclusion in the SRs, any promoter may choose to apply this rule to other open Events.
- 15.11.3.6 Where necessary, for Trial, organisers may include a time limit to complete the first lap. This instruction should be included and defined in the SRs.
- 15.11.4 Minder**
- 15.11.4.1 Each competitor in an Event may have a Minder who, for the purposes of these GCRs, will be a competitor.
- 15.11.4.2 A Minder must be identified as such in accordance with the requirements of the SRs.
- 15.11.5 Change of Machine during a Competition**
- 15.11.5.1 During any Competition, no Machine may be exchanged for another unless permitted under these GCRs or any SRs.
- 15.11.6 Measurement**
- 15.11.6.1 A Steward of an Event 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 RCB.
- 15.11.6.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

15.11.7 Measurement: Australian and State Championship Events

- 15.11.7.3 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Competition, pending any protest, and the Competition result will be provisional. At the conclusion of that period, if no protest is received, the result will be final,

SECTION 15D: TECHNICAL REGULATIONS**15.12 SOUND EMISSIONS****15.12.1 General**

- 15.12.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

15.13 FUEL**15.13.1 General**

- 15.13.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

15.14 ENGINES**15.14.1 Reciprocating Engines**

- 15.14.1.1 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

15.14.2 Engine Capacity Tolerances

- 15.14.2.1 The actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

15.15 FRAMES AND PARTS**15.15.1 General**

- 15.15.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

15.15.1 Fuel Tanks

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

15.15.2 Tyres

- 15.15.2.1 Tyres must comply with the following:

- a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant SRs.
- b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.

15.15.3 Tyre Types

- 15.15.3.1 With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trial Universal pattern on all Machines.

15.15.4 Ignition Cut-Out Switch

- 15.15.4.1 All Machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the Machine is in operation such that a separation of the Machine and rider will activate the ignition cut-out circuit.

15.15.5 Design and Dimensions

- 15.15.5.1 When brake cam arms or levers are of open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgement.

15.15.6 Centre and Side Stands

- 15.15.6.1 Centre and side stands may remain on Machines for Trial.
- 15.15.6.2 Centre and side stands must be secured in the closed position.

15.15.7 Kick Start Levers

- 15.15.7.1 Kick start levers, other than transverse, must be folding.

15.15.8 Mudguards

- 15.15.8.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.
- 15.15.8.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

15.15.9 Footrests

- 15.15.9.1 Footrests must:
 - a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
 - b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

15.15.10 Handlebars

- 15.15.10.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.
- 15.15.10.2 Handlebar levers must:
 - a) Have ball ends with a minimum diameter of:
 - i) 15mm, for levers longer than 76mm,
 - ii) 10mm, for levers shorter than 76mm.
 - b) Measure no more than 200mm from the fulcrum to the extremity of the ball.
- 15.15.10.3 Throttle controls must be self-closing.

15.15.11 Drive Chain Protection

- 15.15.11.1 Classic Trial Machines 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.
- 15.15.11.6 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

15.15.12 Exhaust Systems

- 15.15.12.1 Exhaust systems:
 - a) may be fitted with silencers,
 - b) must terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,

SECTION 15E: TECHNICAL REGULATIONS: CLASSIC AND SIDECARS**15.16 CLASSIC TRIAL****15.16.1 Eligibility**

- 15.16.1.1 The eligibility and dating of Classic Motorcycles shall be considered in terms of major and minor components and the period of the Motorcycle shall be the period of the latest major component. The responsibility for proving eligibility is on the individual seeking approval.
- 15.16.1.2 Major components are:
 - a) All engine and gearbox external castings,
 - b) Frames,
 - c) Brakes,
 - d) Wheel hubs, and
 - e) Forks.
- 15.16.1.3 Major components that were manufactured outside the period, but which are visually indistinguishable from period components shall be eligible for that period.
- 15.16.1.4 All other components shall be considered as minor components.

- 15.16.1.5 Minor components may be modified or updated provided that they remain visually compatible with the period being depicted.
- 15.16.1.6 For the purposes of determining eligibility Machines are categorised as follows:
- a) Pre 1965:
 - i) Manufactured before 31st December 1964,
 - b) Special
 - i) Machines first available to the general public before 1 January 1968,
 - ii) Any such Machines that have been modified to provide the ground clearance or chassis performance consistent with the Post Classic era,
 - iii) D10/14 Bantam, BSA C15F/G, M10 Bultaco, and aftermarket-framed Machines are eligible for this category (not Pre 1965).
 - c) Twin Shock:
 - i) For models designed and first manufactured between 1st January 1965 to 31st December 1986,
 - ii) Disc brake models are not eligible.

15.17 SIDECAR

15.17.1 Design and Dimensions

- 15.17.1.1 There must be a platform and nose cone or platform and front plates with the following dimensions:
- a) Overall length must be at least 775mm,
 - b) The wheel track must be at least 750mm,
 - c) The nose cone or front plate must be at least 200mm wide and 200mm high at the rear. The nose cone must taper to at least 100mm at the front,
 - d) The width from the rear of the nose cone to the rear of the sidecar must be at least 200mm,
 - e) The inner sideboard of the platform must be either 130mm high or there must be a gap of no more than 50mm between the sideboard and any adjacent point on the Motorcycle.
- 15.17.1.2 The sidecar and Machine wheels, if exposed, must be valenced on the inside.
- 15.17.1.3 Passenger grab rails, handles and straps may be fitted.
- 15.17.1.4 Sidecar wheel drive is prohibited.
- 15.17.1.5 Efficient brakes must be fitted to the front and rear wheels.



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16 MINIKHANA

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APPLICATION OF CHAPTER

The following Minikhana GCRs 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 16A: MINIKHANA CLASSES

16.1 SENIOR CLASSES

- 16.1.1.1 All Senior riders can ride in the Senior Combined 85cc/100cc 2-stroke or 150cc 4-stroke Small Wheel and Big Wheel class.

16.2 JUNIOR CLASSES

AGE RANGE	CAPACITY/ CLASS
4 to under 9	50cc Demo (Non-competitive)
7 to under 11	50cc Auto
7 to under 16	Mini Wheels 65cc 2-stroke & 125cc 4-stroke
7 to under 16	65cc 2-stroke
9 to under 16	85cc 2-stroke & 150cc 4-stroke (Small Wheel)
12 to under 16	85cc/100cc 2-stroke & 150cc 4-stroke (Big Wheel)

- 16.2.1.1 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 16B: COMPETITION RULES

16.3 RIDER GRADING

- 16.3.1.1 Senior competitors can only compete in the Senior combined class.
- 16.3.1.2 The Junior Big Wheel class A grade shall be the premier grade and shall compete in the final Competition of the Event unless directed otherwise by the Clerk of the Course.
- 16.3.1.3 Competitors will be graded within the following classes:
- 50cc Demo (Non-competitive)
 - 50cc Auto
 - Mini Wheel
 - 65cc 2-stroke
 - 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.
- 16.3.1.4 50cc Non-competitive class and Senior Combined classes will not be graded. All other competitors will commence in C grade of the relevant class.
- 16.3.1.5 Grading of competitors is utilised instead of grouping. Age differences of more than 4 years is acceptable.

- 16.3.1.6 A competitor may be instructed to move up a grade temporarily by the SCB Grading Officer in the case of an Inter-Club or Championship Event; or by the Club Grading Officer for a Closed-to-Club Event to ensure each grade has the required number of starters. Such temporary grading changes shall be effective for only that Event. Points earned during temporary grading changes shall be accredited to the competitor's accumulated tally for the competitor's official grade and shall be 17 points for 2nd place and 12 points for 3rd place. The minimum number of riders to constitute a grade shall be four.
- 16.3.1.7 Log books will be available on all Competition days.
- 16.3.1.8 After each Inter-Club or Championship Event competitors will be upgraded within the competitor's class as follows:
 - a) Riders who place 1st or 2nd overall in C grade will be upgraded to B grade within that class. When there are 20 riders or more; 1st, 2nd, and 3rd will be upgraded to B grade. When there are 30 riders or more, 1st, 2nd, 3rd, and 4th will be upgraded to B grade.
 - b) Riders who place 1st overall in B grade will be up graded to A grade within that class,
 - c) Riders who place 3rd overall in C grade or B grade will receive 9 grading points,
 - d) Riders who place 2nd overall in B grade will receive 12 grading points,
 - e) Once a rider accumulates 21 grading points they will be moved up one grade within that class. Once upgraded they will commence in the new grade with 0 grading points.
- 16.3.1.9 When a rider goes from Mini Wheel to a 65cc the rider will drop one grade and if a rider goes from Mini Wheel to any Junior 85cc 2-stroke or 85/100cc 2-stroke or 150cc 4-stroke the rider will commence in C grade. Any 65cc rider going to Mini Wheel class must ride at the equivalent grade.
- 16.3.1.10 When a rider who has ridden in the 85cc 2-stroke or 150cc 4-stroke Small Wheel class goes to Junior Big Wheel 85cc/100cc 2-stroke or 150cc 4-stroke class, they must ride at the equivalent grade.
- 16.3.1.11 When a rider who has ridden in the 50cc Auto class goes up to any other class the rider will commence the new class in one grade lower. When a rider who has ridden in the 50cc Demo class goes up to any other class the rider will commence the new class in C grade.
- 16.3.1.12 When a rider goes from the 65cc class to any 85cc/100cc 2-stroke or 150cc 4-stroke class the rider will drop one grade.

