



10

ROAD RACE

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Motorcycling NSW Limited
 PO Box 9172, Harris Park NSW 2150
 T (02) 9635 9177 F (02) 9635 5277
www.motorcycling.com.au




APPLICATION OF CHAPTER

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

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

SECTION 10A: AUSTRALIAN CHAMPIONSHIPS**10.1 CATEGORIES FOR SENIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS**

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

10.2 CATEGORIES FOR JUNIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS

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

**10.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES****10.3.1 Individual Competitions**

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

10.3.2 All Competitions

10.3.2.1 At least the first three (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.

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

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

10.3.3 Duke of Edinburgh Trophies

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

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

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

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

10.3.3.4 The trophies will be held by MA.

SECTION 10B: COMPETITION CLASSES

10.4 SENIOR COMPETITION CLASSES

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

10.5 JUNIOR COMPETITION CLASSES

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

SECTION 10C: COMPETITION RULES

10.6 ELIGIBILITY: GENERAL

- 10.6.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.
- 10.6.0.2 No person may participate in an Australian Championship unless and until:
- That person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that meeting, or
 - If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/equipment and machine have been self-scrutineered.
- 10.6.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 10.6.0.4 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
- 10.6.0.5 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.
- 10.6.0.6 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.
- 10.6.1 Electric Machines
- 10.6.1.1 Electric machines are eligible to compete in Road Racing. These machine are only eligible to compete in their own class with other electric machines. Electric machine classes **must be defined in supplementary regulations and approved by the Relevant Controlling Body.**

- 10.7 ELIGIBILITY: ROAD BIKE FREESTYLE**
- 10.7.1 Road Bike Freestyle Licence Conditions**
- 10.7.1.1** No person may participate in Road Bike Freestyle unless they:
- Are at least 18 years of age,
 - Have a current MA Senior National Competition licence endorsed for Road Bike Freestyle by the relevant controlling body,
 - Wear the required protective clothing/equipment as per GCR 10.10
- 10.7.1.2** To gain a Road Bike Freestyle endorsement, a rider must:
- Have a MA Senior National Competition licence,
 - Successfully complete the MA competency assessment for Road Bike Freestyle conducted by an assessor approved by MA.
- 10.7.1.3** A person with this endorsement can only perform at MA approved events.
- 10.7.1.4** The endorsing assessor/coach must:
- Reach the requirements set by MA to endorse Road Bike Freestyle,
 - Have a minimum Level 1 Coaching Accreditation and Licence.
- 10.7.2 Road Bike Freestyle Machine Eligibility**
- 10.7.2.1** Any size machine is acceptable for Road Bike Freestyle
- 10.8 ELIGIBILITY: JUNIORS**
- 10.8.0.1** Juniors only to compete in Junior competitions
- 10.8.0.2** In Junior competition,
- A rider's age on 1st January will determine their age for competition purposes for that year,
 - A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,
 - Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
 - This GCR applies to all riders up to and including the age of 16 years.
- 10.8.0.3** No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.
- 10.8.0.4** No applicant will be issued with their first competition licence if they are under the age of 7 years,
- 10.8.0.5** Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than four (4) years,
- 10.8.0.6** Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both,
- 10.8.0.7** 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 and 100cc to 150cc 4-stroke single cylinder,
 - 100cc to 150cc single cylinder and 250cc 4-stroke.
- 10.8.0.8** A relevant controlling body may grade Junior competitors according to their respective skills.
- 10.8.0.9** Subject to GCR 10.8.0.2 and 10.8.0.3, Competitors aged ~~14~~ 13 to under 16 years in the Road Race discipline may compete in other than a Junior competition if that competition is:
- 125cc GP class,
 - 250 Mono class,
 - Moto3 class,
 - 250/300/500 Production class
- 10.8.0.10** Competitors aged ~~14~~ 13 to under 16 years may participate in classes listed in GCR 10.8.0.9, provided the following conditions are met:
- The State Controlling Body is satisfied of their competence,
 - The competitor obtains the required licence endorsement,

- c) The competitor competes in the classes listed in GCR 10.8.0.9 or in combined classes with similar performing machines e.g. 250/300/500cc Production, 400cc 4-stroke.
- 10.8.0.11 State legislation will override GCR 10.8.0.9 where applicable.
Note: Competitors under the age of 15 years are not permitted to participate in competition other than Junior competition in the State of New South Wales.
- 10.8.1 Junior Road Race Endorsements
- 10.8.1.1 Endorsements will be issued for:
- Up to 85cc 2-stroke / 160cc 4-stroke
 - 125cc 2-stroke / 250cc 4-stroke
 - Road Race 44 13 to under 16 race with Seniors
- 10.9 GENERAL RULES
- 10.9.1 Homologation
- 10.9.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.
- 10.9.2 Helmet Cameras
- 10.9.2.1 **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.**
~~Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet. Helmet cameras are subject to approval by Chief Scrutineer.~~
- 10.10 PROTECTIVE CLOTHING AND HELMETS
- 10.10.0.1 No competitor may practice, start or compete in any Road Racing competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

- 10.11 MACHINE AND RIDER IDENTIFICATION
- 10.11.1 Number Plates
- 10.11.1.1 For Road Racing a minimum of two allocated numbers and number plates are required:
- a) One on the front, either in the centre of the fairing or slightly off to one side,
 - b) One across the top of the rear seat section with the top of the number facing toward the rider.
- 10.11.1.2 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.
- 10.11.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm border.
- 10.11.1.4 If used, side number plates must:
- a) Be fitted above a horizontal line drawn through the rear axle on faired machines, be placed on the fairing flanks in a position where they are not obscured by the riders legs, or in the mid to rear section of the lower fairing (belly pan),
 - b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest, on unfaired machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard,
 - c) These numbers must be the same size as the front numbers.
- 10.11.1.5 Number backgrounds on side number plates may be an integral part of the rear

seat section or fairing.

10.11.1.6 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.

10.11.2 Number Plate Colours

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

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

JUNIOR CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 70cc	Canary Yellow	Black
70cc and over	Black	White

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

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

10.11.3 Number Plate Figures

10.11.3.1 Unless otherwise specified in supplementary regulations, Road Race discipline number figures must be Arial Rounded MT Bold font; the serif on number '1' may be shortened or removed but not extended.

10.11.3.2 Figures must be clearly legible, the minimum being:

DIMENSION	MEASUREMENT (mm)
Height	140
Width of each figure	75
Width of stroke	25
Space between 2 figures	12

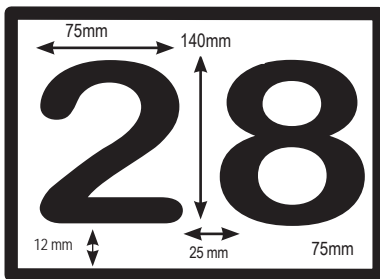
10.11.4 Junior Number Plates

10.11.4.1 Number plates for Juniors must be as follows:

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

Fig 10.11

Sample and Dimensions of Number Plate Figures [minimums]



**Arial
Rounded
MT Bold
font**



10.12 RACE MEETING PROTOCOLS**10.12.1 Flags and Signals**

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

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

10.12.2 Measurement at Meetings

10.12.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the relevant controlling body.

10.12.2.2 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.

10.12.3 Measurement: All Australian and State Championship Events

10.12.3.1 All machines must have provision for the placement of sealing wire.

10.12.3.2 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.

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

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

10.12.3.4 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered

to the relevant controlling body within 21 days after the event,

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

10.12.4 Venues

10.12.4.1 Road Racing venues will be licenced by MA.

10.12.5 Qualifying

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

10.12.5.2 For events consisting of more than one race, starting grid positions will be determined by the following methods:

- a) For the first race, by qualifying time,
- b) Subject to the supplementary regulations, for a subsequent race in the same event, by qualifying order or by the order of finishing in the immediately preceding race.

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

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

10.12.6 Starts

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

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

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

10.12.6.3 The start of an event occurs:

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

10.12.7 Starting Grid Format: Solo

10.12.7.1 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.

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

10.12.8 Starting Grid Format: Sidecars

10.12.8.1 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.

10.12.8.2 The grid formation details and dimensions for sidecar competition can be found in the relevant MA track specifications

10.12.9 Jump Starts

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

10.12.9.2 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.

