



2024 SupermotoWA Club Championships Wanneroo, Bunbury and Cockburn Circuits

Round 1 3 rd March Bunbury	Round 2 21 st April Wanneroo	Round 3 5 th May Cockburn	Round 4 2 nd June Bunbury	Round 5 7 th July Wanneroo	Round 6 11 th August Cockburn
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SUPPLEMENTARY REGULATIONS

EVENT: 2024 SupermotoWA Club Championships

DATES: As above

VENUES: Bunbury City Kart Track
S Western Hwy, Bunbury WA 6230

Wanneroo International Kart Track
Wattle Ave, Neerabup

Cockburn International Kart Track
Gemma Rd, Henderson

TRACK LICENCE NUMBERS: **TBC**

MA PERMIT NUMBER: **PER EVENT**

EVENT CONTACT Kathleen McQueen
supermotowa@gmail.com

EVENT KEY OFFICIALS Steward **TBC per event**
Clerk of Course **TBC per event**
Race Secretary **TBC per event**
Scrutineer **TBC per event**

1. ANNOUNCEMENT

The Supermoto Club of WA, hereafter called the Promoter will conduct the 2024 SupermotoWA Club Championships for Supermoto, Mini-Motard, Cadets and Postie Bikes at the Bunbury City Kart Track - Bunbury, Cockburn International Kart Track – Henderson, and Wanneroo International Kart Track - Neerabup, commencing 3rd March 2024.

2. JURISDICTION

2.1 The abovementioned meetings have been authorised by Motorcycling WA which has issued the Motorcycling Australia Permit Numbers available on Ridernet, and is open to holders of current Motorcycling Australia Senior National, Junior National, and One Event Licenses.

2.2 The meetings will be held in accordance with the current General Competition Rules (GCR's) contained in the Manual of Motorcycle Sport, these Supplementary Regulations, and any final instructions. By entering these meetings all parties agree to comply with these rules, regulations, by-laws and instructions.

3. EVENT OFFICIALS

The following officials will be overseeing the meetings:

Club Steward/Steward	TBC per event
Clerk of Course	TBC per event
Race Secretary	TBC per event
Chief Scrutineer	TBC per event

4. ENTRIES

4.1 Entries open at least 3 weeks before each event and close 9:00pm (AWST) on the Monday 6 days before each event, unless specified by the committee.

4.2 In the event of over subscription, the Promoter, in consultation with Motorcycling Australia reserve the right to close entries prior to the nominated closing date.

4.3 In the case of postponement or abandonment of the meeting, all or any part of the entry fee may be retained by SupermotoWA, if such retention is approved by Motorcycling WA. SupermotoWA will only retain the proportion of the entry fees required to cover the un-recoverable costs such as hire of venue and equipment, ambulances, officials.

4.4 Entry fees will be **transferred to the next competitive event** if a rider informs SupermotoWA, by e-mail to supermotowa@gmail.com a minimum of 3 days before the event. Entry fees will only be refunded if a medical certificate stating an incapacity to race is provided before the event.

5. ENTRY FEE

5.1 All-round entry fees (see table below) will apply up to 'close of entries' for each event.

5.2

2024 Race Fee Structure	Club Championship
Registration Fee Senior	\$100
Registration Fee Junior	\$75
Class Fees (ALL ages and classes including 2nd/3rd class)	\$50
Recreation Class 7 to 12 years	\$50
Bunbury Saturday Practice (with racing Sunday)	\$75
Late Registration Fee	\$30

5.3 Payment is by **Ridernet** only. Ridernet charge a service fee.

5.4 Registration for Recreational Class 7 to 12 years will be from the Event page on the Supermoto WA Website <https://www.supermotowa.com/>

5.5 Late Entries will commence via **Ridernet** from 9:01pm (AWST) the Monday before the event to 9pm Thursday before the event and will incur a **\$30** late fee unless discussed and agreed with the committee prior to entries closing.