16.4 GENERAL RULES

16.4.1 Cameras

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

16.5 PROTECTIVE CLOTHING AND HELMETS

- 16.5.1.1 No competitor may practice, start or compete in any Minikhana Competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment:

16.6 MACHINE AND RIDER IDENTIFICATION

16.6.1 Rider Identification

- 16.6.1.1 All competitors must wear an approved riding vest or jersey with Club and rider number identification. The vest or jersey may be worn under body armour with the rider number clearly displayed on the back.

16.6.2 Minikhana Number Plates

- 16.6.2.1 There will be no mandatory 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. The background colour and figure colour should be contrasting. Grades will be distinguished by a coloured band worn as per the below.

CLASS/ GRADE	COLOUR BAND
A Grade	Yellow
B Grade	Red
C Grade	White

16.7 RACE EVENT PROTOCOLS

16.7.1.1 A Machine may only be ridden by one rider during an Event and may not be substituted for another.

16.7.1.2 Placings can only be achieved by the correct completion of a Competition.

16.7.1 Flags and Signals

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

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

16.7.1.3 The national flag signifying the start of an Competition may be replaced by:

- a) A light signal,
- b) A starting tape,
- c) A rubber band, or
- d) A dropping gate.

16.7.1.4 Competitors who do not obey flag signals will be Excluded from the Event.

16.7.2 Scoring

16.7.2.1 For Open, Inter-Club or Championship Events, points will be awarded as listed below:

- a) Club: the Club amassing the highest score using the table below will be the winning Club;
 - i) Club points are allocated to the Club for which the rider nominates when entering the Events. The points are only allocated for finishing 1st, 2nd or 3rd overall in a grade for that particular Events,
- b) Individual: the competitors amassing the highest point score in each grade shall be the winner of that grade for that particular Event.
 - ii) Individual points set out in the table below are allocated to a competitor for finishing 1st, 2nd or 3rd in an individual Competition.

PLACING	CLUB POINTS	INDIVIDUAL POINTS
1st	3 points	17 points
2nd	2 points	12 points
3rd	1 points	9 points

16.7.2.2 For other than Trial, ties for 1st or 2nd will be resolved by a run-off between the tied competitors. Trial will be resolved by a count back. Competitors tied for 3rd will each be awarded 3rd place.

16.7.2.3 For all other Events the method of scoring will be as prescribed in supplementary regulations.

16.7.3 Starts

16.7.3.1 All starts shall be from the right hand end of the Start/Finish line facing towards the course.

16.7.3.2 All starts shall be flag starts.

16.7.3.3 Minicross starts may be by mechanical means.

16.7.3.4 ~~Footing areas shall be on the start/finish line side of marker 1 and on the opposite side for all other markers.~~

16.7.3.5 ~~Unless otherwise stated, only the left foot may be used when footing permitted.~~

16.7.3.4 Start and finish of an Competition is deemed to be when:

- a) The front axle crosses the start line, and
- b) The front axle crosses the finish line.

16.7.3.5 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.

16.7.3.6 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.~~

16.7.3.7 A minimum of four lanes will be available per each Competition area. Competitors are to draw for lanes.

16.7.3.8 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.

16.7.3.9 The official of the Event shall advise each competitor of successful completion of the course.

16.7.3.10 Use the following table to calculate numbers of riders in heats:

TOTAL 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	+3				
20	+4	+4	+3	+3	+3	+3	+3				
21	+4	+4	+4	+3	+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	+3	+3	+3	
38	+4	+4	+4	+4	+4	+4	+4	+4	+3	+3	
39	+4	+4	+4	+4	+4	+4	+4	+4	+4	+3	
40	+4	+4	+4	+4	+4	+4	+4	+4	+4	+4	

- 16.7.3.11 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 by all competitors then the reverse order of faults shall determine all places where the last competitor to fault shall be declared the winner, second last to fault is second, and third last to fault is third,
 - 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.
- 16.7.3.12 When a Re-run of an Event is due to a protest by one of the riders being upheld, all riders in that Event are allowed to restart even if they faulted in the initial Event.
- 16.7.4 Fault**
- 16.7.4.1 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 pass 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).
 - In the Event a competitor is not ready to start an Event when they are called to their lane the official of the Event shall give the competitor 2 minutes to be ready to start. At the end of the 2 minutes the Event is to start by a drop of the flag, if the competitor fails to start at this time, they will be deemed to have faulted the Event.
- 16.7.5 Protests**
- 16.7.5.1 Competitors have the right to protest as per GCR 5.1.6 and must comply with 5.1.6.3 and for Juniors 5.1.6.4 in order to protest.

SECTION 16C: TECHNICAL REGULATIONS

16.8 SOUND EMISSIONS

- 16.8.1.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

16.9 FUEL

- 16.9.1.1 Fuel for all Machines must be as per Appendix C: Sound Emissions & Fuel.

16.10 ENGINES

- 16.10.1.1 The maximum capacity of any engine in Minikhana is 100cc 2-stroke or 150cc 4-stroke.

16.11 FRAMES AND PARTS

16.11.1 General

- 16.11.1.1 All Machines must remain standard with the manufacturer's specifications with the exception of:
- Exhaust system,
 - Gearing,
 - Carburettor jetting,
 - Plastics,
 - Handlebars,
 - ~~Rear shock absorber(s)~~
 - Suspension
 - Tyres.

- 16.11.1.2 All glass and plastic lenses shall be either removed or covered with a fabric backed tape.

- 16.11.1.3 Front and rear mudguards to be fitted **as per GCR 8.25.10**.

~~16.11.2 Drive Chain Protection~~

- ~~16.11.2.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.~~

~~16.11.2.2 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.~~

16.11.3 Brakes

- 16.11.3.1 Efficient brakes must be fitted as per manufacturer's specifications.
- 16.11.3.2 When the brake arm or lever is of the open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.

16.11.4 Handlebars

- 16.11.4.1 An ignition cut out switch, operating on the primary circuit must be fitted to the handlebars in an accessible position.
- 16.11.4.2 Handlebar pads must be fitted over crossbar or handlebar mounting clamp.
- 16.11.4.3 Handlebar ends must be securely plugged with a solid material or rubber cover.
- 16.11.4.4 Handlebar lever protectors, where fitted, must be single mounted.

16.11.4.5 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.

16.11.5 Wheels

16.11.5.1 Wheel sizes:

CLASS	FRONT	REAR
Miniwheel	14"	12"
Standard Wheel	17"	14"
Big Wheel	19"	16"

16.12 JUNIOR CLASSES

16.12.1 50cc Demo Machines

- 16.12.1.1 Machine Requirements:
- a) Engine capacity must not exceed 50cc,
 - b) The clutch must be of centrifugal type,
 - c) Wheels as per GCR 8.27.3 must be fitted.

16.12.2 50cc Auto Machines

- 16.12.2.1 The Yamaha PW50 is prohibited for use in this class.
- 16.12.2.2 Machine Requirements:
- a) Engine capacity must not exceed 50cc,
 - b) The gearbox must have one gear.
 - c) Wheels as per GCR 8.27.3 must be fitted
 - d) All Machines must remain standard to OEM for the model in respect to;
 - i) Engine,
 - ii) Induction other than carburettor jetting and air cleaner element,
 - iii) Suspension, which may be modified internally but must remain OEM in appearance,
 - iv) Geometry of the frame;
 - e) Aftermarket radiators are permitted but must.
 - i) be of the same external dimensions and,
 - ii) not exceed the coolant capacity of radiators fitted as OEM standard parts at point of manufacture.
- All other components may be modified.

16.12.3 Electric Machines

16.12.3.1 Electric Machines may compete with comparable Machines as approved by MA. **For further information, refer to Appendix D: Electric Motorcycles.**

16.12.3.2 Electric bikes must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the Machine is in operation such that a separation of the Machine and rider will activate the ignition cut-out circuit.

SECTION 16D: MINIKHANA COURSES**16.13 BASIC COURSE**

(See diagram for details)

16.13.1 Basic Course Procedure

16.13.1.1 The basic course layout for one competitor will cover an area of 4 metres by 16.5 metres.

16.13.1.2 The side and end boundary of the course shall be marked with lane tape or rope.

16.13.1.3 Traffic cones (witches hats) will be used as the required markers placed along the centre line of the course at 2.7 metre spacings.

