

## 5. ALL DISCIPLINES

### 5.1 APPLICATION OF THIS CHAPTER

#### 5.1.1 Generality of Chapter

- 5.1.1.1 The Rules set out in this chapter are for all disciplines.
- 5.1.1.2 Unless otherwise stated, the requirements of any discipline-specific chapter override the requirements of this chapter.
- 5.1.1.3 **Everything that is not authorised and prescribed in this chapter, or in the discipline specific chapters, is strictly prohibited.**

### 5.2 ELIGIBILITY

#### 5.2.1 General Eligibility

- 5.2.1.1 No person may participate in any non Australian Championship competition unless and until that person's clothing and machine have been examined and approved by the scrutineer for that competition.
- 5.2.1.2 No person may participate in an Australian Championship unless and until that person's clothing and machine have been examined and approved by the scrutineer for that meeting or, if stipulated in SR, the person provided the scrutineer with a signed checklist that the clothing and machine have been self-scrutineered.
- 5.2.1.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 5.2.1.4 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.
- 5.2.1.5 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.
- 5.2.1.6 In the interpretation of any Rule relating to the design requirements for any machine or class of machines reference may be made to relevant diagrams appearing in these Rules.

#### 5.2.2 Juniors only to compete in Junior Competitions

- 5.2.2.1 Subject to rules 6.9.2, 10.6.5 and 11.4, no person who is under the age of sixteen years may compete in other than a junior competition unless that competition is:
  - a) Moto-trials;
  - b) 125cc GP Road Race **only. Junior riders cannot compete in combined races.**
  - c) Enduro.
- 5.2.2.2 **As of 1<sup>st</sup> January 2005 the following rule will take effect.**

**The age of the rider up to and including January 1st, is the age of that rider in competition for all that year, and is applicable to all competitions including State and National Championships. This applies to all riders with the exception of the 65cc categories whereupon actually turning 13 years a rider is no longer permitted to race in this class. Riders actually turning 16 years may elect to relinquish their junior licence and ride in the senior classes. They then may no longer compete in the junior classes.**

#### 5.2.3 Homologation

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

### 5.3 ENGINES – FORMULAE FOR CALCULATION OF CAPACITIES AND CLASSES

#### 5.3.1 Reciprocating Engines:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore;

C = Stroke.

N = Number of cylinders. (D & C are in centimetres).

Rotary Engines:

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

Where:

V = capacity of each chamber comprising the engine;

N = number of turns of the motor necessary to complete one cycle in a chamber and Z = Combustion cycles per revolution. (V is in cubic centimetres)

### 5.3.2 Wankel System Engines With A Triangular Piston:

Cubic capacity = 2 x V x D

Where:

V = capacity of a single chamber.

D = the number of rotors.

Wankel system engines are classified as 4 strokes.

### 5.3.3 Superchargers and Turbochargers

5.3.3.1 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. In these classes the capacity of a supercharged or turbocharged engine must be no more than half the capacity of a normally aspirated engine.
- c) For Historic Road Race Period Two machines when fitted with a supercharger as factory equipment.

### 5.3.4 Engine Capacity Tolerances

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

Permitted excess	Class
5%	Sidecar and cycle car machines except road race
5%	Period 1, 2, 3, 4, 5 Historic Road Race, Classic Dirt Track and Classic Motocross
5%	80cc 2 stroke machines manufactured prior to 1/1/95
Nil	Record attempts and senior speedway / track.
Nil	65cc & 85cc machines
Nil	Road race sidecars

## 5.4 NUMBER PLATES

### 5.4.1 General

5.4.1.1 Three number plates must be fitted, one at the front and one each side for all competitions except moto-trials.

5.4.1.2 Number plates must:

- a) Be produced to a matt 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) Be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- e) For sidecars, be positioned so that they are visible from the front and each side of the sidecar.

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

5.4.1.4 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 riders footrest.
- c) For machines with streamlining, be attached to a suitable surface which is flat or with a curvature not exceeding 50mm from the true plane.