6. ENTRY CONDITIONS

There will be no entry passes, entry is free.

At all times, all riders, pit crew and spectators must abide by all local/State/Gov regulations in regard to Covid19.

7. INSURANCE

7.1 National Personal Accident Scheme provides basic cover for death and permanent disability.

7.2 Ambulance Insurance is compulsory for licensees.

it is strongly recommended that competitors take out sufficient insurance coverage for their needs, beyond what is provided as part of participating in a MA sanctioned event

8. MEDICAL SERVICES

The event will have event medical staff in attendance from the commencement of practice to the end of competition in accordance with the requirements of Motorcycling Australia.

Riders who have been transported to hospital by Ambulance or personal vehicle, must obtain a medical clearance to the effect that they are fit to resume/continue motorcycle racing. This clearance is to be produced on request at their next race meeting. This also applies if they return to the same race meeting after transportation to hospital.

If a rider is diagnosed with concussion they will be removed from the competition and assessed by the onsite medical team.

Medical clearances produced at a race meeting must be reviewed and approved by the Steward. For medical clearance refer to MA's website link supplied below. Please note new concussion guidelines below:

Please refer to:

Medical & concussion - Motorcycling Australia www.ma.org.au/medical-concussion/

RECOVERY & RETURN TO SPORT AFTER CONCUSSION FORM www.ma.org.au/medical-concussion/

9. SCRUTINEERING

Scrutineering will be open as per each events schedule.

Machines entered in the competition must have successfully passed a machine examination prior to taking part in practice, qualifying or racing. The scrutineer will keep a record of all machines scrutineered. Eligibility checks can take place at any time during the meeting. Machines which suffer accident damage in practice or race sessions must be re-examined by a scrutineer before participating again.

Current competition licences must be presented at scrutineering. All riders must produce their protective riding gear for inspection at scrutineering. Details of requirements can be found in the Manual of Motorsport - Appendix A: Protective Clothing & Equipment

In addition to supervising the pulling down and checking of machines after official protests have been received by the Clerk of Course in accordance with the GCRs, the Steward can order that any machine be measured and if this occurs the Scrutineer will supervise a team member to pull down any machine that has taken part in the event. Failure to comply with this regulation will result in this matter being referred to the Clerk of Course for further action.

Machines will not be sealed for later checking after the event. All machines that are to be pulled down and scrutineered will take place at the circuit before the machine is released by the Scrutineer. A member of the rider's team must be available at all times to carry out the strip down under the control of the Scrutineer. Failure to comply with this regulation will result in this matter being referred to the Clerk of Course for further action.

10. CLASSES OF COMPETITION

Supermoto Open,
Supermoto Clubman,
Minimotard Senior,
Minimotard Clubman,
Minimotard Junior (previously cadets),
Postie Bikes,
Junior J1 Recreational Class 7 to 12 years (Recreational class only)
If there are insufficient rider entries, then eligible classes may be combined.

11. ENTRIES TO CONSTITUTE A CLASS

To constitute a class for the purpose of gaining Championship status, the minimum number of contestants entered and competing is 4 riders for all classes. Should there be insufficient entries in any class of competition at the close of entries, the decision to run or combine classes will be at the discretion of the Supermoto WA Committee.

12. STARTS

Where lights are in place, the start will be when the red light is extinguished. Where no lights are in place, or the lights fail, the start will be by the fall of the Australian flag. Competitors who fail to arrive at the dummy grid before the field is released will start the race from pit lane after the last rider has passed.

13. PENALTIES

13.1 JUMP STARTS

The penalty for a jump start is a mandatory (15 seconds for Wanneroo/Cockburn, and 10 seconds for Bunbury) to be added to the infringing rider(s) time(s). A jump start is defined by the following:

- 13.1.1 For all supermoto based classes, 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 is extinguished.
(Junior Road Racing as per the jump start rule in the current GCR's for road racing)
- 13.1.2 The motorcycle is outside of the marked grid box which designates that riders starting position when the green flag is waved at the rear of the field.
- 13.1.3 The motorcycle is in the incorrect grid box for his nominated starting position when the green flag is waved at the rear of the field.