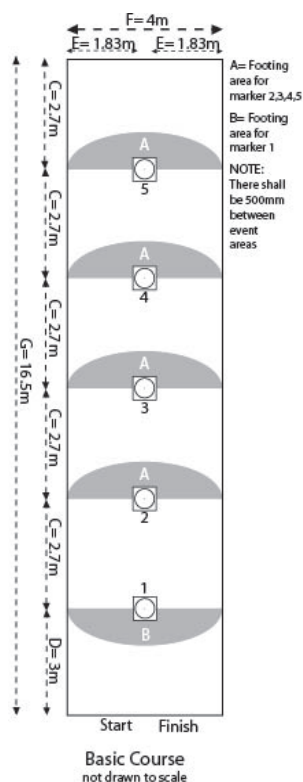
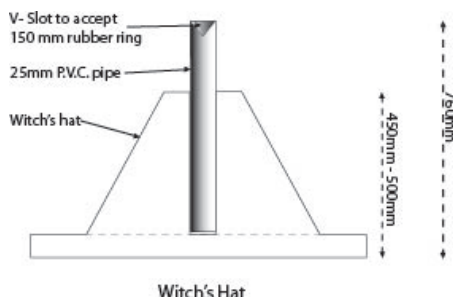
A = Footing area for marker 2,3,4,5 E = 1.83 metres

B = Footing area for marker 1 F = 4 metres

C = 2.7 metres G = 16.5 metres

D = 3.0

Note: There shall be 500mm between Competition areas.



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16.14 ORANGE COURSE

(See diagram for details)

16.14.1 Orange Course Procedure

16.14.1.1 Competitor starts at the Start line and keeping traffic cone markers to his / her left circles marker 5, returns to pass marker 1 and then continues to pass marker 1.

16.14.1.2 This is repeated reducing the course length by 1 marker per circuit until after circling marker 1 the competitor then continues to cross the finish line.

16.14.1.3 Unlimited footing with the left foot is permitted.

16.14.1.4 In case of Machine stalling, the competitor may Re-start the engine ensuring only the left foot makes contact with the ground.

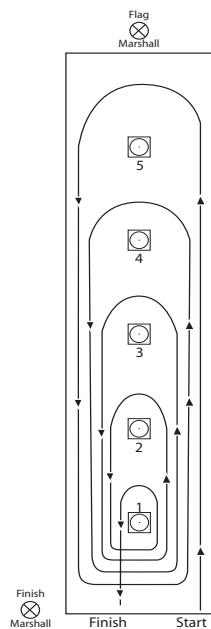
16.14.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

16.14.1.6 The competitor who had the lowest elapsed time will be the winner of that round of Events.

16.14.2 Orange Course Elimination

16.14.2.1 Competitors will be eliminated from the Event for the following:

- a) Touching markers or tapes,
- b) **Footing with the right foot Both feet making contact with the ground at the same time,**
- c) Removing both hands from handlebars,
- d) Not straddling Machine,
- e) Failing to follow course procedure,
- f) Crossing the start / finish line before course is completed,
- g) Front axle passing a previously rounded marker.
- h) Any part of the bike other than the wheels making contact with the ground.



Orange
not drawn to scale

16.15 RIGHT-HAND ORANGE COURSE

(See diagram for details)

16.15.1 Right-Hand Orange Course Procedure

16.15.1.1 Competitor starts at the Start line and keeping traffic cone markers to his / her right circles marker 5, returns to pass marker 1 and then continues to pass marker 1.

16.15.1.2 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.

16.15.1.3 Competitors may foot with either left or right foot anywhere on the course provided that both feet do not touch the ground at the same time. There shall be no determining factors as to when the left or right footing commences or ceases.

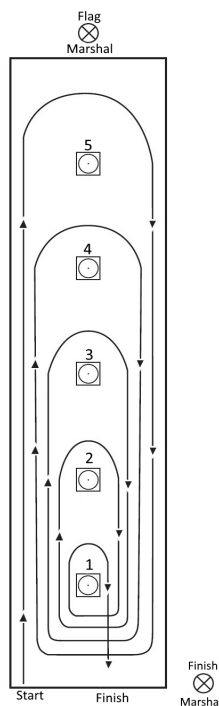
16.15.1.4 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.

16.15.1.5 The competitor who had the lowest elapsed time will be the winner of that round of Events.

16.15.2 Right-Hand Orange Course Elimination

16.15.2.1 Competitors will be eliminated from the Event for the following:

- a) Touching markers or tapes,
- b) Both feet making contact with the ground at the same time,
- c) Removing both hands from handlebars,
- d) Not straddling Machine,



Righthand Orange
not drawn to scale

- e) Failing to follow course procedure,
- f) Crossing the start / finish line before course is completed,
- g) Front axle passing a previously rounded marker.
- h) Any part of the bike other than the wheels making contact with the ground.

16.16 LOOPING

(See Orange Course diagram for details)

16.16.1 Looping Course and Procedure

- 16.16.1.1 This uses the same course and riding procedure as the Orange Event with the exception that footing is not permitted.
- 16.16.1.2 Competitors who stall their Machine may Re-start provided that neither foot makes contact with the ground.
- 16.16.1.3 Competitors will also be eliminated if either foot makes any contact with the ground.
- 16.16.1.4 Finishing order will be achieved as in the Orange Event.

16.17 RIGHT-HAND LOOPING

(See Right-Hand Orange diagram for details)

16.17.1 Right-hand Looping Course and Procedure

- 16.17.1.1 This uses the same course and riding procedure as the Right-hand Orange Event with the exception that footing is not permitted.
- 16.17.1.2 Competitors who stall their Machine may Re-start provided that neither foot makes contact with the ground.
- 16.17.1.3 Competitors will also be eliminated if either foot makes any contact with the ground.
- 16.17.1.4 Finishing order will be achieved as in the Right-hand Orange Event.

16.18 RING RETURN COURSE

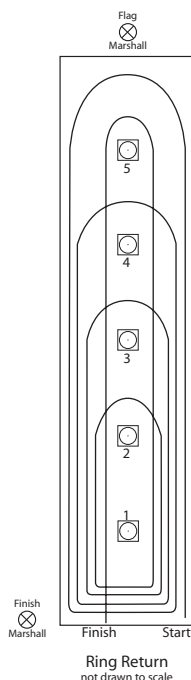
(See diagram for details)

16.18.1 Ring Return Course Procedure

- 16.18.1.1 This uses the basic course layout with the addition of poles in the centre of the traffic cone and rubber rings.
- 16.18.1.2 Plumber's rings approximately 150 mm inside diameter to be used.
- 16.18.1.3 The pole to be inserted in the traffic cone as per Witch's Hat diagram.
- 16.18.1.4 Rubber rings to be placed on poles at markers 2, 3, 4, & 5 on the side furthestmost from the start / finish line.

16.18.2 Ring Return Procedure

- 16.18.2.1 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.
- 16.18.2.2 This is repeated reducing the course length by 1 marker per circuit until after circling marker 2.
- 16.18.2.3 After the final ring is placed over marker 1 pole they then complete an extra circuit around marker 5 before crossing the finish line.
- 16.18.2.4 Footing with the left foot is permitted.
- 16.18.2.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.
- 16.18.2.6 The competitor who had the lowest elapsed time will be the winner of that round of the Event.



16.18.3 Ring Return Elimination

16.18.3.1 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) Removing both hands from handlebars,
- d) Not straddling Machine,
- e) Failing to follow course procedure,
- f) Crossing the start / finish line before course is completed,
- g) Front axle passing a previously rounded marker,
- h) Dropping ring allowing it to touch the ground,
- i) Causing ring to fall over marker while attempting to pick up ring.
- j) Any part of the bike other than the wheels making contact with the ground.

16.18.3.2 Competitors will not be eliminated from the Ring Return event for the following:

If, as a result of the ring being removed from the pole, the marker falls on the ground, the marker must remain untouched by the competitor and machine. Is it not to be moved by anyone else until successful completion of the Event by the competitor. Should the marker containing the rings fall and the ring(s) touch the ground, then the competitor will be eliminated from the Event.

16.19 BENDING COURSE

(See Basic Course diagram for details)

16.19.1 Bending Procedure

16.19.1.1 Basic course with traffic cones only to be used.

16.19.1.2 Competitors start at the Start line and pass marker 1 on competitors left side, then change direction to pass marker 2 on competitors right side, marker 3 on competitors left side, marker 4 on competitors right side and circle marker 5 on competitors left side and return 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.

16.19.1.3 Crossing the finishing line after passing marker 1.

16.19.1.4 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

16.19.1.5 The competitor who had the lowest elapsed time will be the winner of that round of the Event.

16.19.1.6 The competitor may foot with his left foot in the footing area when his front axle passes marker 1 or 5 on entry. The competitor's foot must not be in contact with the ground after their rear axle passes marker 1 or 5 on exit.

16.19.2 Bending Elimination

16.19.2.1 Competitors will be eliminated from the Event for the following:

- a) Touching markers or tapes,
- b) Footing with the right foot,
- c) Footing outside footing area at marker 1 or 5 before the front axle passes on entry or after the rear axle passes on exit.
- d) Removing both hands from handlebars,
- e) Not straddling Machine,
- f) Failing to follow course procedure.
- g) Any part of the Machine, other than the wheels, making contact with the ground.