10.12.10 Finishes

10.12.10.1 For events where speed is the determinant:

- a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
 - i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and
 - ii) Thereafter to each competitor who:
 - Has completed not less than 75% of the event distance,
 - Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.
- b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 10.12.10.1 a),
- c) The finish occurs for each machine when the foremost part of the machine crosses the line,
- d) Where there are two competitors required to be on one machine together, both must finish the event ~~or~~ in contact with the machine. On a solo machine the competitor must finish the event ~~or~~ in contact with the machine,
- e) In case of a dead heat between competitors for a place:
 - i) The places and the awards for those places will be combined,
 - ii) The participants in the dead heat will share the places and awards equally,
 - iii) The remaining places will be relegated by the number of participants in the dead heat.

10.12.11 Juniors: Starts and Finishes

10.12.11.1 In addition to the general start requirements for all competitors, Juniors

must comply as follows:

- a) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,
- b) Pit board signals may be used for Junior Road Race,
- c) When the number of competitors exceeds one full grid:
 - i) Elimination heats must be held which may include semi-finals,
 - ii) The relevant controlling body may direct that events be decided by a Final or Finals, consisting of a number of rounds.

10.12.12 Stopping Events

10.12.12.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run.

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

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

10.12.13 Stopping and Re-Running Events

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

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

may declare the event void and order a re-run.

10.12.13.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

- a) Held immediately before such conduct, or

- b) Having regard to any advancement in placing following the exclusion, in some other place.

10.12.13.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

10.12.13.4 In any re-run:

- a) Any competitor who:
 - i) Fell in the stopped event as a result of having been fouled,
 - ii) Intentionally laid down his or her machine in the interests of safety, or
 - iii) Left the course in the interests of safety,
 may participate.

- b) Any competitor who:
 - i) Caused or contributed to the event being stopped,
 - ii) Failed to start in,
 - iii) Retired from,
 - iv) Was excluded from, or
 - v) Had been lapped during the course of the stopped event,
 may not participate.

10.12.13.5 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.

10.12.13.6 Where the Steward or Clerk of Course has stopped a race due to danger, the following will apply:

- a) If no more than two laps of the stopped race were completed:
 - i) The stopped race will be declared null and void,

- ii) The race may be re-run,
 - iii) The re-run race will be for the full race distance,
 - iv) The original grid positions will be used,
 - v) The place of any machine unable to take part in the re-run race will be left vacant,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.
- b) If more than two laps, but less than 75% of the race distance, have been completed:
- i) The race may be re-started, but only once,
 - ii) The re-start must occur no more than 30 minutes after the race has been stopped,
 - iii) The re-started race distance will be equal to the balance of the stopped race distance,
 - iv) Positions on the grid for the re-started race will be determined by the order of competitors at the finish line of the last full lap of the stopped race,
 - v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the re-started race,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,
 - vii) The stopped race and any re-run will be deemed to be parts of the one race,
 - viii) The winner will be the competitor having the highest number of laps at the finish,
 - ix) Where two or more competitors complete the same number of laps, the winning order will be determined by the time taken by each to complete those laps,
 - x) If at least 75% of the scheduled race distance is completed, full points will be awarded,
- xi) If less than 75% of the scheduled race distance is completed, half points will be awarded.
- 10.12.14 Refuelling**
- 10.12.14.1 During refuelling each machine must be stationary with the engine stopped.
- 10.12.14.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 10.12.14.3 While refuelling is being undertaken in pit lane, one pit crew member must:
- a) Be designated to attend to any fire which may occur,
 - b) Stand near the machine and overhead tower (if used),
 - c) Have a minimum 9kg fire extinguisher suitable for extinguishing inflammable liquid fires ready to operate.
- 10.12.15 Refuelling Devices: Endurance/Pit Stop Races**
- 10.12.15.1 When the supplementary regulations allow for refueling in pit lane during an event, the Scrutineer of the meeting, or their nominee, prior to that event must specifically approve the refuelling equipment. The inspection procedure will be detailed in supplementary regulations.
- 10.12.15.2 Refuelling may only be carried out by the use of either:
- a) An overhead tower, or
 - b) A refuelling churn.
- 10.12.15.3 Overhead tower refuelling systems must comply with the following:
- a) Fuel to be stored in a single container no more than two metres above pit lane,
 - b) The container must not exceed 40 litres in capacity and must have a closed top,
 - c) A filler cap must be fitted,
 - d) A breather pipe not exceeding 70mm inside diameter must be fitted,
 - e) The container may have a conical bottom, with the overall height of the container and cone not exceeding 800mm,

- f) A flexible hose not exceeding 40mm inside diameter and two metres in length must be fitted to the bottom of the container and equipped with a “dead man” shut-off valve,
 - g) The container may be fitted with tubing of not more than 120mm in length and inside diameter of 25mm beyond the shut off valve,
 - h) The container must be mounted on a self-supporting tower and must not be held by or attached to any person,
 - i) Cistern type fuel cocks are not permitted.
- 10.12.15.4 The overhead tower, including reservoir and delivery hose must:
- a) Remain behind the pit wall, or
 - b) Be contained entirely within the pit garage.
- 10.12.15.5 Delivery hoses may be moved into the pit lane from pit garages a maximum of three minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
- 10.12.15.6 Refuelling churns must comply with the following:
- a) A maximum capacity of 40 litres,
 - b) Be designed to prevent fuel spillage regardless of the angle at which the churn is oriented,
 - c) May have a conical bottom, with the overall height of the churn and cone not exceeding 800mm,
 - d) Be fitted with a single flexible delivery hose with minimum flexibility between the churn and the fuel cock.
- 10.12.15.7 All churns and associated equipment must:
- a) Remain behind the pit wall, or
 - b) Be contained entirely within the pit garage.
- 10.12.15.8 Churns may be moved into the pit lane from pit garages a maximum of three minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
- 10.12.15.9 Any refuelling in pit lane or paddock area not utilising the above procedures must:
- a) Be undertaken with the machine

- either totally within a pit garage, or
- b) In an area of the paddock specifically designated for the purpose of refuelling.

10.12.16 Change of Machine during a Competition

10.12.16.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

10.12.17 Radio Communication

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

10.12.18 Scoring

10.12.18.1 The results for each competitor in each event will be determined by the allocation to that competitor of points in accordance with the following table:

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

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

10.12.18.3 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.

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

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

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

- 10.13 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERBIKE CHAMPIONSHIP**
- 10.13.1 Allocation of Numbers**
- 10.13.1.1 In each class, riding numbers from 1 to 10 will be allocated to riders in the order they finished the previous year's Series.
- 10.13.2 Starting**
- 10.13.2.1 Each event:
- Must use a clutch start,
 - Must be preceded by a sighting lap and a warm-up lap.
- 10.13.2.2 Any competitor who does not complete the warm-up lap must start the event from pit lane.
- 10.13.2.3 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.
- 10.13.3 Restriction on Tyres**
- 10.13.3.1 In Superbike events, where there is a restriction on the number of tyres used, hand cut slicks will be deemed to be slicks.
- 10.13.4 Points and Ties**
- 10.13.4.1 The competitor who obtains pole position will receive one additional point in the Championship.
- 10.13.4.2 In the event of a tie, the competitor with the greatest number of highest placings will be awarded one additional point.
- 10.13.4.3 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.
- 10.13.5 Race Distances**
- 10.13.5.1 The race distances will be according to the Series supplementary regulations.
- 10.13.6 Scrutineering**
- 10.13.6.1 Machines must be delivered to an area nominated by the series Scrutineer at the conclusion of each series race and qualifying session.
- 10.13.6.2 Machines may not be removed from that area without the permission of the series Scrutineer.

SECTION 10D: TECHNICAL REGULATIONS**10.14 SOUND EMISSIONS**

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

10.14.1 Specifications

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

30 Metres (from side of track) Ride-by Test	
DISCIPLINE	LIMIT dB(A)
Road Racing	95
Record Attempts	No limit

- 10.14.1.2 Where government regulations or planning orders exist in relation to lower sound emissions or where a venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail over GCR 10.14.1.1.

10.14.2 Sound Control during Competition

- 10.14.2.1 The Sound Control Officer (SCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.
- 10.14.2.2 Machines can be tested before, or after competing in an event, chosen by ballot, or as required by a Steward, Clerk of Course or SCO.

10.14.3 Use of Sound Level Meters

- 10.14.3.1 Sound testing apparatus must:
- Comply with International standard IEC 651, Type 1 or Type 2.
 - Include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.
- 10.14.3.2 Sound testing apparatus must be set to:
- 'Fast response',
 - 'A' weighted,
 - Select range High 80-130 dB,
 - Activate the function MAX MIN - set on MAX,
- 10.14.3.3 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.