13.2 EXCEEDING TRACK LIMITS

The penalty for exceeding track limits is a mandatory 5 seconds to be added to the infringing rider(s) time(s) where it is perceived by the Race Officials or their delegates (flag marshals) that the rider has gained an advantage, or continues to exceed the track limits. Track limits are defined by edge of any kerb furthest from the track on bitumen or the line between any cone or track edge marker on dirt, or as defined in **13.2.2**.

- 13.2.1 Where a rider has exceeded track limits, and is re-joining the racing line, said rider must not impede another rider which is on the racing line. The penalty for this infringement is a 5 second penalty, or disqualification from subsequent race restarts, to be enforced at the discretion of the Clerk of Course.

- 13.2.2 In order to improve overtaking opportunities in the Wanneroo and Bunbury dirt sections there are two lines designated by small berms. Any rider who deliberately and repeatedly (more than once in a race) crosses these lines will be subject to a 5 second penalty for that race. Any rider who receives two penalties may be disqualified from the event.

14. RACE FORMAT

There will be two 8 minute timed qualifying sessions for each class. The first two laps of the first qualifying session are to be considered warm-up laps and riders should be using these laps to assess track conditions. Racing will commence at approximately 10:00am consisting of four races per class.

At the conclusion of competition, a trophy presentation ceremony will be held.

14.1 Race formats & schedule for the non-championship events will be shared nearer to the event.

The race format, Schedule, class order and numbers of laps are subject to change dependent on entries, track, number of classes, changeable weather or delays

15. AWARDS AND PRIZEMONEY

Trophies will be awarded to the top three points scoring competitors of all classes.

16. PRESENTATIONS

The presentations will commence approximately 40 minutes after the conclusion of the last event.

17. RIDING NUMBERS

Wherever possible, competitors will be allocated their registered riding number or their preferred riding number. All others will be allocated numbers at the promotor's discretion. Race numbers shall be of a contrasting colour to the number plate background and must be clearly readable at a distance of 20 meters.

All number plates on all machines MUST comply with the GCRs.

18. GRID POSITIONS

Grid positions for race 1 will be determined by the riders fastest time from both qualifying sessions.

Race 2 grid positions will be in finishing order of race 1.

Race 3 grid positions will be in finishing order of race 2.

Race 4 grid positions will be in finishing order of race 3.

Postie Bike class will run reverse grid format for the entire schedule as follows.

Grid positions for race 1 will be determined by the riders fastest time from qualifying, but in reverse order.

Race 2 grid positions will be in reversed order of race 1 fastest laps.

Race 3 grid positions will be in reversed order of race 2 fastest laps.

Race 4 grid positions will be in reversed order of race 3 fastest laps.

There will be a maximum of three riders per row with a minimum of 1.5 metres between riders. There will be a minimum of four metres between rows. Grid position 1 will be on the outside line.

19. RIDER GRADING

Riders in Supermoto Open/Clubman and Minimoto Senior/Clubman are graded based on the minimum lap time as outlined in the table in the Grading Table below, assuming fair, dry weather. If a rider laps consistently faster than the minimum lap time, they are classified into Open/Senior class. If a rider laps slower than the stated lap time, they are classified into Clubman Class.

This table and its reference lap times are to be used as a data-based foundation for class determination, however the Committee and Officials have the authority to classify riders at their discretion, based on track conditions and assessment of the rider outside of officially timed events.

Riders new to SupermotoWA are encouraged to attend a track night prior to their first race meeting, the rider can request to be timed and/or assessed by Senior/Open riders or Officials, who can offer guidance into what class is appropriate based on documented time brackets for each class across various tracks, and assess race craft, racing lines and consistency.

Once a rider has been assigned Clubman classification, they will remain in that class for the duration of the season until their championship results dictate reclassification unless further assessment deems otherwise.