16.20 SLOW COURSE

(See diagram for details)

16.20.1 Slow Course Procedure

16.20.1.1 The course will be a lane 500mm wide by 16.5 metres long.

16.20.1.2 Competitor will start with the Machine's front axle on the Start line.

- 16.20.1.3 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.
- 16.20.1.4 Forward motion does not have to be maintained.
- 16.20.1.5 Event is complete when front axle passes finish line.
- 16.20.1.6 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.
- 16.20.1.7 The competitor who had the highest elapsed time will be the winner of that round of the Event.

16.20.2 Slow Course Elimination

16.20.2.1 Competitors will be eliminated from the Event for the following:

- Slow start (feet in contact with ground after three seconds),
- Touching tapes,
- Footing.

16.21 CLOVER COURSE

(See diagram for details)

16.21.1 Clover Procedure

16.21.1.1 Competitors will ride passing through the six markers placed in a triangle to form a clover pattern.

16.21.1.2 Car tyres or a marker of similar dimensions will be used as course markers.

16.21.1.3 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.

16.21.1.4 Competitors may foot with either left or right foot anywhere on the course provided that both feet do not touch the ground at the same time. There shall be no determining factors as to when the left or right footing commences or ceases.

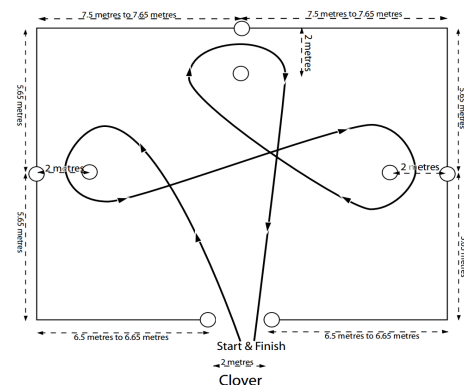
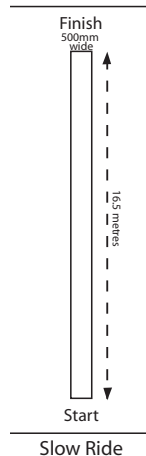
16.21.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

16.21.1.6 The competitor who had the lowest elapsed time will be the winner of that round of the Event.

16.21.2 Clover Elimination

16.21.2.1 Competitors will be eliminated from the Event for the following:

- Touching a marker,
- Both feet making contact with the ground at the same time,
- Failure to follow the course procedure,
- Riding outside the course boundary.
- Any part of the bike other than the wheels making contact with the ground.



16.22 NO FOOTING CLOVER COURSE

(See Clover Course diagram for details)

16.22.1 No Footing Clover Course Procedure

16.22.1.1 This uses the same course and riding procedure as the Clover Event with the exception that footing is not permitted.

16.22.1.2 Competitors will also be eliminated if either foot makes any contact with the ground.

16.22.1.3 Finishing order will be achieved as in the Clover Event.

16.23 ACCELERATION AND BRAKING COURSE**16.23.1 Acceleration and Braking Course Procedure**

16.23.1.1 This Event is conducted on an out and back course.

16.23.1.2 A marker is placed 50 metres from the start / finish line.

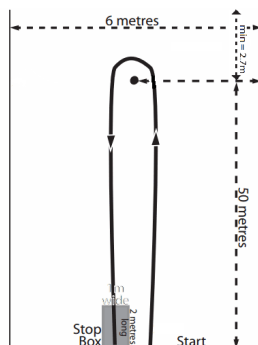
16.23.1.3 Competitors will leave start line circle the marker and return to the stop box.

16.23.1.4 Competitor's Machine must be completely in the confines of the stop box.

16.23.1.5 Footing with left foot is permitted

16.23.1.6 The competitor who successfully completes the course with the lowest elapsed time will be the winner.

16.23.1.7 The nature of this type of Event precludes it being used as a run-off Event.



Acceleration & Braking

not drawn to scale

16.23.1 Acceleration and Braking Course Elimination

16.23.1.1 Competitors will be eliminated from the Event for the following:

- 16.23.1.1.1 Footing with right foot,
- 16.23.1.1.2 Touching the marker,
- 16.23.1.1.3 Bike not stopping within stopping box (i.e. both axles must be wholly within the stopping box),
- 16.23.1.1.4 With Machine correctly in stopping box, left foot only footing is permitted either in or out of the stopping box without elimination,
- 16.23.1.1.5 Remove both hands from handlebar,
- 16.23.1.1.6 Failure to follow course procedure,
- 16.23.1.1.7 Riding outside the course boundary
- 16.23.1.1.8 Any part of the bike other than the wheels making contact with the ground.

16.23.1.2 The Event has only been completed once the penciller has indicated to the rider that the bike can leave the box.

16.24 MINICROSS COURSE**16.24.1 Minicross Procedure**

16.24.1.1 Minicross introduces competitors to Motocross style riding and helps to develop competitors riding skills and balance.

16.24.1.2 The Event shall be conducted over a course with obstacles and tight corners:

- 16.24.1.2.1 No level straight will be longer than 20 metres,
- 16.24.1.2.2 Jumps, chicanes, berms etc. must be positioned so that speeds are kept low,
- 16.24.1.2.3 The recommended maximum separation between obstacles, which significantly reduce speed, is 33 metres,
- 16.24.1.2.4 There shall be no double, triple, or reverse canyon jumps. A jump is defined as being greater than 500mm in vertical height,
- 16.24.1.2.5 There will be no man-made stutter jumps,
- 16.24.1.2.6 The width of the track must allow safe overtaking,
- 16.24.1.2.7 Tyre barriers shall be used where different sections of the track are in close proximity to each other,
- 16.24.1.2.8 Each competitor requires a minimum 1 meter wide defined lane on the start grid. The lane is defined from the start line back.

- 16.24.1.3 The maximum number of competitors to compete in the course at once is defined by the track licence up to a maximum of 12.
- 16.24.1.4 Competitors will be encouraged to pass each other when it is safe to do so.
- 16.24.1.5 When passing, competitors must not make intentional contact with the other competitors.
- 16.24.1.6 Competitors must ensure that at all times they do not obstruct another competitor from successfully completing the course.
- 16.24.1.7 In the case of a competitor falling the Event will be stopped if it is deemed that the track is unsafe for the Competition to continue. The Competitor responsible for the fall shall be Excluded from the Re-run subject to Clerk of Course approval.
- 16.24.1.8 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.

16.24.2 Minicross Practice

- 16.24.2.1 For practice, a maximum of 12 competitors may participate on the track under a stationary yellow flag.
- 16.24.2.2 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.

16.24.3 Minicross Elimination

- 16.24.3.1 Competitors will be eliminated from the Event for the following:
 - a) Failure to follow the course proper,
 - b) Causing another competitor to fault,
 - c) Failure to re-enter course correctly,
 - d) Passing while yellow flag is displayed.

16.24.4 Minicross Footing and No Footing

- 16.24.4.1 Minicross can be conducted as either a footing or no-footing Event. In No-Footing Minicross any competitors will be eliminated if footing occurs.

16.25 MINI TRIAL COURSE

16.25.1 Mini Trial Procedure

- 16.25.1.1 Where possible this Event is to be conducted over natural terrain.
- 16.25.1.2 Artificial boundaries and obstacles may be used.
- 16.25.1.3 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.
- 16.25.1.4 Minimum size of markers to be no less than 100mm wide.
- 16.25.1.5 Tapes and markers to be clearly visible.
- 16.25.1.6 The start and finish of each Observed Section is to be clearly defined.
- 16.25.1.7 Artificial boundaries may be used to define the lateral limits.
- 16.25.1.8 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.

16.25.2 Mini Trial Failure

- 16.25.2.1 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.

16.25.3 Mini Trials Footing

- 16.25.3.1 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).
- 16.25.3.2 Footing outside the lateral limits of a section does not constitute a failure (i.e. 1 point loss footing penalty only).

16.25.4 Mini Trial Marking

- 16.25.4.1 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

16.26 MINI ENDURO COURSE

16.26.1 Mini Enduro Procedure

- 16.26.1.1 This Event is conducted over varying distances of rough terrain.
- 16.26.1.2 Competitors learn the benefits of well-maintained and reliable Machinery and the ability to pace themselves.
- 16.26.1.3 Competitors have a predetermined time to complete the course.
- 16.26.1.4 The competitor whose time is closest to the predetermined time will be the winner.
- 16.26.1.5 The natural terrain course is to be well defined with directional arrows and adequately staffed by marshals.
- 16.26.1.6 Special sections may be added.
- 16.26.1.7 Points will be lost for failure to observe signs and completion of special sections.
- 16.26.1.8 Competitors are rewarded for their skill in completing the penalty areas.
- 16.26.1.9 A number of penalty areas and checkpoints should be included.
- 16.26.1.10 Each grade is to attempt to complete a preset number of laps in a reasonable time.
- 16.26.1.11 In Mini Enduro with special penalty sections the competitor with the least points lost will be the winner.

16.26.2 Hill Climb Course

- 16.26.2.1 The course for this Event will be a hill which can be readily negotiable by the competitors.