10.14.4 Machine Testing

- 10.14.4.1 If a machine fails, it can be represented for re-testing.
- 10.14.4.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.
- 10.14.4.3 A machine which does not comply with the sound limits can be presented several times.

10.15 FUEL

10.15.1 Fuel Warning

- 10.15.1.1 Fuels and lubricants are highly specialised substances and participants must be aware they may contain substances that are extremely dangerous to human health if misused, inhaled or allowed to contact skin.
- 10.15.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 10.15.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 10.15.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

10.15.2 Fuel Testing

- 10.15.2.1 For any event, meeting or series, the relevant controlling body may direct that no fuels other than fuels of prescribed specifications and from a prescribed source may be used.
 - 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.
- 10.15.2.2 Fuel tests must comply with the following procedures:
 - a) All containers for holding samples must be clean and constructed of robust non-reactive impermeable material, must be sealable, and must have provision for identification,
 - b) Equipment used for the extraction

of fuel from machines must be clean and constructed of fuel non-reactive material,

- c) All samples must be divided into two lots (Sample A and Sample B) of not less than 5ml each, which must be placed in separate containers,
- d) Once samples are placed in containers, the containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on a fuel sample certificate which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken and the identity of the rider,
- e) Both samples must remain in the control of the official who administered the test.
- f) The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,
- g) All samples held by the official must be delivered as soon as practicable after the competition to the relevant controlling body which must deliver the Sample A as soon as practicable to a laboratory approved by MA where they must be tested for content and quality in accordance with standard scientific procedures,
- h) The relevant controlling body must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,
- i) If the rider is dissatisfied with the test result of sample A, they may request sample B be tested at an MA approved laboratory in their presence.

10.15.3 Refuelling

- 10.15.3.1 During refuelling, each machine must be stationary with the engine stopped.
- 10.15.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 10.15.3.3 Smoking is strictly prohibited in areas

where refuelling is permitted.

10.15.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 10.15.3.3, and are responsible for the actions of their mechanics and support team members.

10.15.4 Homologation of Fuel

10.15.4.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five (5) States does not have to be homologated. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside bowser outlet at each of at least five (5) separate service stations in each of at least five (5) Australian States or Territories.

10.15.4.2 Organisations seeking homologation of fuel must provide MA with:

- Two one-litre sealed containers of the fuel for analysis,
- Details of the fuels characteristics,
- The distribution network,
- The price structure,
- A homologation fee of \$2,500 in the first year and \$2,000 per year thereafter.

10.15.4.3 Fuels approved under this GCR will be published at www.ma.org.au.

10.15.5 Fuel: Road Race

10.15.5.1 Fuel for all machines, must:

- Be Unleaded, and
- Be no more than 100 RON, and
- Contain no additives other than those added at the point of manufacture except for lubricating oils, and
- Be readily available in Australia as per GCR 10.15.4.1; or
- Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

10.15.5.2 The following exceptions to GCR 10.15.5.1 apply:

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

10.16 ENGINES

10.16.1 Reciprocating Engines

10.16.1.1 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

10.16.2 Rotary Engines:

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

Where:

V = Capacity of each chamber comprising the engine in cubic centimetres,

N = Number of turns of the motor necessary to complete 1 cycle in a chamber, and

Z = Combustion cycles per revolution.

10.16.3 Wankel System Engines with a Triangular Piston

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

Where:

V = capacity of a single chamber,

D = the number of rotors.

10.16.3.1 Wankel system engines are classified as 4-strokes.

10.16.4 Superchargers and Turbochargers

10.16.4.1 Superchargers and turbochargers may only be used as follows:

- In drag racing or record attempts,
- In Production Class or Improved Touring racing when fitted as factory equipment,
- The nominal cubic capacity of an engine as calculated under 10.16.1, 10.16.2 or 10.16.3 that is fitted with a supercharger or a turbocharger shall be multiplied by two for the purposes of engine classification,

10.16.5 Engine Capacity Tolerances

10.16.5.1 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.

10.17 FRAMES AND PARTS

10.17.1 General

- 10.17.1.1 Radiator protection guards may be fitted providing there is no modification to the radiators or bodywork.
- 10.17.1.2 Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.
- 10.17.1.3 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminum or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.
- 10.17.1.4 Lap timers with a maximum retail value of \$799.00 including GST may be used.
- 10.17.1.5 A lanyard operated ignition cut-out switch, operating on the primary circuit, may be fitted.
- 10.17.1.6 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer.
- 10.17.1.7 Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. Worm drive hose clamps may not be used.
- 10.17.1.8 All hoses must be securely fitted and guarded to prevent contact with:
 - a) The ground,
 - b) Tyres or other moving parts over the full movement of the suspension.
- 10.17.1.9 4-stroke motorcycles must be equipped with an oil catch tank or sealed airbox:
 - a) With a minimum volume of 300cc,
 - b) Which is to be emptied after each event.
- 10.17.1.10 The only liquid coolant permitted is water.

10.17.1.11 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.

10.17.1.12 With the exception of production-based machines without a lower fairing which have Australian Design Rule compliance, all machines, including sidecars, must be fitted with an integral lower fairing dam or separate catch tray, which must be constructed to trap and hold engine oil and/or coolant:

- a) For 4-stroke machines, a capacity of at least 3 litres,
- b) For 2-stroke machines, a capacity of at least 2.5 litres,
- c) All air-cooled machines with lower fairing dams/fluid catchment areas are to hold a capacity of fluid greater than or equal to the oil capacity of the engine unit,
- d) With no less than two holes, each of 25mm, which may only be opened in wet race conditions.

10.17.2 Streamlining

10.17.2.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.

10.17.2.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

10.17.2.3 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.

10.17.2.4 Identification plates must have corners and edges smoothed.

10.17.2.5 Streamlining must leave the front wheel and mudguard exposed.

10.17.3 Brakes

10.17.3.1 At least two efficient brakes must operate independently of each other on the front and rear wheels.

10.17.3.2 Front brake caliper mounting bolts to be lockwired in the tightened position. The use of R-clips, bowtie clips, and spring clips in conjunction with lockwiring is permitted.

- 10.17.3.3 Motorcycles may be equipped with commercially available brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in the case of a collision with another machine. Acceptable protection includes the fairing extending sufficiently to cover the brake lever, as viewed from the front. Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and must not present a danger to other competitors. In case the brake lever is attached to any part of the braking system (e.g. brake master cylinder), then the brake system manufacturer must officially confirm in writing to MA that the device does not interfere with proper brake operation.
- 10.17.3.4 Brake pad retainer pins may be replaced with aftermarket pins of similar material to OEM part with no modification to brake caliper.
- 10.17.4 Fuel Tanks
- 10.17.4.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.
- 10.17.5 Exhaust Systems**
- 10.17.5.1 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.~~
- 10.17.6 Centre and Side Stands
- 10.17.6.1 Centre and side stands must be removed for all types of competition.
- 10.17.7 Footrests
- 10.17.7.1 Footrests must be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
- 10.17.8 Handlebars
- 10.17.8.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.
- 10.17.8.2 Handlebar levers must:
- Have ball ends with a minimum diameter of 16mm
- 10.17.8.3 Throttle controls must be self-closing.
- 10.17.9 Kick Start Levers
- 10.17.9.1 Kick start levers, other than transverse, must be folding.
- 10.17.10 Drive Chain Protection
- 10.17.10.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.
- 10.17.10.2 The guard must be constructed of:
- Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or
 - Fibreglass having a minimum thickness of 3mm.
- 10.17.10.3 Projecting front/countershaft sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded.
- 10.17.10.4 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.
- 10.17.11 Wheels and Tyres
- 10.17.11.1 **Wheels constructed of carbon fibre or carbon composite are not permitted, unless the manufacture has equipped the homologated model with this type of wheel. In this case, wheels must be pre-approved by MA.**
- 10.17.11.2 Tyres must comply with the following:
- Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.
 - The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.
- 10.17.12 Mudguards
- 10.17.12.1 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.

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

SECTION 10E: TECHNICAL REGULATIONS: SOLO CLASSES

10.18 SUPERBIKE

10.18.1 Machine Eligibility

- 10.18.1.1 Subject to the required and permitted alterations set out below, Superbike machines must:

- a) Be fitted with the Australian Design Rule (ADR) compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) Have an engine capacity of:
 - i) No more than 1300cc for two and three cylinder engines,
 - ii) No more than 1000cc for four cylinder engines.

