



**APPLICATION OF CHAPTER**

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

**SECTION 22A: AUSTRALIAN CHAMPIONSHIPS**

19.0.0.1 The Australian Supermoto Championships are to be conducted annually.

19.0.0.2 The method of conducting this Championship will be listed in the supplementary regulations for the event(s).

**19.1 CATEGORIES FOR SENIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS**

CLASS	CAPACITY
S1	Over 250cc 2-stroke & Over 450cc to 700cc 4-stroke
S2	Up to 250cc 2-stroke & Up to 450cc 4-stroke
S3	125cc to 200cc 2-stroke & Up to 250cc 4-stroke
Pro	Over 175cc to 250cc 2-stroke & Over 290cc to 450cc 4-stroke
Open	Up to 500cc 2-stroke & Up to 700cc 4-stroke
S5 Clubman	250cc 2-stroke & Up to 450cc 4-stroke
S6 Clubman	125cc 2-stroke & Up to 250cc 4-stroke
S10 Womens	Up to 500cc 2-stroke & Up to 700cc 4-stroke
S4 ATV-Pro	450cc 4-stroke

**19.2 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS**

CLASS/ AGE RANGE	CAPACITY
S7 Junior 13 to 15	Up to 125cc 2-stroke & Up to 250cc 4-stroke
S8 Junior 13 to 15	Up to 250cc 4-stroke
S9 Junior Lites 9 to 13	Over 65cc to 85cc 2-stroke & Over 90cc to 150cc 4-stroke

**19.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES****19.3.1 Individual Competitions**

19.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class.

19.3.1.2 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.

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

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

**SECTION 19B: COMPETITION CLASSES****19.4 SENIOR COMPETITION CLASSES**

CLASS	CAPACITY
S1	Over 250cc 2-stroke & Over 450cc to 700cc 4-stroke
S2	Up to 250cc 2-stroke & Up to 450cc 4-stroke
S3	125cc to 200cc 2-stroke & Up to 250cc 4-stroke
Pro	Over 175cc to 250cc 2-stroke & Over 290cc to 450cc 4-stroke
Open	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Clubman	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Veterans	Up to 500cc 2-stroke & Up to 700cc 4-stroke
S5 Clubman	250cc 2-stroke & Up to 450cc 4-stroke
S6 Clubman	125cc 2-stroke & Up to 250cc 4-stroke
S10 Womens	Up to 500cc 2-stroke & Up to 700cc 4-stroke
ATV-Pro	450cc 4-stroke

## 19.5 JUNIOR COMPETITION CLASSES

CLASS/ AGE RANGE	CAPACITY
57 Junior 13 to 15	Up to 125cc 2-stroke & Up to 250cc 4-stroke
58 Junior	Up to 250cc 4-stroke
59 Junior Lites 9 to 13,	Over 65cc to 85cc 2-stroke & Over 90cc to 150cc 4-stroke

## SECTION 19C: COMPETITION RULES

## 19.6 ELIGIBILITY: GENERAL

- 19.6.0.1 No person may participate in any competition unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.
- 19.6.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.
- 19.6.0.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.
- 19.6.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.
- 19.6.0.5 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.
- 19.6.1 Veterans
- 19.6.1.1 Riders must have turned 35 years before the 1st of January in the year of competition.
- 19.6.2 Qualification for Classes
- 19.6.2.1 To qualify for Pro Class, a rider must achieve at least a time equal to 106% of the time recorded by the fastest rider of his class.
- 19.6.2.2 Any rider who fails to qualify for Pro Class, will be reclassified to the Open Class.

19.6.2.3 Any rider entered into the Clubman Class, who achieves a qualifying time that is at least equal to 106% of the time recorded by the fastest rider of the **Open Class shall be reclassified to the Open Class.**

19.6.2.4 Race officials may alter the percentage amount, on a per event basis, where it is deemed necessary and in the interests of safety, fairness, competitiveness or the application of the set amount would make the running of the event impractical.

19.6.3 Cross Entry

19.6.3.1 A rider may not cross-enter between Championship classes on the same machine, with the exception of the Womens class.

## 19.7 ELIGIBILITY: JUNIORS

## 19.7.1 Junior Competition

- 19.7.1.1 Juniors only to compete in Junior competitions.
- 19.7.1.2 No person who is under the age of 16 years may compete in other than a Junior competition in the discipline of Supermoto.
- 19.7.1.3 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.
- 19.7.1.4 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.
- 19.7.1.5 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than four (4) years.