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

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### 5.4.2 Number Plate Colours - Except for Enduro

5.4.2.1 Colours must be as follows:

Up to 125cc	Black background with White figures
Up to 125cc 2 stroke, up to 250cc 4 stroke, MX/SX only	Black background with White figures
126cc to 250cc 2 stroke, 251cc to 450cc 4 stroke MX / SX only	White background with Black figures
126cc to 250cc	Green background with White figures
251cc to 350cc	Blue background with White figures
351cc to 500cc	Yellow background with Black figures
501cc to 750cc	White background with Black figures
751cc to 1000cc	Red background with White figures
Long Track 500cc	White background with Black figures
Dirt Track 251 to 450cc thumper	Blue background with White figures
Dirt Track over 450cc thumper	White background with Black figures
Superbikes	White background with Black figures (front)
Up to 500cc Sidecar	Yellow background with Black figures
Over 500cc Sidecar	White background with Black figures
Formula Two Sidecar	Red Background with White figures

5.4.2.2 Base colours must be Dark Green, Mid Blue, Canary Yellow, Mail Box Red, White, and Black.

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

5.4.2.4 Production Superbikes and Superbikes may use any contrasting colour on side number plates providing they are legible at 20 metres.

### 5.4.3 Number Plate Figures

5.4.3.1 Figures must be one of the following fonts:

- a) Arial rounded;
- b) Brush script italic; or
- c) Lucida sans italic.

5.4.3.2 A machine must display its number in one only of the above fonts.

5.4.3.3 Figures must be clearly legible, the minimum dimensions being,

Height	140mm
Width of each figure	70mm
Space between figures	25mm
Space between figures and edge of plate	12mm

5.4.3.4 Advertising is permitted on all machines but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip.

### 5.4.4 Number Plates – Juniors

5.4.4.1 Number plates for juniors must be as follows:

- a) A minimum plate size of 225mm width and 200mm height.
- b) Figures with minimum sizes of 100mm height and 20mm width of stroke and with one of the following fonts:
  - i) Arial rounded;
  - ii) Lucida sans italic.
- c) Colours for age group racing:

Under 10 years	Blue background with White figures
10 to under 12 years	Yellow background with Black figures
12 to under 14 years	Red background with White figures
14 to under 16 years	Black background with Yellow figures

d) For 50cc automatic:

- i) A minimum plate size of 200mm width and 150mm height.
- ii) The figures on the plates must be 100mm height and 20mm width of stroke.
- iii) The front plate must be fitted so that it does not extend above the height of the handlebars or grips.

### 5.4.5 Back Numbers – Juniors

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- 5.4.5.1 No junior may compete, **except in enduros**, unless wearing the machine identification number on his or her back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke

### 5.5 FRAMES AND PARTS

#### 5.5.1 Streamlining

- 5.5.1.1 All streamlining fitted to motorcycles or sidecars must be free of all sharp edges on exposed extremities.
- 5.5.1.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.
- 5.5.1.3 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.
- 5.5.1.4 Identification plates must have corners and edges smoothed.

#### 5.5.2 Fuel Tanks

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

#### 5.5.3 Exhaust Systems

- 5.5.3.1 Exhaust systems must comply with the following:
- Systems must be fitted with silencers. If silencers are re-packable, securing bolts must be safety wired;
  - Systems must terminate at a point not more than 25mm beyond the extremity of the rear tyre tread;
  - Systems must 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.
  - Separate silencers must have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc.

#### 5.5.4 Centre and Side Stands

- 5.5.4.1 Centre and side stands must be removed for all types of competition other than:
- Moto-Trials.
  - Enduro.
  - Natural Terrain Motocross at Club and Interclub competitions.
  - The 50cc class of all disciplines.
- 5.5.4.2 Centre and Side Stands which remain on machines under the previous rule must be secured in the closed position.

#### 5.5.5 Footrests

- 5.5.5.1 Footrests:
- Must be well rounded and the edges designed so as to ensure that no dangerous edges are created due to wear.
  - Must not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

#### 5.5.6 Handlebars

- 5.5.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.
- 5.5.6.2 Handlebar levers must:
- Have ball ends attached with:
    - A minimum diameter of 15mm for levers longer than 76mm.
    - A minimum diameter of 10mm for levers shorter than 76mm.
  - Measure no more than 200mm from the fulcrum to the extremity of the ball.
- 5.5.6.3 Throttle controls must be self closing.
- 5.5.6.4 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted for the following:

Speedway – junior & senior	Solo & Sidecar machines
Motocross – junior & senior	Sidecar machines
Dirt track	Sidecar machines
Track	Sidecar machines
Road race	Sidecar machines

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5.5.6.5 For road race, motocross and dirt track the lanyard must have a maximum length of 1 metre.