16.26.3 Hill Climb Procedure

- 16.26.3.1 To increase the skill level a series of turns and obstacles will be included.
- 16.26.3.2 The competitor whose elapsed time to successfully complete the Event is closest to the predetermined time shall be the winner.
- 16.26.3.3 Only one competitor will ride the Event at a time.

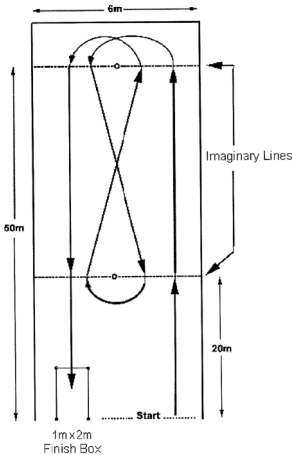


16.27 **FIGURE 8 COURSE**

(See diagram for details)

16.27.1 **Figure 8 Course**

- 16.27.1.1 This Event is conducted on an out and back course.
- 16.27.1.2 Markers are placed 20 and 50 metres from the start / finish line.
- 16.27.1.3 Competitors will leave start line circle the markers in a Figure 8 course and return to the stop box.
- 16.27.1.4 Competitors Machine must be completely in the confines of the stop box.
- ~~16.27.1.5 Footing with left foot is only permitted at the left turn 50m marker.~~
- ~~16.27.1.6 Footing with the right foot is only permitted at the right turn 20m marker.~~
- ~~16.27.1.7 Footing with left foot is only permitted in the stop box.~~
- 16.27.1.5 The competitor who successfully completes the course with the lowest elapsed time will be the winner.
- 16.27.1.6 The nature of this type of Event precludes it being used as a run-off Event.



Accel-R8

16.27.2 **Figure 8 Course Elimination**

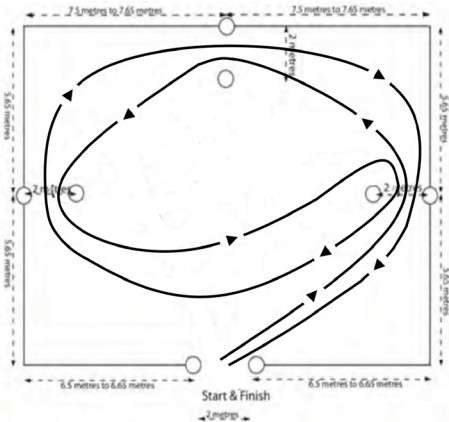
- 16.27.2.1 Competitors will be eliminated for the following
- a) ~~Footing with right foot during left turn at 50m marker~~ **Both feet making contact with the ground at the same time,**
 - b) ~~Footing with left foot during right turn at 20m marker,~~
 - b) Touching ~~the~~ **any** marker,
 - c) Bike not stopping within stopping box (i.e. both axes must be wholly within the stopping box),
 - d) With Machine correctly in stopping box, left foot only footing is permitted either in or out of the stopping box without elimination,
 - e) Failure to follow course procedure,
 - f) Riding outside the course boundary.
 - g) Any part of the Machine, other than the wheels, making contact with the ground.
- 16.27.2.2 The Event has only been completed once the penciller has indicated to the rider that the bike can leave the box.

16.28 **SPIRAL COURSE**

(See diagram for details)

16.28.1 **Spiral Procedure**

- 16.28.1.1 Competitors will ride passing through the six markers placed in a triangle to form a spiral pattern.
- 16.28.1.2 Car tires (markers) or a marker of similar dimensions will be used as course markers.
- 16.28.1.3 Competitors will start from the Start line and circles marker 1 , 2 and 3 on their left side then circle marker 1 on their right then continue to circle marker 2 and 1 on their right and exit through the start / finish line markers.



- 16.28.1.4 Competitors may foot with either left or right foot anywhere on the course provided that both feet do not touch the ground at the same time. There shall be no determining factors as to when the left or right footing commences or ceases.
- 16.28.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / final.
- 16.28.1.6 The competitor who had the lowest elapsed time will be the winner of that round of the Event.

16.28.2 Spiral Glover Elimination

- 16.28.2.1 Competitors will be eliminated from the Event for the following:
- Touching a marker,
 - Both feet making contact with the ground at the same time,
 - Failure to follow the course procedure,
 - Riding outside the course boundary.
 - Any part of the bike other than the wheels making contact with the ground.

16.29 NO FOOTING SPIRAL COURSE

(See Spiral Course diagram for details)

16.29.1 No Footing Spiral Course Procedure

- 16.29.1.1 This uses the same course and riding procedure as the Spiral Event with the exception that footing is not permitted.
- 16.29.1.2 Competitors will also be eliminated if either foot makes any contact with the ground.
- 16.29.1.3 Finishing order will be achieved as in the Spiral Event.

16.30 BENDING ORANGE COURSE

(See Basic & Bending Orange Course diagram for details)

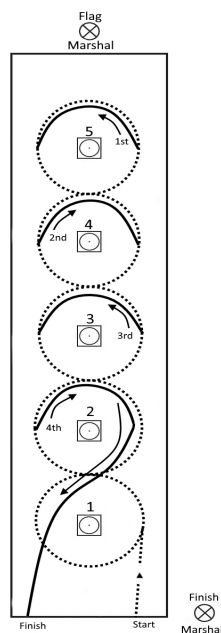
16.30.1 Bending Orange Procedure

- 16.30.1.1 Basic course with traffic cones only to be used.
- 16.30.1.2 Competitors start at the Start line and passes marker 1 on competitors left side, then changes direction to pass marker 2 on competitor's right side, marker 3 on competitors left side, marker 4 on competitor's right side and circles marker 5 on competitors left side and passes marker 4 right side, marker 3 on the left side, marker 2 on the right side, returns to the first marker. This procedure is repeated reducing the course by 1 marker each time until the second marker, after completing the 2nd marker the rider passes the 1st cone on the left side and continues to the finish line.
- 16.30.1.3 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.
- 16.30.1.4 The competitor who had the lowest elapsed time will be the winner of that round of the Event.
- 16.30.1.5 Competitors may foot with either left or right foot anywhere on the course provided that both feet do not touch the ground at the same time. There shall be no determining factors as to when the left or right footing commences or ceases.

16.30.2 Bending Orange Elimination

- 16.30.2.1 Competitors will be eliminated from the Event for the following:
- Touching markers or tapes,
 - Both feet making contact with the ground at the same time,
 - 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 a previously rounded marker.
 - Any part of the bike other than the wheels making contact with the ground.

Bending Orange Course



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17.1 APPENDIX A: PROTECTIVE CLOTHING AND EQUIPMENT

17.1.1 Matrix

	Road Race	Historic Road Racing	Minimoto	Motorcross & Supercross	Classic Motorcross	Enduro (Including Hard & Super)	ATV	Speedway	Dirt Track, Track & Flat Track	Classic Dirt Track	Supercross & Minimoto	Trial	Minikhana
Helmet	C	C	C	A	A	A	B	A	A	A	C	B	B
Clothing	A	A	A / E ¹	C ¹	C	B ¹	C	A / C ¹	A / C ¹	C	A	D	C
Back Protection	A	A	A	B	B	B	A	A	A	A	NA	B	B
Body Armour	NA	NA	B ²	C ²	NA	C ²	C / B ¹	C ¹	A / C ¹	B	NA	NA	C ¹
Footwear	A ¹	A ¹	A	E	E	E	F	B	B	D	A / E	F	C
Gloves	B	B	B	B	B	B	B	A	A	B	B	C	B
Notes:	1. Hair longer than shoulder length must be confined in the helmet or jacket. 2. Body jewellery is to be removed or securely covered with tape prior to competition. 3. Closed footwear must be worn in all pit areas (including pit lane, fuel control areas, work areas or parc ferme) at all times, and within any competition area for												
Road Race notes:	1. Knee & boot scrapers that spark when dragged on the ground are forbidden.												
Minimoto notes:	1. E type only applicable to classes other than Elite Open. 2. Only required when clothing type E is worn.												
Motorcross & Enduro notes:	1. Protective clothing must not be loose or flapping. 2. Junior competitors only. Soft roost protection is not permitted in Enduro events.												
ATV notes:	Soft roost protection alone is unacceptable. 1. B type only applicable for Dirt Track.												
Speedway / Dirt Track & Track notes:	Mechanics are encouraged to dress in team attire. 1. Full upper-body armour must be worn under clothing type C.												
Minikhana notes:	1. Only applicable for Minicross, Mini Enduro and Reliability events.												