## 19.7.2 Junior Supermoto Endorsements

19.7.2.1 Junior endorsements will be issued for:

- 65cc 2-stroke/125cc 4-stroke
- 85cc 2-stroke/150cc 4-stroke
- 200cc 2-stroke
- 250cc 4-stroke

## 19.8 GENERAL RULES

### 19.8.1 Homologation

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

### 19.8.2 Helmet Cameras

19.8.2.1 ~~Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted. Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.~~

## 19.9 PROTECTIVE CLOTHING AND HELMETS

19.9.0.1 No competitor may practice, start or compete in any Supermoto competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Helmets:

## 19.10 MACHINE AND RIDER IDENTIFICATION

### 19.10.1 Number Plates: Juniors and Seniors

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

19.10.1.2 Front number plates must have figures which are clearly visible at a distance of 20 metres. **Figures must be in a contrasting colour to the number plate and a solid 10mm wide border.**

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

19.10.1.4 Number plates must:

- ~~a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges;~~
- ~~b) In the case of rectangular plates, have the corners formed to a 38mm radius;~~
- ~~c) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and~~

19.10.1.5 Side number plates must:

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

These numbers must be the same size as the front numbers

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

### 19.10.2 Number Plates: Juniors

19.10.2.1 Number plates for Juniors must be as follows:

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

### 19.10.3 Number Plate Colours

19.10.3.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND-COLOUR	FIGURE-COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
501cc to 750cc	White	Black
751cc and over	Mail Box Red	White
S3 Supermoto	Black	White
S2 Supermoto	White	Black
S1 Supermoto	Canary Yellow	Black

## 19.10.3.2 Colours for Junior age group racing:

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

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

## 19.11 RACE MEETING PROTOCOLS

19.11.0.1 Senior classes of the same capacity may be combined if provided for in supplementary regulations.

## 19.11.1 Flags and Signals

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

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

19.11.1.4 The National flag signifying the start of an event may be replaced by:

- a) A light signal,
- b) A starting tape,
- c) A rubber band, or
- d) A dropping gate

## 19.11.2 Measurement at Meetings

19.11.2.1 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.

19.11.2.2 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.

## 19.11.3 Measurement: Australian and State Championship Events

19.11.3.1 For all Australian and State Championship events:

- a) All machines must have provision for the placement of sealing wire,
- b) An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the

request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event,

- c) The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,
- d) At the conclusion of that period, if no protest is received, the result will be final,
- e) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,
- f) If no protest is received within that period, the seals may be removed,
- g) Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event,
- h) No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

## 19.11.4 Grid Positions

19.11.4.1 There must be a maximum of three riders per row with a minimum of 1.5 metres between riders.

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

## 19.11.5 Starts

19.11.5.1 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,
  - i) The pit lane,

- ii) The rear of the field, or
  - iii) Such other position as shall be required for the safe, fair and orderly start of the event.
- d) Exclude a competitor who is late for the start.
- 19.11.5.2 The method of starting will be as prescribed by supplementary regulations.
- 19.11.5.3 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.
- 19.11.5.4 Unless otherwise provided for in the supplementary regulations, massed starts must be used.
- 19.11.5.5 Unless otherwise provided for in the supplementary regulations, qualifying for starting grid positions must be held.
- 19.11.5.6 In the absence of qualifying, the Clerk of Course must allocate starting grid positions.
- 19.11.6 Finishes**
- 19.11.6.1 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 19.11.6.1 a),
  - c) The finish occurs for each machine when the foremost part of the machine crosses the line,

- d) On a solo machine the competitor must finish the event ~~on~~ 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.

### 19.11.7 Juniors: Starts and Finishes

- 19.11.7.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:
- a) Competitors may use up to two starting blocks (one per side) up to a maximum of 100mm high and must be able to start in the event unaided while sitting on the machine,
  - b) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,
  - c) Pit board signals will not be used in Junior competition. Riders/pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition.
  - d) When the number of competitors exceeds one full grid:
    - i) Elimination heats and semi-Finals must be held,
    - ii) The Relevant Controlling Body may direct that events be decided by a Final or Finals, consisting of a number of rounds.
- 19.11.8 Stopping Events**
- 19.11.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run.
- 19.11.8.2 The results so declared will be based on the placings at the finish line of the last full

lap completed before the incident but will exclude those competitors who:

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

### 19.11.9 Stopping and Re-Running Events

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

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

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

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

- a) Held immediately before such conduct, or
- b) Having regard to any advancement in placing following the exclusion, in some other place.

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

19.11.9.4 In any re-run:

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

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

- a) If no more than two laps of the stopped race were completed:
  - i) The stopped race will be declared null and void,
  - ii) The race may be re-run,
  - iii) The re-run race will be for the full race distance,
  - iv) The original grid positions will be used,
  - v) The place of any machine unable to take part in the re-run race will be left vacant,
  - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.
- b) If more than two laps, but less than 75% of the race distance, have been completed:
  - i) The race may be re-started, but only once,
  - ii) The 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.