5.5.6.6 For speedway and long track the lanyard:

- i) Must be attached around the rider's right wrist whenever the engine is operating.
- ii) Must not be taped to the handlebar unless the tape is easily torn.
- iii) Must have a maximum length of 500mm.

### 5.5.7 Kick Start Levers

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

### 5.5.8 Drive Chain Protection

5.5.8.1 Primary drives must be guarded so as to prevent direct access to the chain or sprockets with the fingers. 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.
- c) 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.

5.5.8.2 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.

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

### 5.5.9 Tyres

5.5.9.1 Tyres must comply with the following:

- a) Metal studs, spikes, chain, rope or other non-skid attachments may not be used unless permitted by the relevant SR.
- b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.
- c) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.
- d) Paddle or scoop treaded tyres may not be fitted.
- e) Valve caps must be used for all competitions.

### 5.5.10 Mudguards

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

5.5.10.2 All mudguards must be made of a material, which is not liable to cause personal injury if deformed.

## 5.6 FUEL

### 5.6.1 Fuel Warning

5.6.1.1 Fuels and lubricants are highly specialized substances and participants must be aware they may contain substances that are extremely dangerous to one's health if misused, inhaled or allowed to contact human skin.

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

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

5.6.1.4 All fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

### 5.6.2 Fuel Requirements

5.6.2.1 The fuel requirements of each discipline is detailed in discipline specific chapters.

### 5.6.3 Fuel Testing

5.6.3.1 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.

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- 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 the Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.
- c) Fuel tests must comply with the following procedures:
  - i) 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.
  - ii) Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material.
  - iii) All samples must be divided into two lots (Sample A and Sample B) of not less than 5ml each, which must be placed in separate containers.
  - iv) Once samples are placed in containers the containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on a fuel sample certificate which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken and the identity of the rider.
  - v) Both samples must remain in the control of the official who administered the test. The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed.
  - vi) All samples held by the official must be delivered as soon as practicable after the competition 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.
  - vii) The RCB must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA.
- d) If the rider is dissatisfied with the test result of sample A, they may request sample B be tested at an MA approved laboratory in their presence.

### 5.6.4 Refuelling

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

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

### 5.6.5 Homologation of Fuel

5.6.5.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least three states does not have to be homologated.

5.6.5.2 Organisations seeking homologation of fuel must provide MA with:

- a) Two 1 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 \$1500 in the first year and \$1000 per year thereafter.
- Approved fuels under this rule will be published at [www.ma.org.au](http://www.ma.org.au).

## 5.7 NOISE EMISSIONS

### 5.7.1 Specifications

5.7.1.1 Noise emissions must not exceed 102dB(A) unless otherwise provided for in SR. This sub-Rule does not apply to Record Attempts.

5.7.1.2 The noise emission level for speedway is 98dB(A).

### 5.7.2 Measurement

5.7.2.1 Noise emissions must be measured with a microphone placed at 500mm from the exhaust pipe at an angle of 45 degrees measured from the centre line of the exhaust end, and at the height of the exhaust pipe, but at least 200mm above the ground. The reading must be taken with the engine running at a crankshaft speed equivalent to a calculation based on a mean piston speed of 13m per second for two-stroke and 11m per second for four-stroke engines using the following table.