- 10.18.1.4 The range of vehicle identification numbers for each model must be provided to MA,

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

10.18.2 Tyres

- 10.18.2.1 Tyres may be homologated by MA and/or stipulated in the supplementary regulations.

10.18.3 Weight

- 10.18.3.1 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.

10.18.4 Compulsory Modifications

- 10.18.4.1 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.

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

- 10.18.4.3 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent, must exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked.

10.18.5 Permitted Modifications

- 10.18.5.1 The following may be removed:

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

- 10.18.5.2 The Anti-Lock Brake System (ABS) can be disconnected, and the following may be removed:

- a) ABS control unit,
- b) ABS wheel rotors and sensors.

10.18.6 Modification of OEM Parts

- 10.18.6.1 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

- g) mating surfaces may be machined,
- e) OEM ECU may be re-flashed
- f) Carburettor slides

10.18.7 Permitted Additions

10.18.7.1 The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) MA approved and official series timing devices,
- d) MA approved fuel metering devices,
- e) Frame protective sliders,
- f) Electronic gear shifters.

10.18.8 Use of Non-OEM Parts

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

- a) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model.
- b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must be **the same** 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) 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 control units and the manufacturer nominated race kit ECU and/or MA approved ECU. OEM ECU may be reprogrammed.
- k) Spark plugs and high tension leads.
- l) Battery, but the replacement must be capable of starting the machine pre and post-race.
- m) Exhaust system.
- n) Clutch plates and springs.
- o) External gearing, chain and chain pitch.
- p) Radiator expansion tank.
- q) Head gaskets.
- r) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.
- s) Rear suspension damping units and springs,

10.19 SUPERSPORT

10.19.1 Machine Eligibility

10.19.1.1 Subject to the required and permitted alterations set out below, Supersport machines must:

- a) Be fitted with Australian Design Rule (ADR) compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) Have an engine capacity of:
 - i) No more than 600cc for four cylinder engines,
 - ii) No more than 675cc for three cylinder engines, and
 - iii) No more than 750cc for two cylinder engines.

10.19.1.2 At least 20 production machines of that make and model must have been imported into Australia, by the

manufacturer or the Australian distributor representing the manufacturer. Machines must be approved by MA.

10.19.2 Tyres

10.19.2.1 Tyres may be homologated by MA and/or listed in the supplementary regulations.

10.19.2.2 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.

10.19.3 Weight

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

- a) 162kg for four cylinder 600cc,
- b) 165kg for three cylinder 675cc, and
- c) 165kg for two cylinder 750cc.

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

10.19.4 Compulsory Modifications

10.19.4.1 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.

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

10.19.4.3 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked.

10.19.5 Permitted Modifications

10.19.5.1 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.

10.19.5.2 The Anti-Lock Brake System (ABS) can be disconnected, and the following may be removed:

- a) ABS control unit,
- b) ABS wheel rotors and sensors.

10.19.6 Modification of OEM Parts

10.19.6.1 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.

10.19.7 Permitted Additions

10.19.7.1 The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) MA approved and official series timing devices,
- d) MA approved fuel metering devices,
- e) Frame protective sliders,
- f) Electronic gear shifter.

10.19.8 Use of Non-OEM Parts

10.19.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine.

- a) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model.
- b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake lids in bodywork and side covers, but

- replacements must be ~~the same~~ 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 control units and the manufacturer nominated race kit ECU and/or MA approved ECU. OEM ECU may be reprogrammed.
 - i) Spark plugs and high tension leads.
 - j) Rear suspension damping units and springs.
 - k) Clutch plates and springs.
 - l) Radiator expansion tank.
 - m) Battery, but the replacement must be capable of starting the machine pre and post-race.
 - n) Fasteners.
 - o) Head gasket.
 - p) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.
 - q) Air filters and air funnels (velocity stacks). Velocity stacks must be standard.
 - r) Fuel tank filler cap assembly providing there is no modification required to fuel tank.

10.20 SUPERSTOCK 1000

10.20.1 Machine Eligibility

- 10.20.1.1 Subject to the required and permitted alterations set out below, Superstock

1000 machines must:

- a) Be fitted with Australian Design Rule (ADR) compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) Have an engine capacity of:
 - i) No more than 1200cc for two and three cylinder engines,
 - ii) No more than 1000cc for four cylinder engines.

10.20.1.2 At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer, with a maximum retail price of \$35,000 (price to be regulated by MA as new models are released and as prices increase and decrease).

10.20.2 Tyres

10.20.2.1 Tyres

- a) Brand, type and quantity will be specified in supplementary regulations,
- b) Only when practice or a race has been declared wet is the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.

10.20.3 Weight

10.20.3.1 To be permitted to compete, a Superstock 1000 machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

- a) 165kg for all four cylinder machines,
- b) 170kg for all two and three cylinder machines.

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

10.20.4 Compulsory Modifications

10.20.4.1 The following must be removed:

- a) Head lamp,
- b) Tail lamp,
- c) Reflectors,

- d) Horn,
 - e) Traffic indicators,
 - f) Mirrors,
 - g) Centre and side stands,
 - h) Registration plate / bracket and label holder.
- 10.20.4.2 Any sharp edges left by the removal of components mentioned in GCR 10.20.4 must be protected by a rolled edge or beading of a minimum 3mm diameter.
- 10.20.4.3 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the air box to the rear of the intakes. The lower breather tube must be blocked off.

10.20.5 Permitted Modifications

- 10.20.5 The following may be removed:
- a) Passenger handholds and footrest assemblies,
 - b) OEM top rear chain guard,
 - c) Pollution air injection control systems,
 - d) Rear fender,
 - e) Steering damper.

10.20.6 Permitted Additions

- 10.20.6.1 The following may be added:
- a) Steering damper,
 - b) Rider height adjuster, providing there is no modification or alteration to the frame or rear suspension control unit,
 - c) MA approved lap timing devices,
 - d) Frame protective sliders,
 - e) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.

10.20.7 Use of Non-OEM Parts

- 10.20.7.1 The following may be replaced with parts not manufactured by the manufacturer of the machine:
- a) Brake pads, brake hoses and master cylinder,
 - b) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers, providing the replacements are of the same shape and appearance as the original,

- c) Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points,
- d) Spark plug brand and type, leads and cap,
- e) External gearing and chain, but not chain pitch,
- f) Exhaust system and mounting brackets,
- g) Rear suspension damping units and springs,
- h) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Lower compression housing may be changed but must not extend any further than 10mm from the fork than the original OEM component,
- i) Clutch springs,
- j) Air filters,
- k) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm,
- l) Handlebars and handle bar mounted levers may be replaced. Replacements handlebars must be mounted on original mounting points,
- m) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- n) Wiring loom, plug-in fuel injection control units and the manufacturer nominated race kit or MA approved ECU.

- 10.20.7.2 The following may be added or replaced with parts not manufactured by the manufacturer of the machine:
- a) Manually operated electronic gear shifters.

10.21 PRODUCTION

10.21.1 Machine Eligibility

- 10.21.1.1 Capacities and classes will be specified in the supplementary regulations.
- 10.21.1.2 Subject to the required and permitted alterations set out below, Production machines must:

- a) Be fitted with Australian Design Rule (ADR) compliance plates for the particular machine,
 - b) Be eligible for registration in all States and Territories in which they compete,
 - c) Be of a make and model lawfully sold in Australia,
 - d) Be as constructed by the manufacturer,
 - e) Be a current model, and
 - f) Be approved by MA.
- 10.21.1.3 At least 200 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer, or as stipulated in the event specific supplementary regulations.
- 10.21.1.4 Machines approved for this class will be published at www.ma.org.au.
- 10.21.2 Tyres
- 10.21.2.1 Tyres may be homologated by MA and/or listed in the supplementary regulations.
- 10.21.3 Compulsory Modifications**
- 10.21.3.1 The following must be removed:
- a) Head lamp,
 - b) Tail lamp,
 - c) Reflectors,
 - d) Horn,
 - e) Traffic indicators,
 - f) Mirrors,
 - g) Centre and side stands,
 - h) Registration plate / bracket and label holder,
 - i) Passenger footrests,
- 10.21.4 Permitted Modifications**
- 10.21.4.1 The following may be replaced or modified:
- a) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original.
 - b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame.
 - c) Spark plug type.
 - d) External gearing and chain, but not chain pitch.
 - e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model.
 - f) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM.
 - ~~g) Front and rear suspension springs and internal damping parts may be modified or replaced, but the external appearance of the forks and rear shock must not be changed.~~
 - g) Front suspension, springs, damping parts and fork top caps **may be replaced or modified, but the external appearance of the forks must not be modified or changed.**
 - h) Rear suspension damping units and springs.
 - i) Handlebars and handlebar mounted levers, but replacement handlebars must be mounted in the original position on the fork assembly or top clamp.
 - j) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
 - k) Air filter element.
 - l) 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.
 - m) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions.
- 10.21.4.2 The following may be removed:
- a) OEM top rear chain guard,

10.21.5 Permitted Additions

10.21.5.1 The following may be added:

- a) Steering damper.
- b) MA approved fuel metering devices that plug into the original electrical connectors with no modification to the wiring harness. Standard OEM ECU must be retained and operative.
- c) Screw in replaceable fuel metering jets but carburettor body castings and slides must remain as manufactured by the manufacturer.
- d) Frame protective sliders.