17.1.2

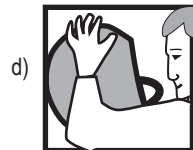
Helmets

A	As approved under the FIM Technical Rules (see www.fim-live.com):	
	<p>ECE 22 - 05 Type P ECE 22 - 06 Type P [Label typically affixed inside the helmet on chin strap] The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country that has granted approval (from 1 to 49).</p>	<p>European standard</p> <p> 0533333/P-333</p> <p> 22R-06 / P00000</p>
	<p>SNELL M2015, M2020D & M2020R [Label affixed inside the helmet]</p>	<p>USA standard</p> <p></p>
	<p>JIS T 8133: 2007 JIS T 8133: 2015 [Label affixed inside the helmet]</p>	<p>Japanese standard</p> <p></p>
	<p>Standards Association of Australia AS1698</p>	<p>Australian standard</p> <p></p>
	<p>FIM Racing Homologated Helmet [Label typically affixed on chin strap]</p>	<p>FIM standard</p> <p></p>
B	Level A standard or	
	<p>ECE 22 - 05 Type NP or J [Label affixed inside the helmet] ECE 22 - 06 Type NP or J [Label affixed inside the helmet]</p>	European standard
C	Full face helmet to:	
	Level A standard	
	<p>Note: Only helmets of single shell construction are permitted for road racing Events. Two piece or flip top helmets complying with AS1698 or other MA approved standards may be used for recreational riding only.</p>	

17.1.2.1

Helmet fitting guide:

- Start by measuring the size required at the crown of the head.
- Put helmet on and connect the strap, then tighten as required.
- Check that there is no side to side movement
- With your head tilted forwards, try to pull the helmet off from the back.



- e) Check that you can see clearly over your shoulders.
- f) Make sure you can breathe easily in the helmet and that no part of the helmet covers your nose or mouth.
- g) Never wind a scarf around the helmet so that it may obstruct air from entering your helmet.
- h) Never have a scarf trapped under the strap.
- i) Make sure you can open the visor with one gloved hand.
- j) Satisfy yourself the back of your helmet is designed to protect your neck.
- k) Always buy the best helmet you can afford.

17.1.3

Clothing

A	<p>A one- or two-piece suit constructed of leather or other material of similar or greater durability.</p> <p>Where suits and jackets are fitted with front opening slide fasteners; a safety strap must be fitted and secured at the neck.</p> <p>Provision must be made to attach the jacket securely to the trousers while competing when wearing a two-piece suit (using zips, press studs, laces etc.), and</p> <p>The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:</p> <ul style="list-style-type: none"> i) Shoulders, ii) Elbows, iii) Both sides of torso & hip joint, and iv) Knees.
B	<p>A one-piece suit constructed of leather, reinforced nylon, or waxed cotton.</p> <p>A jacket or jersey made of:</p> <ul style="list-style-type: none"> a) Leather, or b) Close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms; or c) Waxed cotton. <p>And trousers made of:</p> <ul style="list-style-type: none"> a) Leather, or b) Nylon lined motocross type, or c) Padded denim motocross type, or d) Reinforced padded nylon, e) Padded waterproof waxed cotton <p>Trousers of other than leather must be non-combustible and be fitted with a lining.</p> <p>Note: Both must leave no part of the body uncovered when the competitor is in the normal riding position.</p>
C	<p>A jersey made of close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms, and</p> <p>Trousers of leather or synthetic material of similar durability. Trousers of other than leather must be non-combustible and be fitted with a lining. For example, Motocross jersey and trousers</p>
D	<p>Trousers that cover rider from top of the boots to the waist, and a shirt with sleeves.</p>
E	<p>Clothing to Level A standards</p> <p>Minimoto Race Suit</p> <p>Motocross style pants, and a jacket made of leather.</p>

17.1.4 Back Protectors

A	A commercially manufactured back protector, except where suits/jackets are fitted with integral back protection. Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine
B	Not mandatory

17.1.5 Body Armour

A	In-built or commercially manufactured armour which protects the elbows and shoulders is required.
B	Level A standard, and Where the armour is not constructed as a one-piece suit type, knee guards must be used.
C	Commercially manufactured upper body protection (front and back) must be worn.

17.1.6 Footwear

A	Boots with ankle and calf protection which must comply with the following: a) Constructed of leather or other material of similar or greater durability but must not be constructed of rubber, b) The suit and boot must overlap and be secure when the rider is in the normal riding position, and c) Not have soft leather soles. Sidecar rider and passengers may wear ankle length boots.
B	Level A standard, and For solo competitors, in the case of the left foot, have a steel skid and be made with a curved front extending at least 50mm over the toe of the boot.
C	Boots which must be: a) Constructed of leather, plastic or other similarly durable material, and b) Of a length that must at least cover $\frac{3}{4}$ of the length of the lower leg. The trousers and boots must overlap and be secure when the rider is in the normal riding position.
D	Level C standard, and of recognised Dirt Track type.
E	Level C standard, and of recognised Motocross type. Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot (Juniors Only).
F	Level C standard, and of recognised Motorcycle type that covers $\frac{2}{3}$ ids of the lower leg.

17.1.7 Gloves

A	Gloves of non-split leather or other material of similar or greater durability and having the following properties: a) A minimum thickness of 1.5mm, b) Be fire retardant, c) Be resistant to abrasion, d) Have perspiration absorbing qualities, e) Be medically non-toxic and non-allergenic.
B	Gloves of leather or other material of similar or greater durability. Fingerless gloves may be worn by passengers on sidecars.
C	Not mandatory

17.1.8 Goggles and Visors

17.1.8.1 For all disciplines, excluding Trial:

- a) Eye protection, including spectacles, goggles, helmet visors must comply with the following:
 - i) Eye protectors and spectacles are made of non-shattering material,
 - ii) Eye protectors which cause visual disturbance are not to be used,
 - iii) Visors must be an integral part of the helmet,
 - iv) Metal or Perspex face shields are not permitted,
 - v) Eye shades or peaks must be of a flexible material.
- b) Visors mounted on the helmet or peak may not be used unless:
 - i) The visor is made of a flexible material that will not shatter on impact,
 - ii) 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.

17.1.8.2 For all off-road disciplines:

- a) Tear-offs are banned for all Off-Road related disciplines, including Minikhana.
- b) Exemptions are available for Junior, Senior and Classic Motocross Events by application of the Track Licensee to the RCB.
 - i) Automatic exemptions will apply for Supercross Events held at temporary tracks and Venues.
- c) A competitor must, at the start of each Event or special test, be wearing goggles or a similar form of eye protection. It is strongly recommended that the competitor wear the eye protection at all times during the Event. Where the competitor removes their eye protection during the course of an Event, they do so entirely at their own risk.

MA affiliated Clubs have the opportunity to run **Ride Park Days**.
 Recreational days, for riders of all levels and ages. No Club membership required.
 Visit the **Recreational** page at www.ma.org.au



Want to become a Commission member?
 Commissions are voluntary MA members, who assist with the interpretation and review of the rules, to ensure fairness and encourage participation.
 Visit the **Commission** page at www.ma.org.au

17.2 APPENDIX B: FLAGS AND SIGNALS

17.2.1 Matrix

	Road Race	Motocross & Supercross	Classic MX & Classic Dirt Track	Enduro Special Tests	ATV	Speedway	Dirt Track, Track & Flat Track	Hard & Super Enduro	Triol	Motobike	
National flag dropped or raised	x	x	x	x	x	x	x	x	x	x	Start of race
Red flag waved	x	x	x	x	x	x	x	x	x	x	Race or Practice stopped prematurely. Competitors must slow down, must not overtake and must wait for the start of the next lap. The red flag will also be used to signal the end of a demonstration.
White flag with red cross waved											Medical staff on track, proceed with extreme caution at a very slow speed. Riders must roll away from the track with no overtaking
Black flag held stationary and black board with rider's number	x	x	x	x	x	x	x	x	x	x	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	x	x	x	x	x	x	x	x	x	x	Danger, ride slowly, overtaking is forbidden
Yellow flag waved	x	x	x	x	x	x	x	x	x	x	Immediate danger, slow down, prepare to stop, overtaking forbidden
MX Yellow flag held stationary										x	Danger, ride cautiously
MX Yellow flag waved										x	Immediate danger, prepare to stop, no overtaking. A significant reduction in speed must be observed, therefore, jumps should not be attempted. (The waved yellow flag is superior to the stationary yellow flag)
Yellow flag with red stripes held stationary	x	x	x	x	x	x	x	x	x	x	Deterioration of adhesion of the track
Yellow flag with black diagonal cross											Last lap flag for Speedway only
White flag waved	x	x	x	x	x	x	x	x	x	x	Slow moving intervention vehicle on track
Blue flag held stationary	x	x	x	x	x	x	x	x	x	x	Overtaking signal warning that the rider is soon to be overtaken
Blue flag waved	x	x	x	x	x	x	x	x	x	x	Overtaking signal warning that the rider is about to be overtaken
Green flag waved	x	x	x	x	x	x	x	x	x	x	Course clear
Last lap board	x	x	x	x	x	x	x	x	x	x	The last lap of the race is about to commence
Purple flag	x	x	x	x	x	x	x	x	x	x	Protest flag for all junior competitors
Black and white chequered flag waved	x	x	x	x	x	x	x	x	x	x	Finish of Race, Practice session or Qualifying
Flag signals may be supplemented by light signals as follows:											
One or two flashing yellow lights = Yellow flagged waved	x	x			x	x	x	x			Immediate danger, slow down, prepare to stop, overtaking forbidden
Green light = Green flag waved	x	x	x	x	x	x	x	x	x	x	Course clear
Red light = Red flag waved	x	x	x	x	x	x	x	x	x	x	Race or practice stopped prematurely. Competitors must slow down, must not overtake and must wait for the start of the next lap, or other area indicated to them by officials
No Jump Light = MX Yellow flag			x	x	x	x	x	x		x	Danger, overtaking forbidden, jumping forbidden