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Stroke in mm	2 Stroke Rd/Racing Motocross	4 Stroke Trial/ISDE Rd/Racing Motocross Speedway	Stroke in mm	2 Stroke Rd/Racing Motocross	4 Stroke Trial/ISDE Rd/Racing Motocross Speedway
30	13,000	11,000	66	5,909	5,000
31	12,581	10,645	67	5,821	4,925
32	12,188	10,313	68	5,735	4,853
33	11,818	10,000	69	5,652	4,783
34	11,471	9,706	70	5,571	4,714
35	11,143	9,429	71	5,493	4,648
36	10,833	9,167	72	5,417	4,583
37	10,541	8,919	73	5,342	4,521
38	10,263	8,684	74	5,270	4,459
39	10,000	8,462	75	5,200	4,400
40	9,750	8,250	76	5,132	4,342
41	9,512	8,049	77	5,065	4,286
42	9,286	7,857	78	5,000	4,231
43	9,070	7,674	79	4,937	4,177
44	8,864	7,500	80	4,875	4,125
45	8,667	7,333	81	4,815	4,074
46	8,478	7,174	82	4,756	4,024
47	8,298	7,021	83	4,699	3,976
48	8,125	6,875	84	4,643	3,929
49	7,959	6,735	85	4,588	3,882
50	7,800	6,600	86	4,535	3,837
51	7,647	6,471	87	4,483	3,793
52	7,500	6,346	88	4,432	3,750
53	7,358	6,226	89	4,382	3,708
54	7,222	6,111	90	4,333	3,667
55	7,091	6,000	91	4,286	3,626
56	6,964	5,893	92	4,239	3,587
57	6,842	5,789	93	4,194	3,548
58	6,724	5,690	94	4,149	3,511
59	6,610	5,593	95	4,105	3,474
60	6,500	5,500	96	4,063	3,438
61	6,393	5,410	97	4,021	3,402
62	6,290	5,323	98	3,980	3,367
63	6,190	5,238	99	3,939	3,333
64	6,094	5,156	100	3,900	3,300
65	6,000	5,077			

5.7.2.2 Where government regulations or planning orders exist in relation to noise testing, those regulations or orders will prevail over rules 5.7.1.

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

### 5.8 GENERAL COMPETITION RULES

#### 5.8.1 Measurements at Meetings

5.8.1.1 A steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the RCB.

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

5.8.1.3 If an engine is measured for the purposes of a protest, the party against whom the decision is made is liable for the cost of the measurement, and the machine may, if the engine is found to be oversized, be retained until such cost is paid.

## 15. SUPERMOTO

### 15.1 PROTECTIVE CLOTHING

#### 15.1.1 Helmets, Clothing, Gloves and Footwear

- 15.1.1.1 No competitor may practise, start or compete in any supermoto competition unless wearing:
- a) An approved and correctly fitting full-faced helmet which must:
    - iii) Carry the Standards Association of Australia "AS 1698" label; or
    - iv) Be approved under Rule 01.69 & 01.70 of the FIM Technical Rules.
  - b) A one piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.
    - iv) Where jackets or one piece suits are fitted with front opening slide fasteners a safety strap must be fitted and secured at the neck.
    - v) In the case of jackets and trousers, provision must be made to attach the rear of the jacket securely to the trousers.
    - vi) The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick.
      - a) Shoulders.
      - b) Elbows.
      - c) Both sides of torso and hip joint.
      - d) Knees.
  - c) A back protector which is commercially manufactured.
  - d) Boots with ankle and calf protection which:
    - v) Must be constructed of leather or other material of similar or greater durability but must not be constructed of rubber.
    - vi) Must at least overlap the suit or trousers when the rider is in the normal riding position.
    - vii) Must not have soft leather soles.
    - viii) Motocross boots are approved.
  - e) Gloves of leather or other material of similar or greater durability.
  - f) Goggles or visors as specified in rule 15.1.2
- 15.1.1.2 No person may wear open footwear in the pit area.

#### 15.1.2 Goggles and Visors

- 15.1.2.1 Spectacles, protective goggles, helmet visors and "tear-offs" may be worn provided:
- a) Eye protectors and spectacles are made of non-shattering material.
  - b) Eye protectors which cause visual disturbance are not to be used.
  - c) Visors are an integral part of the helmet.
  - d) Metal or perspex face shields are not used.
  - e) Eye shades or peaks are of a flexible material.