10.22 MOTO3

10.22.1 Engine

- a) 4-stroke reciprocating piston engines only.
- b) Engine capacity maximum 250cc.
- c) Single cylinder only.
- d) Maximum bore size: 81 mm. No oval pistons.
- e) Engines must be normally aspirated. No turbo-charging, no super-charging.
- f) Maximum of one ignition driver.
- g) Pneumatic and/or hydraulic valve systems are not permitted.
- h) Valve timing system drive must be by one chain. An intermediate drive gear which rotates on only one axle or rotation centre is allowed in the system.
- i) Variable valve timing and/or variable valve opening systems are not permitted.

10.22.2 Inlet and Fuel System

- a) Variable-length inlet systems are not permitted.
- b) Only one throttle control valve per throttle body is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (e.g. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical

connection between the rider's input and the throttle is allowed. Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed.

- c) Fuel injectors must be located upstream of the engine intake valves.
- d) Maximum of two fuel injectors per throttle body and two independent fuel injectors drivers.
- e) Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.
- f) Any quality of oil may be used.

10.22.3 Exhaust System

- a) Variable length exhaust systems are not permitted.
- b) No moving parts (e.g. valves, baffles) are allowed in the exhaust systems.
- c) Machines must comply with sound emissions set out in GCR 10.14.

10.22.6 Transmission

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

10.22.7 Ignition, Electronics and Data-Logging

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

10.22.8 Chassis

- a) Chassis may be a prototype, the design and construction of which is free within the constraints of GCR 10.22.10 : Materials & Construction.
- b) Minimum total weight of Motorcycle without rider, empty of fuel, but with all other fluids at optimum levels,

- must weigh no less than 84 kg.
- c) Brake discs must be made from an iron-based alloy.
- d) Suspension systems must be of a conventional passive, mechanical type. Active and semi-active suspension systems and/or electronic control of any aspect of the suspension and ride height are not permitted. Springing must be by means of coil springs made of iron-based alloys.
- e) Machines must be fitted with an integral lower fairing with a minimum capacity of 2.5 litres to retain spilled engine fluids.
- f) The lower fairing must incorporate an opening of \varnothing 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.

10.22.9 Wheels and Tyres

- a) The only materials allowed for the wheels rims are magnesium and aluminium alloys.
- b) The only permitted wheel rim sizes are:
 - i) Front 2.50" x 17"
 - ii) Rear 3.50" x 17"
- c) Tyres as per supplementary regulations.

10.22.10 Materials and Construction

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

- e) Connecting rods, valves and valve springs must be made from either ferrous or Titanium-based alloys.
- f) "X-Alloy" means the element X (e.g. Fe, for Iron based alloy) must be the most abundant element in the alloy, on a % w/w basis.

10.23 125CC GP CLASS

10.23.1 Machine Eligibility

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

10.24 250 GP MONO

10.24.1 Machine Eligibility

- 10.24.1.1 Subject to the required and permitted alterations set out below, solo 250 GP Mono machines must:
 - a) Be as homologated by MA.
 - b) Be fitted with a single cylinder 4-stroke engine with integral gearbox with a capacity no less than 200cc and no greater than 250cc.
 - c) Be fitted with a complete upper and lower fairing or stream lining.
 - d) Chassis must be as manufactured by the manufacturer and homologated by MA with no modifications.
 - e) Engine must be homologated with MA and must be as manufactured by the manufacturer apart from the listed modifications set out below.
 - f) Carry all relevant chassis and engine numbers.
 - ~~g) Fairings and or stream lining must be predominately painted in the Engine Manufacturers Corporate colours i.e. Honda = Red, Kawasaki = Green, Suzuki = Yellow, Yamaha = Blue, KTM = Orange.~~
 - ~~h) One machine per rider only must be recorded with the chassis and or VIN number on the official entry form and that will be the only machine accepted by the race officials for practice, qualifying and racing.~~

10.24.2 Tyres

- 10.24.2.1 The choice of tyre is optional but any restrictions on the number of tyres that

may be used must be included in the supplementary regulations.

10.24.2.2 Tyres must:

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

10.24.3 Use of Non-OEM Parts

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

- a) Fuel metering jets, but carburettors and throttle bodies must remain as supplied by the engine manufacturer for that model,
- b) Piston, pin, clips and piston rings,
- c) Wiring harness,
- d) Spark plug type and range,
- e) Internal suspension parts only,
- f) External suspension springs,
- g) Brake pads, linings and brake hoses,
- h) Rear drive chain and sprockets,
- i) Camshafts and cam wheels,
- j) Valve springs, collets and retainers,
- k) Footrests and foot controls, but replacements must be mounted on the frame at the original mounting points,
- l) Clutch plates and springs,
- m) Cylinder head gaskets,
- n) Exhaust and muffler system,
- o) Handle bars and handle bar mounted levers,
- p) Carburettor or throttle body intake air funnels.

10.24.4 Replacement of OEM Parts

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

- a) Gearbox shafts, gears and selector mechanism.

10.24.5 Modification of OEM Parts

10.24.5.1 The following OEM Parts may be modified:

- a) Cylinder head may be ported by removal of material only,

- b) Piston valve pockets may be machined,
- c) Compression ratio's may be altered by machining of the cylinder and cylinder head surfaces,
- d) Crankshaft balancing by normal OEM methods of drilling holes and not by excessive lightening, crankshaft flywheel diameter and width dimensions must remain standard.

10.24.5.2 The following may be added:

- a) OEM engine oil cooler of the same or other homologated engine manufacturer provided that connecting oil lines are of an accepted high pressure type with either screw on or swaged fittings,
- b) Steering damper providing there is no modification to the main frame.

SECTION 10F: TECHNICAL REGULATIONS: SIDECARS

10.25 ALL CLASSES

10.25.1 Lanyards

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

10.25.2 Engine Capacity Tolerances

10.25.2.1 The actual engine capacity of a machine competing in a sidecar capacity class may not exceed the prescribed capacity for that class by more than 2%, provided that the upper limit of 1300cc is not exceeded. ~~the engine capacity tolerance is 0%.~~

10.25.3 Frames and Parts

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

10.26.3.2 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.