Track	Supermoto	Minimoto
Wanneroo Long Track	75	61
Wanneroo Short Track 1	TBA	50
Wanneroo Short Track 2	65	43
Bunbury Clockwise	TBA	40
Bunbury Anticlockwise	55	39
Cockburn Long Track	TBA	TBA
Cockburn Short Track	TBA	TBA

19.1 First Race

If a rider enters their first race meeting into the Clubman class and qualifies within Senior/Open class time bracket as shown in the table, they will be moved into Open/Senior before Race 1.

New riders will be assessed during their first race round, and if their race pace improves from qualifying and is deemed sufficient for Senior/Open class competition, the rider may be moved into the Open/Senior category for subsequent race events.

If this was to occur, the rider would be awarded points equivalent to the position after the last Open/Senior place rider who finished each race in that event. i.e. if there were 7 riders in Open/Senior and all finished the race, the rider who is moving up would be awarded 8th place points. Remaining Clubman riders would then move up one position. Trophies on the day would not be affected on the day unless the rider is made aware of the change prior to presentations.

19.2 End of Season

The winner of the Clubman Championship will be moved into Open/Senior regardless of lap times throughout the year. It will be at the discretion of the Committee, in consultation with Officials, if other Clubman riders are eligible to be moved into Open based on pace shown throughout the year. This ensures riders with Open/Senior class pace are reclassified at the end of each season. This will also allow new entrants to be able to achieve a Clubman Championship.

19.3 Elective

Clubman riders can elect to move up into the Open class, irrespective of their ability to meet the minimum lap time requirements. This will be decided by the Committee who will determine this based on lap times, and the ability to handle the machine safely and display sufficient race craft.

19.4 Sandbagging

To manage riders sandbagging or struggling to show pace in qualifying for other reasons, and if their pace during racing improves from qualifying and is sufficient for Senior/Open class competition, the rider may be moved into the Open/Senior category for subsequent race events.

If this was to occur, the rider would be awarded points equivalent to the position after the last Open/Senior place rider who finished each race in that event. i.e. if there were 7 riders in Open/Senior and all finished the race, the rider who is moving up would be awarded 8th place points. Remaining Clubman riders would then move up one position. Trophies on the day would not be affected on the day unless the rider is made aware of the change prior to presentations.

For more information, please contact the Club Committee.

20. SERIES POINTS

All races will be scored as per GCR 14.11.12 utilising the following points system:

Placing	Points	Placing	Points
1 st	25	11 th	10
2 nd	20	12 th	9
3 rd	18	13 th	8
4 th	17	14 th	7
5 th	16	15 th	6
6 th	15	16 th	5
7 th	14	17 th	4
8 th	13	18 th	3
9 th	12	19 th	2
10 th	11	20 th	1

Club championships are over 6 rounds (drop worst round), the riders top 5 points scoring rounds will count towards the championship.

21. RIDERS' BRIEFING

A riders' briefing will be held prior to the commencement of racing, which ALL competitors & guardians MUST attend. Details will be included in the final instructions. Riders must sign the riders briefing attendance sheet at the end of the briefing. Riders which have not signed the riders briefing attendance sheet will not be permitted to compete

22. ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA

All competitors, officials and parents are reminded of MA's Electronic Communications and Social Media Policy, found at www.ma.org.au, which sets out a framework for acceptable online behaviour where communications involve fellow MA members, volunteers, officials, coaches, sponsors, partners, staff and any other connected persons.

23. CIRCUIT DESCRIPTIONS

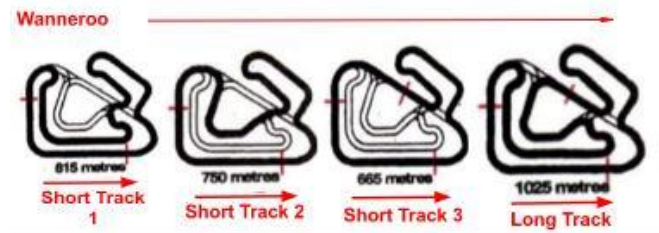
23.1 BUNBURY

For Minimoto classes the track length is 730 metres,
 For all other classes the track length is 862m with a 147m dirt section.
 Racing will be in both anti-clockwise direction and clockwise direction.