### 15.2 ENGINES

#### 15.2.1 General

- 15.2.1.1 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in a manner approved by the scrutineer in the tightened position.
- 15.2.1.2 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. For other than historic machines, worm drive hose clamps may not be used.
- 15.2.1.3 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.
- 15.2.1.4 Only single cylinder engines may be used. **On 4 stroke engines, an oil catch tank of 500cc minimum, properly fastened, or a closed breather system must be installed.**
- 15.2.1.5 The only liquid coolant permitted is water.
- 15.2.1.6 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.
- 15.2.1.7 A self-closing throttle must be fitted.

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15.2.1.8 A non-return valve must be fitted to the tank breather pipe which must discharge into a catch tank with a minimum capacity of 500cc.

15.2.1.9 Lock wiring used on oil and water filler caps and drain plugs must be visible.

### 15.2.2 Fuel

15.2.2.1 Fuel for all machines must be:

- a) Unleaded.
- b) Be no more than 98 RON.
- c) Contain no additives other than those added at the point of manufacture except for lubricating oil for two stroke engines.
- d) Be readily available from retail petrol pumps within Australia; or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

## 15.3 FRAMES AND PARTS

### 15.3.1 Tyres

15.3.1.1 Knobby tyres are not permitted. Additional cuts and/or grooves may be made to tyres.

### 15.3.2 Rims

15.3.2.1 Rims must be 17" in S1, S2 and S3 classes.

15.3.2.2 **Rims other than 17"** may be used in S4, S5, S6 classes. **Any rim size can be used in S7/S8 classes.**

### 15.3.3 Brakes

15.3.3.1 A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.

## 15.4 CAPACITY CLASSES

### 15.4.1 Capacities.

15.4.1.1 **S1 Prestige class over 450cc 2 stroke and over 450cc to 700cc 4 stroke;**

15.4.1.2 **S2 Sport class up to 250cc 2 stroke and up to 450cc 4 stroke;**

15.4.1.3 **S3 Light class 125cc to 200cc 2 stroke and up to 250cc 4 stroke;**

15.4.1.4 **S4 Clubman Open Class**

15.4.1.5 **S5 Clubman 250cc 2 stroke and up to 450cc 4 stroke**

15.4.1.6 **S6 Clubman 125cc 2 stroke and up to 250cc 4 stroke**

15.4.1.7 **S7 Junior 13-15 years, up to 125cc 2 stroke**

15.4.1.8 **S8 Junior 13-15 years, up to 250cc 4 stroke.**

15.4.1.9 **Senior classes of the same capacity may be combined if provided for in SR.**

## 15.5 COMPETITION RULES

### 15.5.1 Starting

15.5.1.1 Unless otherwise provided for in SR, massed starts must be used.

15.5.1.2 Unless otherwise provided for in SR, qualifying for starting grid positions must be held.

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

### 15.5.2 Grid Positions

15.5.2.1 There must be a maximum of four riders per row with a minimum of one metre between riders; and

15.5.2.2 There must be a minimum of four metres between rows.

15.5.2.3 No more than thirty riders may participate in each race.

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- 15.5.3** Stopping and Re-Running
- 15.5.3.1 The Steward or Clerk of the 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.
  - b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event.
- may declare the event void and order a re-run.
- 15.5.3.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:
- a) Held immediately before such conduct.
  - b) having regard to any advancement in placing following the exclusion, in some other place.
- 15.5.3.3 A Steward or Clerk of the Course may stop an event and order it to be re-run if it would be dangerous for it to continue.
- 15.5.3.4 In any re-run:
- a) Any competitor who:
    - vii) Fell in the stopped event as a result of having been fouled.
    - viii) Intentionally laid down his or her machine in the interests of safety; or
    - ix) Left the course in the interests of safety;may participate.
  - b) Any competitor who:
    - xi) Caused or contributed to the event being stopped.
    - xii) Failed to start in.
    - xiii) Retired from.
    - xiv) Was excluded from; or
    - xv) Had been lapped during the course of the stopped event;may not participate.
- 15.5.3.5 Where the Steward or Clerk of the 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:
    - vii) The stopped race will be declared null and void.
    - viii) The race may be re-run.
    - ix) The re-run race will be for the full race distance.
    - x) The original grid positions will be used.
    - xi) The place of any machine unable to take part in the re-run race will be left vacant.
    - xii) Machines may be repaired or replaced provided they have been approved by the scrutineer.
  - b) If more than two laps, but less than 75% of the race distance, have been completed:
    - xii) The race may be re-started, but only once.
    - xiii) The restart must occur no more than 30 minutes after the race has been stopped.
    - xiv) The re-started race distance will be equal to the balance of the stopped race distance.
    - xv) 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.
    - xvi) 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.
    - xvii) Machines may be repaired or replaced provided they have been approved by the scrutineer.
    - xviii) The stopped race and any re-run will be deemed to be parts of the one race.
    - xix) The winner will be the competitor having the highest number of laps at the finish.
    - xx) 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.
    - xxi) If at least 75% of the scheduled race distance is completed full points will be awarded.
    - xxii) If less than 75% of the scheduled race distance is completed half points will be awarded.
  - c) **Anticipated Start.**