17.3.1 Matrix

	Road Race		Historic Road Racing		Motocross & Supercross		Classic MX & Classic Dirt Track		Enduro (Including Hard & Super)		ATV (MX, SX & Enduro)		Speedway		Dirt Track, Track & Flat Track		Supernova		Trial		Minskana		Record Attempts	
	Sound Emissions LIMIT dB(A)	95	95	112	112	95	112	112	112	115	115	115	115	115	112	112	112	112	112	112	112	No Limit	No Limit	
2024	Sound Emissions Allowance dB(A)	NA	NA	2 ^{Pre Race} 1 ^{Post Race}	NA	2 ^{Pre Race} 3 ^{Post Race}	4	3	3	3	3	3	3	3	4	4	4	4	4	4	4	NA	NA	
	Sound Emissions Method for Testing	A	A	B	A	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	NA	NA	
	Sound Emissions LIMIT dB(A)	95	95	112	95	112	112	112	112	112	115	115	112	112	112	112	112	112	112	112	112	No Limit	No Limit	
2025	Sound Emissions Allowance dB(A)	NA	NA	2	NA	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	NA	NA	
	Sound Emissions Method for Testing	A	A	B	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	NA	NA	
	Sound Emissions LIMIT dB(A)	95	95	110	95	110	110	110	110	110	115	115	110	110	110	110	110	110	110	110	110	No Limit	No Limit	
2026	Sound Emissions Allowance dB(A)	NA	NA	2	NA	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	NA	NA	
	Sound Emissions Method for Testing	A	A	B	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	NA	NA	
	2027	Pending evaluation of FIM introduction, decision to be made in early 2026.																						
Fuel (Refer to 17.3.7)	A	C	A	D	A	A	A	A	A	A	B	B	A	A	A	A	A	A	A	A	NA	NA		
All Machines Fuel (Refer to 17.3.8) Exceptions	A / C ¹	B ¹	D	NA	NA	NA	D	D	D	D	D	D	D	D	D	D	D	NA	C ¹	NA	NA	NA		
Road Race notes: 1. Excludes 1. 125cc & 250GP 2- stroke Machines only	Historic RR notes: 1. Excludes Period 5, 6 and 7 Solo Machines	Speed- way notes: 1. Senior, Classic, and 250cc Junior classes only	Dirt Track & Track notes: 1. Senior and Classic classes only	Trial notes: 1. Classic classes only																				

17.3.2 Method for Testing

A	30 Metre Ride-By Test The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 metres from the edge of the track at a high speed point.
B	2 Metre Max Method Refer to Appendix C: 1.4 Use of Sound Level Meters: 2 Metre Max Method

17.3.3 Sound Testing

17.3.3.1 Sound testing must be carried out at all permitted Events however it is not mandatory to test all Machines

17.3.3.2 Where government regulations or planning orders exist in relation to lower sound emissions or where a Venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail over Appendix C.

17.3.4 Sound Control During Competition

17.3.4.1 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.

17.3.4.2 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.

17.3.4.3 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.

17.3.4.4 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.

17.3.5 Machine Testing

17.3.5.1 No person may compete in any Event on a Machine whose sound emissions exceed the prescribed levels.

17.3.5.2 If a Machine fails, it can be represented for re-testing.

17.3.5.3 A Machine which does not comply with the sound limits can be presented several times.

17.3.5.5 Provided sound emission levels are not exceeded, exhaust systems may operate without silencers.

17.3.5.6 Tests shall not take place in the rain.

17.3.6 Use of Sound Level Meters (2 Meter Max Method)

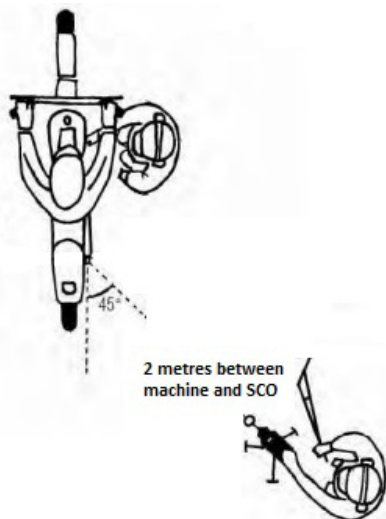
17.3.6.1 Set up of the sound meter and the Motorcycle:

- 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 metre radius of the microphone.
- The sound meter will be positioned at a distance of two metres behind the Motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metres above the ground, with the sound meter level.
- 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, for example, 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.

17.3.6.2 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.



17.3.6.3 Testing method:

- The measurement can be made with the Motorcycle on its wheels or on a stand, 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 themselves in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).

- l) The Motorcycle may be tested in gear.
- m) Exhaust system damage during the Race: silencers fitted with removable end cap/adapters/inserts to reduce sound must be securely mounted. If removable end cap/adapters/inserts become separated from the silencer during practice, qualifying or Race and the Machine exceeds posted sound limits, the silencer will be deemed modified and a penalty will apply. Motorcycle exhaust systems sustaining damage during the Race must meet post-Race sound limits.
- n) Any competitor whose Machine is tested post-Race and found to exceed the maximum allowed post-Race sound limit will be relegated three finishing positions for the previous Race. Post-qualifying, the riders' best lap will be removed from the results.
- o) Machines found to be using lower RPM limits for the static sound test than what is used on track will be immediately Excluded from the previous Race. This may be verified by the use of a tachometer. For Machines fitted with map select switches, all switch positions may be tested.
- p) Motorcycles that do not comply with sound test limits pre-Race will not be permitted to enter the course.

17.3.6.4 Post-Race testing protocol:

- a) Immediately after each Race, Motorcycles selected for sound testing must proceed directly to the sound testing area.
- b) Only two crew members per Machine including the rider are permitted in the sound testing area at any one time.
- c) Where a competitor's Machine does not proceed directly to the sound testing area, the competitor will be subject to a three position relegation.
- d) Machines selected for post-Race sound testing must not be adjusted or interfered with until sound test is completed. A three position relegation will apply for non-compliance.

17.3.7 Fuel

A	Must be Unleaded, fuel available on demand from a bowser at five separate service stations in any five Australian states or territories and
	i) No more than 100 RON,
	ii) Contain no additives other than those added at the point of manufacture except for lubricating oils for 2 - stroke Machines
	iii) Be readily available in Australia and,
	iv) Comply with the "Fuel Quality Standards Act 2000"
	Be a brand of fuel homologated by MA:-
B	Level A Fuel, or
	Pure Methanol
C	Level A Fuel, or
	Homologated substitute for Leaded Fuel can be found on the MA Website.
D	Level A Fuel
	Pure Methanol, or
	Homologated substitute for Leaded Fuel (Substitute Fuels can be found on the MA Website).

17.3.8 Fuel Exceptions

A	Moto2 and Moto3 GP Machines may use fuel in accordance with the FIM Technical Regulations
B	May use Pure Methanol
C	May use homologated substitute for Leaded Fuel (Substitute Fuels can be found on the MA Website).
D	May use upper Cylinder lubricant in 4-Stroke engines

17.3.9 Fuel Warning

- 17.3.8.1 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.
- 17.3.8.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 17.3.8.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 17.3.8.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

17.3.10 Fuel Testing

- 17.3.10.1 For any Event, meeting or series the RCB 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.
- 17.3.10.2 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) Fuel testing must be conducted by an MA approved fuel screening company using an infrared fuel analysis spectrometer.
- 17.3.10.3 Where onsite fuel testing is provided by the Promoter or RCB and is conducted at any MA permitted Event by an MA approved fuel screening company using an infrared fuel analysis spectrometer the following will apply:
 - a) Competitors Motorcycle being tested in this manner must remain in Parc Ferme/Impound area under the control of technical officials until the result of the test is known,
 - b) Where a sample has been taken from a competitors Motorcycle and the sample of fuel is outside the prescribed specifications as contained within the GCRs or SRs this is referred to as a positive result,
 - c) Where a positive sample has been taken from a competitors Motorcycle, a second sample must then be taken and tested to confirm the initial positive result,
 - d) Penalties and/or sanctions listed in these GCRs can be applied based on a positive result of the second sample taken,
 - e) If a competitor wishes to protest a positive result of the onsite test the secondary testing procedure will apply and;
 - i) The Machine must not have left the confines of the Parc Ferme/Impound area and still be under control of the technical officials,
 - ii) If the Machine is removed from Parc Ferme/Impound area before the secondary testing procedure is implemented, the secondary testing procedure cannot take place and consequently, the results from the original test sample will stand and all penalties will apply.
- 17.3.10.4 Where fuel testing is required and an onsite fuel testing service is not provided by the Promoter or RCB the secondary testing procedure may be applied.
- 17.3.10.5 Secondary testing procedure;
 - a) Two samples (Sample A and Sample B) of not less than 250ml each or where the quantity of fuel available in the Machine is less than 2 x 250ml, then as much fuel as is available will be taken and divided evenly between the two samples. These samples must be taken whilst the Machine is still in Parc Ferme/Impound area and must be placed in separate containers,
 - b) Once samples are placed in containers, the containers must immediately be sealed and identified by reference to the Motorcycle 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 Motorcycle from which the sample was taken and the identity of the rider,

- c) Both samples must remain in the control of the official who administered the test,
- d) The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,
- e) All samples held by the official must be delivered as soon as practicable after the Event to the RCB 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,
- f) The RCB must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,
- g) If the rider is dissatisfied with the test result of Sample A, they may, at the rider's cost, request Sample B be tested at an MA approved laboratory in their presence.