19.11.9.6 If the race is interrupted after the chequered flag, the following procedure will apply:

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

#### 19.11.10 Jump Starts

19.11.10.1 If the front wheel spindle of the motorcycle crosses the line which marks the front of that riders' starting position on the grid before the red light goes out, this will be considered as a jump start.

19.11.10.2 Upon the recommendation of the Clerk of Course, a board reading "Jump Start" together with the rider's number will be displayed at the start/finish line to a rider who committed the jumped start.

19.11.10.3 The penalty for a jump start is a mandatory 15 seconds to be added to the infringing rider(s) time(s).

#### 19.11.11 Scoring

19.11.11.1 All races will be scored using the scoring system below:

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

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

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

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

#### 19.11.12 Change of Machine during a Competition

19.11.12.1 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.

#### 19.11.13 Radio Communication

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

### SECTION 19D: TECHNICAL REGULATIONS

#### 19.12 SOUND EMISSIONS

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



### 19.12.1 Specifications

19.12.1.1 Sound emissions are set out in the tables below:

2 Metre Max Method	
DISCIPLINE	LIMIT dB(A)
Supermoto	112 with a 4dB(A) allowance

19.12.1.2 Where government regulations or planning orders exist in relation to lower sound emissions or where a venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail over GCR 19.12.1.1.

### 19.12.2 Sound Control during Competition

19.12.2.1 The Sound Control Officer (SCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.

19.12.2.2 Machines can be tested before, or after competing in an event, chosen by ballot, or as required by a Steward, Clerk of Course or SCO.

### 19.12.3 Use of Sound Level Meters

19.12.3.1 Sound testing apparatus must:

- Comply with International standard IEC 651, Type 1 or Type 2.
- Include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary action may be imposed.

19.12.3.2 Sound testing apparatus must be set to:

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

19.12.3.4 '2 Metre Max' set up of the sound meter and the motorcycle:

- The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.
- For the place and position of the

motorcycle, ensure that there are no solid obstacles within a 10 metre radius of the microphone.

- The sound meter will be positioned at a distance of two metre behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metres above the ground, with the sound meter level.
- The two metre distance is measured from the point where the centre of rear tyre touches the ground.
- It is preferred that the tests are conducted on soft ground, to prevent reverberation, i.e. grass or fine gravel.
- In other than moderate wind, machines should face forward in to the wind direction.
- The ambient sound level must remain lower than 100 dB(A).

19.12.3.5 '2 Metre Max' positioning of the motorcycle:

The reference points:

- For a motorcycle: the contact point of the rear wheel on the ground.
- For motorcycles fitted with two exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.
- For Sidecars: the contact point of the side wheel on the ground.
- For ATV vehicles: the vertical line to the ground from the centre point of the rear axle.
- For ATV vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

19.12.3.6 '2 Metre Max' method:

- The measurement is made with the motorcycle on its wheels, with a hot engine.
- During a sound test, machines not

equipped with a gear box neutral must be placed on a stand.

- c) The SCO should stand beside the motorcycles, opposite the microphone and not screen or stand between the bike and the microphone. An assistant, placed on the left side of the motorcycle, shall disengage the clutch.
- d) The SCO shall open the throttle as fast as possible until full open throttle (instantly, within 0.3 seconds) and keep at max engine 'rpm' for at least one second. To end, the SCO will release the throttle quickly.
- e) If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle a maximum of two more times.
- f) For motorcycles equipped with an engine rpm limiter, opening the throttle will be made - instantly, within 0.3 seconds - and kept open until at least one second has evolved and/or when there is an audible sign of over revving the engine.
- g) For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than two seconds and/or when there is an audible sign of over-revving the engine.
- h) If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
- i) If detonations appear, the measurement must be started again.
- j) The numbers obtained from the test shall not be rounded down.
- k) For the sound level measurement, the handling of the throttle is limited only to the SCO, who shall open the throttle himself in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).

19.12.3.7 Tests shall not take place in the rain

#### 19.12.4 Machine Testing

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

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

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

### 19.13 FUEL

#### 19.13.1 Fuel Warning

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

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

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

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

#### 19.13.2 Fuel Testing

19.13.2.1 For any event, meeting or series, the Relevant Controlling Body may direct that no fuels other than fuels of prescribed specifications and from a prescribed source may be used.

- 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.

19.13.2.2 Fuel tests must comply with the following procedures:

- a) All containers for holding samples must be clean and constructed of robust non-reactive impermeable material, must be sealable, and must have provision for identification,
- b) Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,
- c) All samples must be divided into two

lots (Sample A and Sample B) of not less than 5ml each, which must be placed in separate containers,

- d) Once samples are placed in containers, the containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on a fuel sample certificate which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken and the identity of the rider,
- e) Both samples must remain in the control of the official who administered the test.
- f) The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,
- g) All samples held by the official must be delivered as soon as practicable after the competition to the Relevant Controlling Body which must deliver the Sample A as soon as practicable to a laboratory approved by MA where they must be tested for content and quality in accordance with standard scientific procedures,
- h) The Relevant Controlling Body must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,
- i) If the rider is dissatisfied with the test result of Sample A, they may request Sample B be tested at an MA approved laboratory in their presence.