- 10.26.3.3 The engine must be positioned:
- In such a way that the centre line of the engine must not exceed 160 mm beyond the centre line of the rear wheel of the motorcycle,
 - In front of the rear wheel.
- 10.27.3.4 The forward extremity of the streamlining must not be more than 400mm in front of the foremost part of the front tyre.
- 10.27.3.5 The extreme rear edge of the streamlining must not be more than 400mm to the rear.
- 10.26.3.6 Sidecars must be equipped with a rear-facing red lamp:
- Measuring a minimum of 30cm² ~~35cm² and a maximum of 100cm²,~~
 - Fitted with LED lights, producing a minimum of 1500MCD ~~a 2.5-watt halogen bulb or a 10-watt conventional bulb,~~
 - Installed at the rear of the main body, between the back wheel and the sidecar platform, at least 100mm above the ground, ~~and mounted above the driving wheel, at least 400mm above the ground,~~
 - Visible at all times, with no obstruction from fairing or passenger, and
 - Switched on when the track is declared wet.
- 10.26.3.7 The gearbox must have no more than six gear ratios.
- 10.25.4 Sidecar Measurements
- 10.26.4.1 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.
- 10.25.5 Steering
- 10.27.5.1 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.
- 10.26.5.2 The steering axis must not be offset more than 75mm from the motorcycle front wheel centre line.
- 10.26.6 Oil Containment and Underside Protection
- 10.26.6.1 In case of an engine breakdown, an oil containment tray must be constructed directly below the engine to:
- Hold at least half of the total oil and engine coolant capacity of the engine (minimum five litres), and
 - Protect the rear wheel from any possible oil spray.
- 10.26.6.2 The edges of the oil containment tray must be at least 50mm above the bottom of the tray.
- 10.26.6.3 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.
- 10.26.6.4 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.
- 10.26 FORMULA ONE SIDECARS
- 10.26.1 Frames and Parts
- 10.26.1.1 The minimum weight of the sidecar including passenger and rider at the completion of practice, qualifying or racing is 375 kg.
- 10.26.1.2 The overall height of the motorcycle and sidecar must not exceed 800mm, but the airbox and the immediate bodywork over the airbox only may be a maximum of 950mm.
- 10.26.1.3 The wheelbase must not exceed 2300mm.
- 10.26.1.4 Track, as measured from the centre of the rear wheel to the centre of the sidecar wheel shall be:
- Maximum of 1150mm,
 - Minimum of 800mm.
- 10.26.1.5 The overall length of the motorcycle and sidecar must not exceed 3300mm.
- 10.26.1.6 Devices which reduce the ground clearance during the course of a race are not permitted.
- 10.26.1.7 Attachment points between motorcycle and sidecar:
- Must be not less than four if the sidecar is not integrated with the motorcycle,
 - Must not allow movement at the joints,
 - If the angle of inclination is changeable, must be secured by

locking and not merely clamped.

- 10.26.1.9 The drive must be transmitted to the ground only through the rear wheel.
- 10.26.1.10 The underside of the platform must be flat.
- 10.26.1.11 The lean of the motorcycle must not exceed 10 degrees from the vertical.
- 10.26.1.12 Banking sidecars are prohibited.
- 10.26.1.13 Machines must have a solid and effective protective barrier between the engine and the rider's torso.
- 10.26.1.14 Where a fairing is fitted:
- The rear wheel and sidecar wheel must be enclosed down to the level of the sidecar platform on the inside and to the top of the rim flange on the outside,
 - Spoilers and other aerodynamic devices are authorised on condition they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body. These shall not exceed neither the width of the fairing nor the height of the handlebars.
- 10.26.2 Sidecar Measurements
- 10.26.2.1 The body must be forward of the centre line of the baseboard, a forward portion of which must have an area of 230mm high, 300mm wide and 300mm long with at least 25mm radius to all corners.
- 10.26.2.2 The maximum space between motorcycle and sidecar baseboard must be 50mm with the rider in a normal racing position.
- 10.26.2.3 The body must be covered in at the front end.
- 10.26.3 Handholds and Fittings
- 10.26.3.1 Stirrup fittings for the passenger's feet are not permitted.
- 10.26.3.2 A suitable passenger hand-hold must be provided on the outer side of the rear wheel.
- 10.26.3.3 Hand-holds must:
- Be molded or positioned so as to prevent direct access by the rider or passenger to any moving parts of the machine, and
 - Not project beyond the outer edge of the sidecar mudguard or bodywork.

- 10.26.4 Oil Containment and Underside Protection
- 10.26.4.1 Any oil breather pipe fitted must discharge into a catch tank:
- With a minimum capacity of two litres,
 - Which is located in an easily accessible position,
 - Which must be empty before the start of each meeting.
- 10.26.4.2 The underside of fuel tanks, engine casings and drain plugs must be protected from direct contact with the road surface by:
- Their location, or
 - The fitting of an underpan, which must cover the area of the underside of the tank, case or plug.
- 10.26.4.3 Where a guard or underpan is used it must be constructed of:
- Steel, which must have wired or rolled edges, and a minimum thickness of 1.6mm, or
 - Aluminium which must have wired or rolled edges, and with a minimum thickness of 3mm, or
 - Fibreglass which must have edges rounded and smoothed and with a minimum thickness of 3mm.
- 10.26.4.4 Oil cooler(s) and oil tanks must be mounted below the main body, in a crash secure position.
- 10.26.4.5 All fuel and oil lines must be of an approved type with high-pressure fittings.
- 10.26.5 Brakes
- 10.26.5.1 Brakes must:
- Have at least two circuits operating independently, one of which must operate the sidecar and rear wheel, the other must operate the front wheel,
 - Be designed so that if one circuit fails, the other works efficiently.
- 10.26.5.2 Carbon brakes are not permitted.
- 10.26.6 Rider
- 10.26.6.1 In the normal riding position, the rider's feet must be positioned behind the knees.
- 10.26.6.2 The rider's seat must be a minimum of 150mm above ground level, and a minimum of 200mm width.

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

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

10.26.7 Steering

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

10.26.7.2 The motorcycle must be steered by handlebars.

10.26.7.3 The handlebar extremities must not be:

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

10.26.8 Engine and Gearbox

10.26.8.1 Engines in Formula One must comply with the following:

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

10.26.8.2 The following may be altered or replaced:

- a) The original cylinder head, but the number of ports must remain as originally produced by the manufacturer,
- b) Camshaft, but method of cam drive must remain as originally produced by the manufacturer,
- c) Pistons, rings and pins,
- d) Conrods, however titanium or carbon rods are not permitted **unless original equipment**,
- e) The ignition system, but maximum revs are restricted to 13,000rpm,
- f) Carburettors,
- g) Crankshaft by lightening and balancing,
- h) Clutch basket, clutch plates, springs and hub,
- i) Sump, oilpan and oil pump.

- j) Oil lines containing positive pressure, but must be of metal reinforced construction with swaged or threaded connectors.

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

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

10.27 FORMULA TWO SIDECARS

10.27.1 Frames and Parts

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

10.27.1.2 The overall height of the motorcycle and sidecar must not exceed 800mm.

10.27.1.3 The maximum wheelbase is 1651mm.

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

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

10.27.1.5 Hinged sidecars and steerable sidecar wheels are not permitted.

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

10.27.1.7 Glass rear view mirrors are not permitted.

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

10.27.1.9 Monocoque construction is not permitted.

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

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

10.27.1.12 Titanium may not be used in the construction of the frame, front forks, handlebars, swinging arm and wheel axles.

10.27.1.13 Light alloys may not be used for wheel axles.

- 10.27.1.14 The streamlining must be easily detachable for scrutineering.
- 10.27.1.15 Aerofoil's or spoilers on streamlining are not permitted.
- 10.27.1.16 A solid and effective protection must be fitted between the driver and the engine, so as to prevent:
- Direct contact between the rider's body or clothing,
 - Escaping flames or leaking fuel or oil.
- 10.27.1.17 The rider's seat must be at least 200mm long and 150mm wide and be fitted at least 150mm above the sidecar platform.
- 10.27.1.18 Cooling air intakes must have no forward projection or protrusion.
- 10.27.1.19 The battery must be covered such that neither the driver nor the passenger can come into contact with the battery or its contents.
- 10.27.2 Oil Containment and Underside Protection**
- 10.27.2.1 Any oil breather pipe fitted must discharge into a catch tank:
- With a minimum capacity of 500ml,
 - Which is located in an easily accessible position,
 - Which must be empty before the start of each meeting.
- 10.27.2.2 The fuel tank must be independently protected from the ground.
- 10.27.2.3 The fuel filler cap must be in such a position that it does not protrude from the fairing and cannot be torn off in a crash.
- 10.27.3 Brakes**
- 10.27.3.1 A sidecar must have a brake system which must consist of:
- one main system with at least two circuits operating separately, one of which must operate on at least two of the three wheels,
 - An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.
- 10.27.4 Wheels and Suspension**
- 10.27.4.1 Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not permitted.
- 10.27.4.2 The minimum diameter of an inflated tyre must be 400mm.
- 10.27.4.3 All wheels must be of metal construction and unmodified from original manufacture.
- 10.27.4.4 The front suspension must be either a leading or trailing fork, or links with the wheel equally supported on each side.
- 10.27.4.5 The rear suspension must be of the swinging arm type and may be single sided.
- 10.27.4.6 Minimum suspension travel must be 20mm.
- 10.27.4.7 The rear mudguard must cover at least 240° of the rear wheel on the side nearest to the sidecar wheel.
- 10.27.4.8 The rear driving wheel must be covered down to the level of the sidecar platform and around the periphery.
- 10.27.4.9 The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery.
- 10.27.5 Steering**
- 10.27.5.1 Handlebar levers must:
- Have ball ends attached with a minimum diameter of 19mm,
 - Measure no more than 200mm from the fulcrum to the extremity of the ball.
- 10.27.5.2 Handlebar grips must be:
- Attached to the end of the handlebars,
 - No longer than 150mm.
- 10.27.5.3 Handlebars must:
- Be above the mid-point of the riders seat,
 - Be 450mm wide,
 - Be located on the sprung portion of the front suspension,
 - Not touch any part of the streamlining, regardless of the position of the bars.
- 10.27.5.4 All controls must be independently mounted.
- 10.27.5.5 Steering of the front wheel must be by non-adjustable handlebars fixed directly to the steering head of the motorcycle.
- 10.27.5.6 The front wheel axle must support the machine equally on each side of the wheel.