17.3.11 Sanctions

- 17.3.11.1 Where a competitor has been found to have used a fuel which is outside of the prescribed specifications, a positive result, contained within the GCRs, the following sanctions will apply,
- a) The competitor will be Excluded from the results of the Event where the samples were obtained, and Excluded from all Events the competitor participated in prior to the sampling at that Event,
 - b) All costs associated with an individual competitors laboratory testing of fuel samples will be borne by the competitor,
 - c) Fines in addition to any other sanctions may also be applied for this breach of the GCRs.
- 17.3.11.2 The laboratory tests are considered to be "judge of fact" and the penalties, as applied, are mandatory and not open to protest or appeal.
- 17.3.11.3 If the outcome of the laboratory test returns a negative result, the cost of the secondary testing will be borne by the Promoter or RCB.

17.3.12 Refuelling

- 17.3.12.1 During refuelling, each Machine must be stationary with the engine stopped.
- 17.3.12.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 17.3.12.3 Smoking is strictly prohibited in areas where refuelling is permitted.
- 17.3.12.4 Riders are liable for exclusion from an Event for failing to adhere to GCR 17.3.11, and are responsible for the actions of their mechanics and support team members.

17.3.13 Homologation of Fuel

- 17.3.13.1 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.
- 17.3.13.2 Organisations seeking homologation of fuel must provide MA with:
- a) 2 one-litre sealed containers of the fuel for analysis,
 - b) Details of the fuels characteristics,
 - c) The distribution network,
 - d) The price structure,
 - e) A homologation fee of \$2,500 in the first year and \$2,000 per year thereafter.
- 17.3.13.3 Fuels approved under this GCR will be published at www.ma.org.au.

17.4 APPENDIX D: ELECTRIC MOTORCYCLES

- 17.4.1 The technical concept is reserved for motorcycles powered solely by stored electricity (battery/accumulator) and by the action of the wheel/s in contact with the ground.
- a) For two and/or three-wheeled electric propelled Machines, powered solely by stored electricity (battery/accumulator). The number of electric motors is limited to one for two-wheeled and two for three-wheeled machines.
- 17.4.2 All Machines must be approved by MA and amendments to these technical regulations may be made at any time in order to ensure fair competition. For a list of eligible electric Machines, the class and disciplines in which they are eligible to compete and other specific electric Machine information, refer to www.ma.org.au.
- 17.4.3 Class Performance Limits:
- 17.4.3.1 For MX, SX, Enduro, Dirt Track, Track, Flat Track, Supermoto & Minikhana:
- a) 50cc Auto & Demo Class equivalent – An electric motor with a maximum output of up to 4kw measured at the rear wheel
- b) 65cc class equivalent – An electric motor with a maximum output of up to 6kw measured at the rear wheel
- c) 85cc class equivalent – An electric motor with a maximum output of up to 18kw measured at the rear wheel
- d) MX2 Class equivalent – An electric motor with a maximum output of up to 48hp/36kw (measured at the rear wheel).
- e) MX1 Class equivalent – An electric motor with a maximum output of up to 60hp/45kw (measured at the rear wheel).
- f) E3 & Open Class equivalent - An electric motor with a maximum output of up to 80hp/60kw (measured at the rear wheel).
- 17.4.3.2 Switching to a higher power mode from that listed for the class entered during competition is strictly prohibited. Switching to lower power mode from that listed for the class entered during competition is permitted.
- 17.4.3.3 The power output must be confirmed during scrutineering and may be checked post-race at the designated Parc Ferme (i.e. a sound test area or podium). Approved methods must be used for technical inspections.
- 17.4.3.4 Only off road specific machines used to compete in the listed disciplines above are permitted to compete in the appropriate classes for that discipline.
- 17.4.3.5 Road biased machines are not eligible.
- 17.4.3.6 Discipline specific wheel sizes apply to junior classes utilising these machines.
- 17.4.3.7 Electric Machines are permitted to compete in the appropriate class at Club or Interclub events and with the approval of MA at State or National Championships. In addition to these regulations, all machines must meet Australian Standards for Electric Vehicles and pass scrutineering prior to being permitted to compete. Refer to 17.4.5 m) i) to vi) for information on the required standards.
- 17.4.4 Class Performance Limits for Trial Machines
- 17.4.4.1 Power bus maximum voltage
- a) For Trial 1 to 5: The maximum allowed voltage in the main power bus is 120VDC or 85VAC. A secondary power bus may be used to supply energy to the critical systems at a maximum voltage of 20VDC or 14VAC. For Trial 1 to 5 (300cc equivalent) Electric Machines upto 22kw are accepted.
- b) For Trial (125cc equivalent): The maximum allowed voltage in the main power bus is 60VDC (and 30VAC (rms)). A secondary power bus may be used to supply energy to the critical systems at a maximum voltage of 20VDC or 14VAC. For 125cc equivalent classes, Electric Machines upto 11kw are accepted.
- 17.4.4.2 Switching to a higher power mode from that listed for the class entered during competition is strictly prohibited. Switching to lower power mode from that listed for the class entered during competition is permitted.

17.4.5 All disciplines technical requirements

- a) The charging system must be that supplied by the OEM separate from the Machine and comply with all Australian and state government electrical safety requirements including thermal overload trip, fusing and be equipped with an earth leakage protection breaker. The charging of Machines must be carried out in accordance with the manufacturers' instructions.
- b) Charging with OEM wall socket charger up to 3.5Kw/h may be done following the guidelines of the manufacturer in the general paddock area. The charging system must be automatic and must ensure that the battery cannot be overcharged or damaged if left permanently connected to the charger.
- c) For fast charging of removeable batteries:
 - i) A separate fast charging area should be provided and controlled to allow safe fast charging of electric Machines or removeable batteries. It is not permitted to fast charge Machines in the general paddock area.
- d) A Scrutineer/Technical officer shall check the Machine for compliance with the technical specifications.
- e) All motorcycles must comply in every respect with all the requirements for racing as specified in the Manual of Motorcycle Sport Technical Specifications for each eligible discipline, unless otherwise specified below.
- f) For the accumulator (storage battery):
 - i) The accumulator is defined as any equipment used for the intermediate storage of electrical energy supplied by the charging unit. Any on-board accumulator is considered as an integral part of the vehicle's accumulator.
 - ii) The type, dimensions and weight of accumulator/s cannot be changed between official practices and race.
 - iii) All on-board electrical equipment, unless consisting of items originally powered by dry batteries, small accumulators or their own solar cells, must receive its energy supply from the machine's official accumulators.
- g) Recovering energy generated by the kinetic energy of the vehicle is permitted.
- h) The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the Machine is strictly prohibited. This includes the energy used to drive the Machine's cooling system.
- i) The Machine must be able to freewheel in the event that the propulsion system has stopped (ie. charge exhausted or system failure).
- j) The voltage is limited to 500 volts nominal between two points (when charging higher charging voltages are permitted).
- k) A 'self-closing' throttle (power control) must be applied.
- l) An emergency circuit breaker (kill switch) that isolates the battery/s and prevents drive must be fitted. The breaker must be fitted in such a position that it can be operated by the rider while seated and by an official attending the Machine.
 - i) This breaker must be clearly identified as such.
 - ii) The use of a lanyard attached to the rider to operate this breaker as an alternative to a button or switch is recommended for some disciplines (ie: Dirt Track, Track & Flat Track).
- m) For IEC/AS Publications (Guidelines):
 - i) If no specific rule exists in these GCR's, the relevant IEC/AS Standard (Australian & State electrical safety requirements or International Electro-Technical Commission Standard) or report should be observed.
 - ii) IEC 60529/AS 60529 Degrees of protection provided by enclosures (IP Code).
 - iii) IEC 60783/SA TR IEC 60783:2014 Wiring and connectors for the road vehicles. This report is applicable to cabling and connectors used in battery electric road vehicles.

- iv) IEC 60784 Instruments for electric road vehicles. This report is applicable to the instrumentation of electric road vehicles, excluding those items which are used as instrumentation in vehicles with internal combustion engines.
- v) IEC 60785 Rotating machines for electric road vehicles. This report is applicable to rotating electrical machines (traction motors and auxiliary motors) of electric road vehicles including hybrids, which are fed from the main traction batteries.
- vi) IEC 60786 Controllers for electric road vehicles. This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors.

Note: For a list of eligible electric Machines, the class and disciplines in which they are eligible to compete and other specific electric Machine information, refer to www.ma.org.au.