23.2 WANNEROO

The long track configuration is 1025 metres for Mini-Motard & Junior Road Race, and
 1230 metres for all other classes including a 290-metre dirt section. (23.5%).
 Select events will be run on the short track 1 and 2 configuration with a reduced tarmac component.
 Racing on all configurations will be in an anti-clockwise direction



Long Track including Dirt

Short Track 1 Track including Dirt

Short Track 2 Track including Dirt



23.3 COCKBURN

The track length is 1070 metres for all classes.
Racing will be in a clockwise direction.



Long Track



Short Track

24. FLAG MARSHAL POINTS

Bunbury will have 5 electronic display flag points and 2 flag points manned by flag marshals.
Wanneroo will have 5 electronic display flag points and 3 flag points manned by flag marshals.
Cockburn will have 5 electronic display flag points and 2 flag points manned by flag marshals.

25. PRACTICE STARTS

Practice Starts may only be performed on the cool down lap of warm up and qualifying sessions only, in the designated practice start area, marked by an orange witch's hat and triangle sign reading "PRACTICE STARTS".

26. TRACK WALK

All participating competitors will have the opportunity to walk the track prior to the riders briefing.

27. TIMING:

Timing transponders will be used and must be attached securely to the upper fork leg between the triple clamps, no other position will be deemed suitable. Competitors must ensure the transponder is fitted securely in the designated position, preferably using a suitable timing transponder bracket (a limited number are available for purchase on the day).
Timing transponders are issued on race day from the Race Office.

*****TAKE NOTE***** Once the timing transponder is transferred to the competitor, it is the competitor's responsibility for any repairs and/or replacement cost of the transponder if damaged or lost. It is the competitor's responsibility to return the transponder at the end of the days racing to the Race Office/location. They must be fitted for all practice, qualifying and race sessions. If you do not return your transponders within 45 minutes from the conclusion of racing you will have 7 days to return your transponder to the Timing Operator or MWA. If you do not return it within 7 days, you will receive a \$300.00 replacement invoice and your license will be instantly suspended until you return the transponder or you pay the invoice. The hirer is responsible for the transponder until it arrives back with the Timing Operator or MWA, this includes while in transit with Australia Post or by courier. No excuse will be entertained for non-delivery. It is recommended transponders be hand-delivered.

28. FACILITIES

There will be food and drink facilities provided at the venue. If this is not possible alternative arrangements will need to be made and you will be notified as soon as practicable.

There are male and female toilets and showers, with disabled access, available at most venues.

29. HAIR, JEWELLERY, FOOTWEAR

As GCR's page 248 in Appendix A: Protective Clothing and Equipment, long hair must be tied up, all jewellery must be removed where possible or taped if not and enclosed footwear must be worn in the pits.

30. NOISE

Noise restrictions for the event are as per the Supermoto Chapter of the Manual of Motorcycle sports for all classes and testing equipment will be used during events.

One machine from each class may be randomly selected to undergo noise testing before the commencement of practice. Noise testing may take place at any time at the discretion of the Chief Scrutineer or the Clerk of Course.

31. TYRES

All machines must have slick, wet or road type tyres fitted, no knobby tyres are permitted.

32. ANTI-DOPING POLICY

All competitors and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, carried out by Sports Integrity Australia.

Refer to: www.ma/org.au (Motorcycling Australia - National Integrity Framework)

33. ALCOHOL TESTING

All competitors and officials are advised that drug and alcohol testing may take place during the competition.