- 10.27.5.7 Steering lock angle each side of straight ahead position and measured horizontally at ground level must be a minimum of 20°.
- 10.27.5.8 Handlebar clamps must be radiused and engineered so as to avoid fracture points in the bar.
- 10.27.6 Rider and Passenger**
- 10.27.6.1 The rider's position, regardless of whether a driving seat is fitted, must be such that the rider's feet are positioned behind the knees.
- 10.27.6.2 The passenger must be able to lean out to either side of the sidecar and for this purpose the vehicle must be fitted with suitable closed loop type hand holds.
- 10.27.7 Engine**
- 10.27.7.1 Engines in Formula Two must be 4-stroke: and comply with the following:
- For two cylinder engines, with an engine capacity of no more than 1000cc,
 - For three cylinder engines, an engine capacity of no more than 675cc,
 - For four cylinder engines, with an engine capacity of no more than 600cc.
- 10.27.7.2 The engine must be positioned behind the steering head and in front of the driver.
- 10.27.7.3 Throttle controls must be self-closing.
- 10.27.7.4 The drive must be transmitted through the rear wheel.
- 10.27.8 Exhaust Systems**
- 10.27.8.1 Exhaust fumes must be discharged towards the rear but not so as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other rider.
- 10.27.8.2 The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.
- 10.27.8.3 On the side opposite the sidecar, the exhaust pipes must not extend beyond the streamlining.
- 10.27.8.4 On the other side, the exhaust pipe must not extend beyond the width of the sidecar.
- 10.27.8.5 Exhaust pipes must be fitted and positioned so as to prevent entanglement with other machines.

SECTION 10G: TECHNICAL REGULATIONS: JUNIOR CLASSES

10.28 JUNIOR 70CC SOLO

10.28.1 Machine Eligibility

10.28.1.1 Machines must:

- Be of no greater capacity than 70cc
- Carry where applicable all relevant chassis and engine numbers,
- Have a chassis which is constructed by an established manufacturer or a chassis approved by MA,

10.28.1.2 The engine must be as manufactured without modification, however engine capacity may be changed to suit another class (eg:70cc -> 85cc) but such changes can only be made using unmodified parts as supplied by the manufacturer of original engine and produce no greater power than an original manufactured engine of the new capacity. The engine may be utilised in a chassis not manufactured by the manufacturer,

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

10.28.1.4 Exhaust systems are free,

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

10.28.2 Tyres

10.28.2.1 Tyres must:

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

10.28.2.2 Treaded or slick tyres may be fitted.

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

10.28.3 Permitted Modifications

10.28.3.1 The following may be altered or modified:

- The fuel system, with a one way vented system breathing into a separate steel or aluminium catch bottle with a minimum capacity of 250cc.

- b) The cylinder and cylinder head, for the purposes of repair but original material and all original dimensions must be retained,
 - c) Spark plug type and range,
 - d) Front fork oil and spring pre-load settings,
 - e) Brake friction materials,
 - f) Sprockets and chains,
 - g) The cooling system, but only water may be used as a coolant,
- 10.28.3.2 Paper or foam type filters may be fitted.
- 10.28.3.3 Still air boxes or air filter assemblies may be fitted.
- 10.28.3.4 Data loggers are not allowed.
- 10.28.3.5 No other alterations or modifications are permitted other than stated in these rules.

10.29 JUNIOR 85CC SOLO

10.29.1 Machine Eligibility

10.29.1.1 Machines must:

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

10.29.1.2 The engine must be as manufactured without modification, however engine capacity may be changed to suit another class (e.g. 85cc > 70cc) but such changes can only be made using unmodified parts as supplied by the manufacturer of the original engine and produce no greater power than an original manufactured engine of the new capacity. The engine may be utilized in a chassis not manufactured by the manufacturer,

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

10.29.1.4 Exhaust systems are free,

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

10.29.1.2 Data loggers are not allowed.

10.29.2 Tyres

10.29.2.1 Tyres must:

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

10.29.2.2 Treaded or slick tyres may be fitted.

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

10.29.3 Permitted Modifications

10.29.3.1 The following may be altered or modified:

- a) The fuel system, with a one-way vented system breathing into a separate steel or aluminium catch bottle with a minimum capacity of 250cc.
- b) The cylinder and cylinder head, for the purposes of repair but original material and all original dimensions must be retained,
- c) Spark plug type and range,
- d) Front fork oil and spring pre-load settings,
- e) Brake friction materials,
- f) Sprockets and chains,
- g) The cooling system, but only water may be used as a coolant,

10.29.3.2 Paper or foam type filters may be fitted.

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

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

10.30 JUNIOR 160CC SOLO

10.30.1 Machine Eligibility

10.30.1.1 Machines must be 4-stroke and OEM.

10.30.1.2 Data loggers are not allowed.

10.30.2 Permitted Modifications

10.30.2.1 The following may be modified:

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

10.30.2.2 Only treaded tyres may be fitted.

10.30.2.3 Tyre warmers may be used.

SECTION 10H: MINIMOTO**10.31 COMPETITION RULES****10.31.1 Minimoto: Grid Positions**

10.31.1.1 There must be a maximum of five riders per row with a minimum of one metre between the riders; and

10.31.1.2 There must be a minimum of two metres between rows.

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

10.31.2 Minimoto: Starts

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

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

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

10.31.3 Minimoto: False Starts

10.31.3.1 Upon recommendation of the Clerk of Course, a board showing "Stop & Go" as well as the riding number will be shown at the finish area to the rider who made the false start.

10.31.3.2 The rider making the false start must:

- a) Go to the designated "Stop & Go" penalty zone,
- b) Bring their machine to a stop (the engine must not be turned off),
- c) Remain stationary for a full seconds.

10.31.3.3 The rider may then re-join the race.

10.31.3.4 This procedure is under the strict control of the designated Marshals.

- a) If a rider fails to stop after being shown the Stop & Go board three times, the rider will be black flagged,
- b) If more than one rider is to be penalised, the riders will be signaled on subsequent laps.
- c) Where the Marshals have been unable to carry out the "Stop & Go" procedure before the end of the race, the rider will incur a time penalty of 15 seconds.

10.32 PROTECTIVE CLOTHING: MINIMOTO

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

10.33 FRAMES AND PARTS: MINIMOTO AND MINIMOTARD

10.33.0.1 Minimotos must be fixed or rigid frames with no suspension.

10.33.0.2 Minimotos must have a working handlebar mounted engine kill-switch.

10.33.0.3 Foot pegs must be covered in plastic, rubber or nylon.

10.33.1 Tyres

10.33.1.1 Knobby tyres are only permitted in Minimotard classes.

10.33.1.2 Treaded road tyres may be used at any time.

10.33.2 Rims

10.33.2.1 In all classes other than Minimotard, rims must be 6.5" diameter.

10.33.2.2 For Minimotard classes rims other than 6.5" diameter may be used.

10.33.3 Brakes

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

10.33.3.2 Brakes may be cable or hydraulically operated.

10.33.3.3 Handlebar levers must have ball ends with a minimum diameter of 10mm.

10.34 ENGINES: MINIMOTO AND MINIMOTARD

10.34.1 As per GCR 10.16 plus:

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

10.34.1.2 A non-return valve must be fitted to the tank breather pipe which must discharge into a catch tank with a minimum capacity of 100cc.