### 19.13.3 Refueling

- 19.13.3.1 During refueling, each machine must be stationary with the engine stopped.
- 19.13.3.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 19.13.3.3 Smoking is strictly prohibited in areas where refueling is permitted.
- 19.13.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 19.13.3.3, and are responsible for the

actions of their mechanics and support team members.

### 19.13.4 Homologation of Fuel

- 19.13.4.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five (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.
- 19.13.4.2 Organisations seeking homologation of fuel must provide MA with:
  - a) Two one-litre sealed containers of the fuel for analysis,
  - b) Details of the fuels characteristics,
  - c) The distribution network,
  - d) The price structure,
  - e) A homologation fee of \$2,500 in the first year and \$2,000 per year thereafter.
- 19.13.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).
- 19.13.5 Fuel: Supermoto
  - 19.13.5.1 Fuel for all machines must:
    - a) Be Unleaded; and
    - b) Be no more than 100 RON, and
    - c) Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines.
    - d) Be readily available in Australia as per GCR 19.13.4.1; or
    - e) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.

## 19.14 ENGINES

### 19.14.1 Reciprocating Engines

- 19.14.1.1 The formula for calculation of capacities and classes:

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

Where:

D = Bore in centimetres,  
 C = Stroke in centimetres,  
 N = Number of cylinders.

### 19.14.2 Engine Capacity Tolerances

19.14.2.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

## 19.15 FRAMES AND PARTS

### 19.15.1 General

19.15.1.1 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer.

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

19.15.1.3 Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. Worm drive hose clamps may not be used.

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

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

19.15.1.5 Only single or twin cylinder engines may be used.

19.15.1.6 On all engines, an oil catch tank of 300cc minimum, properly fastened, or a closed breather system must be installed.

19.15.1.7 The only liquid coolant permitted is water.

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

19.15.1.9 A non-return valve must be fitted to the tank breather. ~~pipe which must discharge into a catch tank with a minimum capacity of 350cc~~

### 19.15.2 Fuel Tanks

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

### 19.15.3 Exhaust Systems

19.15.3.1 Exhaust systems must:

- a) Be fitted with silencers,

- b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,

~~c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors;~~

~~d) Where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc;~~

~~e) Where silencers are re-packable, have safety wired securing bolts.~~

### 19.15.4 Centre and Side Stands

19.15.4.1 Centre and side stands must be removed for all types of competition in Supermoto.

### 19.15.5 Footrests

19.15.5.1 Footrests must:

- a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
- b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

### 19.15.6 Handlebars

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

19.15.6.2 Handlebar levers must:

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

19.15.6.3 Throttle controls must be self-closing.

### 19.15.7 Handlebars

19.15.7.1 85cc 2-stroke and 150cc 4-stroke solo handlebars must be securely plugged and have no greater width than 800mm.

### 19.15.8 Kick Start Levers

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

### 19.15.9 Drive Chain Protection

- 19.15.9.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.
- 19.15.9.2 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.
- 19.15.9.3 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded. ~~where the sprocket teeth are further than 30mm from a frame member or swinging arm.~~
- 19.15.9.4 ~~The guard must be constructed of:~~
- ~~a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or~~
  - ~~b) Fibreglass having a minimum thickness of 3mm.~~
- 19.15.9.5 ~~If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.~~
- 19.15.9.6 ~~A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.~~

### 19.15.10 Tyres

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

### 19.15.11 Rims

- 19.15.11.1 Any rim size can be used in all classes.
- 19.15.11.1 ~~Rims must be up to 17" in S1, S2 and S3 classes.~~
- 19.15.11.2 ~~Rims other than 17" may be used in S4, S5, S6 classes.~~
- 19.15.11.3 ~~Any rim size can be used in S7/S8 classes.~~

### 19.15.12 Brakes

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

### 19.15.13 Hand Protectors

- 19.15.13.1 If hand protectors are used, they must be of a shatter proof material.

## Thinking about Rule changes?

If you believe a rule should be changed or a new rule added, you can have your say by working through your Club to propose amendments and/or additions.

Proposals for changes can be sent to your SCB or direct to MA. The details are at the front of this book.

The most successful applications are when the proposer includes the new wording for an existing rule, where a new rule should sit in the structure of this book, and **must** include a rationale on why the rule should be changed or added.

## It's YOUR SPORT- we welcome your input

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For all your Motorcycling in Tasmania queries, be it Competition or Recreation, we're here to help you get the most out of your Motorcycling experience.