Refer to: www.ma/org.au (Motorcycling Australia - National Integrity Framework)

34. CODE OF CONDUCT

All competitors, officials and parents are reminded of MA's Code of Conduct contained within MA's Member Protection Regulations, which is a guide to appropriate behaviour at all motorcycle race meetings. This Code of Conduct applies to all Meetings and will be enforced.

Refer to: www.ma/org.au (Motorcycling Australia - National Integrity Framework)

Any rider or entrant or person associated with the rider or entrant shall conduct themselves in an orderly manner. A rider shall be responsible for his own conduct and for that of any person with whom he is associated. Anyone who abuses or threatens verbally or physically any official or any other person present at the event shall be deemed to be in breach of this rule. The No Hassle Policy applies to the Race Secretary and other volunteers of the Promoter and host clubs prior to and subsequent to the event. A No Tolerance approach will be applied for any breach in this regard, with exclusion as the penalty. Penalties will be imposed by the steward for a breach of this rule on the day; i.e. A reprimand, warning, fine or exclusion from the meeting. All breaches will be reported to Motorcycling WA for possible further action.

35. MACHINES AND RIDERS

All machines entered must comply with the current GCRs for Supermoto and all applicable Supplementary Regulations for that class. Riders may have a second machine for the purpose of a spare or set up for different track conditions but it must be submitted to scrutineering for compliance. Riders may change machine during the race day, however must inform the Clerk of Course before entering the circuit.

All Machines

Lock wiring must be used on all oil and water filler caps and drain plugs/bolts, and must be visible.

Fuels for all machines must comply with current GCR's

The only coolant permitted is water or non-glycol coolant as per GCR's,

A non-return valve must be fitted to the fuel tank breather pipe.

Front and rear axle sliders must be fitted, construction of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground.

Peg sliders must be fitted to the underside of all foot pegs, construction of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground. Foot pegs must be folding type, fixed or rigid pegs may only be used in Junior Road Race and Mini GP providing they are covered in plastic, rubber or nylon.

Throttle controls must be self-closing.

The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end. If hand protectors are used, they may be double mounted, they must be of a shatter proof material. All machines must have a working handlebar mounted engine kill-switch.

Treaded or slick road tyres must be used, Knobby tyres are not permitted in any class.

No combustion enhancers such as NOS may be used and all bikes may be naturally aspirated or EFI.

Fuel must comply with the relevant G.C.R.'s for each class

Engine work unlimited up to the maximum capacity for that class, with the exception of Postie bikes and Junior Road Race.

SUPPLEMENTARY TECHNICAL REGULATIONS

37. Minimoto Junior

A per Junior Minimotard in the Supermoto Section of the GCR's with the following changes.

Engine work unlimited (up to maximum capacity),

Wheel size shall have no restriction.

38. JUNIOR ROAD RACE 150CC

Refer to State Supplementary Regulations completed by MCRC

Class only runs during 2 meetings in conjunction with the Tri Series between MCRCWA, HCMCWA and Supermoto WA

COMPULSORY MODIFICATIONS

Exhaust sliders must be fitted to reasonably prevent the exhaust coming into contact with the ground.

Front and rear axle sliders must be fitted where the axles come into contact with the ground. Axle sliders must be constructed of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground. In the case that other crash protection sliders are fitted to the engine/frame, and they prevent axles being able to touch the ground, axle sliders may not be required. A demonstration of such may be requested by an appropriate official on the day.

39. Recreation Class 7 to 12 years

Motorcross derived Machines eligible to be up to 65cc 2 stroke, or 125cc 4 stroke.
Open wheel sizes, road orientated rubber
No Dirt Section

COMPULSORY MODIFICATIONS.

Front and rear axle sliders must be fitted where the axles come into contact with the ground. Axle sliders must be constructed of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground.
In the case that other crash protection sliders are securely fitted to the machine, and they prevent axles being able to touch the ground, axle sliders may not be required. A demonstration of such may be requested by an appropriate official on the day.

40. POSTIE BIKE

The machine must be an Australian Compliance Honda CT90, CT110 or NBC110 for postal use or the domestic market and subsequently referred to as a "Postie Bike".