10.34.1.3 Other than Minimotards: Final drive must be single speed via a dry centrifugal clutch (adjustable allowable).

10.34.1.4 Minimotards may have manual or automatic gearboxes.

- 10.34.1.5 Minimotoards must be fitted with a hose running from the crankcase breather into a catch tank with a minimum capacity of 200cc.
- 10.34.1.6 Fuel must not leak when machine is laid on each side. Use of an O-ring under cap permitted.
- 10.34.2 Minimoto**
- 10.34.2.1 Junior riders (under 16 years) cannot compete with Senior riders
- 10.34.2.2 Seniors and Juniors Class 1: Basic CAG (Chinese air-cooled copy of Italian original):
- a) Capacity: Maximum 51cc,
 - b) Crankcase: Standard air-cooled CAG only,
 - c) Crankshaft: Standard half circle CAG only,
 - d) Connecting rod & piston: Chinese made,
 - e) Seals: Bearings, Gaskets: Open,
 - f) Head/Barrel: Standard CAG only, maximum two intake & one exhaust port without modification, must be cast only,
 - g) Coil: Standard CAG only,
 - h) Timing key allowed,
 - i) Flywheel: Standard without modification,
 - j) Spark Plug: Open,
 - k) Clutch: Open,
 - l) Carburettor: Maximum 15mm bore
 - m) Air filter: Open,
 - n) Reed block: Standard CAG only,
 - o) Reeds: Material open,
 - p) Exhaust system: Open,
 - q) Tyres: Open,
 - r) Gear ratios: Open,
 - s) Machining: Porting, machining (including polishing) of barrel/head, crankcase, crankshaft, con-rod, piston or flywheel is NOT permitted,
 - t) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.
- 10.34.2.3 Seniors and Juniors Class 2: Pro CAG.
- a) Capacity: Up to 51cc,
 - b) Crankcase: Standard air-cooled CAG only,
 - c) Crankshaft: Open,
 - d) Connecting rod & piston: Chinese made,
 - e) Seals: Bearings, Gaskets: Open,
 - f) Head/Barrel: Open,
 - g) Coil: Standard CAG only,
 - h) Timing keyway allowed,
 - i) Flywheel: Open,
 - j) Spark Plug: Open,
 - k) Clutch: Open,
 - l) Carburettor: Open,
 - m) Air filter: Open,
 - n) Reed block: Open,
 - o) Reeds: Material open,
 - p) Exhaust system: Open,
 - q) Tyres: Open,
 - r) Gear ratios: Open,
 - s) Chain: Open,
 - t) Machining: Open,
 - u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.
- 10.34.2.4 Seniors and Juniors Class 3: Elite Air-cooled.
- a) Capacity: Maximum 51cc air-cooled only, b) Crankcase: Open,
 - c) Crankshaft: Open,
 - d) Connecting rod & piston: Open,
 - e) Seals, Bearings, Gaskets: Open,
 - f) Head/Barrel: Open,
 - g) Coil: Open,
 - h) Timing key: Open,
 - i) Flywheel: Open,
 - j) Spark Plug: Open,
 - k) Clutch: Open,
 - l) Clutch Bell: Open,
 - m) Carburettor: Open,
 - n) Air filter: Open,
 - o) Reed block: Open,
 - p) Reeds: Material open,

- q) Exhaust system: Open,
- r) Tyres: Open,
- s) Gear ratios: Open,
- t) Machining: Open,
- u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

10.34.2.5 Seniors and Juniors Class 4: Basic Chinese Water-cooled:

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

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

- a) Capacity: Maximum 51cc,
- b) Crankcase: Chinese made,
- c) Crankshaft: Chinese made,

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

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

- a) May be air or water-cooled,
- b) Origin open, (may be Chinese or European made),
- c) Capacity: Maximum 40cc,
- d) Crankcase: Open,
- e) Crankshaft: Open, maximum 39.2mm stroke,
- f) Connecting rod & piston: Open,
- g) Seals, Bearings, Gaskets: Open,
- h) Head/Barrel: Open,
- i) Coil: Open,
- j) Timing key: Open,
- k) Flywheel: Open,
- l) Spark Plug: Open,
- m) Clutch: Open,
- n) Clutch Bell: Open,
- o) Carburettor: Maximum 14mm. Must be marked as 14mm or less by OEM, or Carburetor must be sized before commencement of racing by the Clerk Of Course, then marked and sealed,

- p) Air filter: Open,
 - q) Reed block: Open,
 - r) Reeds: Material Open,
 - s) Exhaust system: Open,
 - t) Tyres: Open,
 - u) Gear ratios: Open,
 - v) Chain: Open,
 - w) Machining: Open,
 - x) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.
- 10.34.2.8 Seniors and Juniors Class 7: Elite Open 50cc;
- a) May be air or watercooled,
 - b) Origin open, (may be Chinese or European made),
 - c) Capacity: Maximum 51cc,
 - d) Crankcase: Open,
 - e) Crankshaft: Open,
 - f) Connecting rod & piston: Open,
 - g) Seals, Bearings, Gaskets: Open,
 - h) Head/Barrel: Open,
 - i) Coil: Open,
 - j) Timing key: Open,
 - k) Flywheel: Open,
 - l) Spark Plug: Open,
 - m) Clutch: Open,
 - n) Clutch Bell: Open,
 - o) Carburettor: Open,
 - p) Air filter: Open,
 - q) Reed block: Open,
 - r) Reeds: Material Open,
 - s) Exhaust system: Open,
 - t) Tyres: Open,
 - u) Gear ratios: Open,
 - v) Chain: Open,
 - w) Machining: Open,
 - x) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.
- 10.34.2.9 Seniors and Juniors Class 8: Maxi Bikes:
- a) Capacity: Up to 51cc 2-stroke or up to 110cc 4-stroke air-cooled,
 - b) Motor: Chinese,
 - c) Maximum 12" wheels,
 - d) Gear box: CVT or locked in one gear no manual changing of gears,
 - e) All other parts open,
 - f) Tyres: Open,
 - g) No combustion enhancers such as NOS,
- 10.34.3 Minimotoard
- 10.34.3.1 Junior riders (under 16 years) cannot compete with Senior riders.
- 10.34.3.2 Class 5 (A & B): Minimotoard 2 & 4-stroke:
- a) Must be Motard designed bike, no road race type bikes allowed,
 - b) Age and capacity limitation,
 - c) Seniors – 4-stroke up to 160cc (auto or manual) or 2-stroke up to 85cc (auto or manual),
 - d) Juniors age 9 to under 13, 4-stroke up to 125cc (auto or manual) or 2-stroke 85cc (auto or manual),
 - e) Juniors age 13 to under 16, 4-stroke up to 140cc (auto or manual) or 2-stroke 85cc (auto or manual),
- 10.34.3.3 Class 5 / A – Chinese 4-stroke, example - Motovert, PitsterPro, Thumpstar, DHZ etc
- a) Capacity: As mentioned above 4-stroke only,
 - b) Bike frame, engine, barrel and head must be Chinese manufacture,
 - c) Engine must be horizontal design,
 - d) Engine work unlimited (up to capacity for specific classes),
 - e) Fuel must comply with GCR 10.15,
 - f) Engines may be air/oil cooled only, (no watercooled),
 - g) Gear box maybe used,
 - h) Maximum wheel base: 1250mm,
 - i) Frames: To be open cradle design/ construction,
 - j) Maximum wheel size up to 12" front and up to 12" rear,
 - k) Treaded or slick road tyres must be used,
 - l) No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

- 10.34.3.4 Class 5 / B – Open 2 and 4-stroke, example - Honda, Kawasaki, Yamaha, KTM, BBR, Takegawa etc
- a) Capacity: As mentioned above,
 - b) Bike and engine may be of any country of origin, (outside of China),
 - c) Engine may be horizontal or vertical design,
 - d) Engine work unlimited (up to capacity for specific classes),
 - e) Fuel must comply with GCR 10.15,
 - f) Engines may be air/oil or watercooled. The only coolant permitted is water,
 - g) Gear box may be used,
 - h) Maximum wheel size up to 12" front and up to 12" rear,
 - i) Treaded or slick road tyres must be used,
 - j) No combustion enhancers such as NOS may be used and all bikes may be naturally aspirated or EFI.



Brian Adams House
46 Seventh Avenue
MAYLANDS

PO Box 475
MAYLANDS 6931

mail@motorcyclingwa.org.au

Ph 9371 5333

Office Hours: Monday to Friday 9.00 to 5.00



For more information on Minikhana,
visit our website

www.motorcyclingwa.org.au