**If the front wheel spindle of the motorcycle crosses the line which marks the front of that riders starting position on the grid before the red light goes out, this will be considered as an anticipated start.**
  - d) **Stop/Go Penalty.**
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## **SUPERMOTO**

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.

The rider in question must go to the designated "Stop & Go" penalty zone, must bring the machine to a stop (the engine must not be turned off) and remain stationary for a full 5 seconds. The rider may then rejoin the race. This procedure is under the strict control of the designated marshals. Failure by the rider to stop after being shown the board three times will result in the rider being black flagged. If more than one rider is penalized, 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

b f KNd

- h) Between the front and back wheels, a frame must be fitted (**Nerf bars**) **They must be of closed loop design and 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. The bars must be covered with a material to prevent the riders feet from going below the bars (material webbing is acceptable). The Nerf bars must be bolted or welded to the frame and must be close enough to the front and rear wheels to prevent locking together of competitors machines. No sharp, protruding or open end tubing is allowed.**
- i) A self closing throttle.
- j) An engine cut out switch, of lanyard type attached to the body.
- k) Effective brakes on all wheels.
- l) A maximum overall width, including the rear tyres, of 1400mm.
- m) A maximum wheel base 1500mm.
- n) Handlebars, rubber hand grips, handlebar levers and number plates.
- o) Noise emissions of no more than 102 dB(A).
- p) No sharp or protruding extremities.
- q) Glass, mirrors and headlights to be removed.
- r) Number plates are to:
  - i) Comply with rule 5.4.
  - ii) Be mounted centrally at the front and rear of the machine.

**12.3 CLASSES**

**12.3.1 Club Level Racing**

50cc STD 50cc STD	No suspension, With suspension,
80cc 2 stroke Std 90cc 4 stroke Std	Race Together
80cc 2 stroke Modified 90cc 4 stroke Modified	Race Together
200cc 2 stroke Modified 250cc 4 stroke Modified	Race Together
Open 2 stroke Modified, (max capacity 550cc) Open 4 stroke Modified, (max capacity <b>700cc</b> )	Race Together

**12.3.2 Stadium Classes**

Open 2 stroke Modified, (max capacity 550cc) Open 4 stroke Modified, (max capacity <b>700cc</b> )	Race Together
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**12.3.3 Tolerances**

12.3.3.1 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%.

**12.3.3.2 Engine Capacities.**

**The maximum engine capacity for a two stroke engined quad shall not exceed 550cc, and be no more that two cylinders.**

**The maximum capacity for a four stroke engined quad shall not exceed 700cc and be no more that two cylinders.**

**12.3.3.3 Junior Quad Age Groups.**

- a) **8 to U 13years-up to 90cc 2 or 4 stroke.**
- b) **13 to U 16 years-up to 200cc 2 stroke or 250cc 4 stroke.**
- c) **Junior ATV's must use OEM engine cases and frames.**

**12.4 FUEL**

**12.4.1** Fuel must be:

- a) Unleaded; and
- b) Be no more than 98 RON.
- c) Contain no additives other than those added at the point of manufacture except for lubricating oil for two stroke engines.
- d) Be readily available from retail petrol pumps within Australia; or
- e) Be a brand of fuel homologated by MA **that is compatible with the "Fuel Quality Standards Act 2000"**.