NUMBER PLATES

For all competitions three number plates must be fitted; Number plates must:
Where they are not an integral part of the machine 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 150mm height and 150mm width; and
Have contrasting colours and number to be at least 100mm in height.

Front number plates:

Must have figures which are clearly visible at a distance of 20 metres.
(in the case of the headlight, it can be taped over and used as a front number plate).

Side number plates:

Must be fitted above a horizontal line drawn through the rear axle,
Must have figures which are clearly visible at a distance of 20 metres.
May be an integral part of the rear seat section, air box or battery cover.

CENTRE AND SIDE STANDS

Centre and side stands must be removed for all types of competition in Postie Bikes.

FRAMES AND PARTS:

Frames must be OEM and not have any material removed from the monocoque structure, shortening of the rear mud guard is not allowed.
Kick start levers must be of the folding type.
Drive Chain Protection
A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

EXHAUST SYSTEMS

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,

FOOTRESTS

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.

TYRES

Tyres must:
Be commercially available in Australia,
Be manufactured for road use in all weather conditions,
Be worn no more than to the minimum tread depth indicators,
Not be manufactured for only competition use,
Not have an augmented or modified tread pattern,
Comply with the relevant requirements of the nominated standard. e.g. ETRTO, JATMA, TRA & DOT.

RIMS

Front and rear wheel rims must be OEM (standard Postie bike) with dimensions as per original manufacturer homologation. (Rims must be 17" diameter X 1.4" width).

BRAKES

Each wheel must have an independent working drum brake of OEM dimensions.
Brakes must be cable or rod operated; no hydraulics brakes will be permitted.

ENGINES:

Postie Bike engines must have:
A hose running from the crankcase breather into a catch tank with a minimum capacity of 300cc.
A fuel tank that does not leak when machine is laid on each side. Use of an O-ring under fuel cap is permitted.
Postie Bikes with non-compliant engines will be allowed to compete, although are ineligible for championship points and will start rear of grid, plus one row for all races.

Postie Bike engines must meet the following specifications:

- Capacity: Maximum 110cc
- Crankcase: OEM or replica of OEM specification,
- Crankshaft/Camshaft: OEM or replica of OEM specification,
- Connecting rod & piston: OEM or replica of OEM specification,
- Seals, Bearings, Gaskets: Open,
- Barrel: OEM or replica of OEM specification,
- Head: OEM or replica of OEM specification,
- Coil: Open,
- Flywheel: OEM or replica of OEM specification,

Spark Plug: Open,
Clutch: OEM or replica of OEM specification,
Carburettor/Intake manifold: Open,
Air filter: Open,
Exhaust system: Open, (must comply with current GCRs)
Gear ratios: Open,
CDI ignition systems: Open
All bikes must be naturally aspirated and combustion enhancers such as NOS may NOT be used.
Fuel Tank: OEM

COMPULSORY MODIFICATIONS

The following must be removed:

- Mirrors,
- Centre and side stands,
- Registration plate and bracket.
- Rear racks
- passenger footrests

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

Front and rear axle sliders must be fitted. Axle sliders must be constructed of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground.

Foot pegs must be folding type, no fixed or rigid pegs are allowed.

Foot peg sliders must be fitted to the underside of, or encompass the entire footpeg, or be of MFR design. Foot peg sliders must be constructed of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground.

PERMITTED MODIFICATIONS

The following may be replaced or modified:

Handlebars, but replacements must be mounted in the original position on the fork assembly,

Instruments and handlebar switches, provided disconnections are made in a safe and appropriate manner. Modified OEM or aftermarket harnesses are permitted provided they do not present a safety hazard.

Brake pads.

Horn.

THE FOLLOWING MAY BE REMOVED:

OEM top chain guard.

Headlights, tail lights, indicators, and horn, if not removed must be taped over. In the case of the headlight, it can be taped over with tape and used as a front number plate.