



# 12 MOTOCROSS AND SUPERCROSS

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## APPLICATION OF CHAPTER

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

### SECTION 12A: AUSTRALIAN CHAMPIONSHIPS

#### 12.1 CATEGORIES FOR SENIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 or 4-stroke)
MX1	255cc and over
MX2	Up to 250cc
MXD (16 to under 19)	Up to 250cc
Women	
Sidecars	

#### 12.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 or 4-stroke)
SX1	255cc to 450cc
SX2	Up to 250cc
SX2 Women	Up to 250cc
SXD (16 years to under 19)	Up to 250cc



Jett Lawrence 85cc 2-stroke/150cc 4-stroke  
Junior Australian Champion

#### 12.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

AGE RANGE	CAPACITY/CLASS
7 to under 9	50cc Division 2
7 to under 9, 9 to under 11, 11 years	65cc
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel)
12 to under 14, 14 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheel)
13 to under 15, 15 years	128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 to under 15, 15 years	100cc to 125cc 2-stroke
9 to under 13, 13 to under 16	Sidecar 80cc-100cc 2-stroke & 150cc 4-stroke
12 to under 16	85cc 2-stroke & 150cc 4-stroke (All Wheels), Girls
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls

#### 12.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES

##### 12.4.1 Individual Competitions

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

##### 12.4.2 All Competitions

12.4.2.1 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.

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

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

## 12.4.3 Duke of Edinburgh Trophies

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

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

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

12.4.3.4 The trophy will be held by MA.

## SECTION 12B: COMPETITION CLASSES

## 12.5 SENIOR COMPETITION CLASSES

12.5.0.1 The Senior capacity classes for Motocross and Supercross machines:

- a) Other than for Junior competitions,
- e) Other than Australian Championships, are:

CLASS	CAPACITY (2 or 4-stroke)
MX1	255cc and over
SX1	255cc to 450cc
MX2/SX2	Up to 250cc. Wheel sizes: (16"-19" rear and 19"-21" front)
MXD/SXD (16 to under 19)	Up to 250cc. Wheel sizes: (16"-19" rear and 19"-21" front)
Sidecars	



## 12.6 JUNIOR COMPETITION CLASSES: MOTOCROSS

AGE RANGE	CAPACITY/CLASS
4 to under 9	50cc Demo (Non-Competitive)
7 to under 9	50cc Auto
7 to under 12	65cc
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel only)
9 to under 16	80cc to 160cc 4-stroke  Sidecar 80cc to 100cc 2-stroke & Up to 150cc 4-stroke (Rider & Passenger)
12 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheels)
13 to under 16	128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke  100cc to 125cc 2-stroke

## SECTION 12C: COMPETITION RULES

## 12.7 ELIGIBILITY: GENERAL

12.7.0.1 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.

12.7.0.2 Where self-scrutineering occurs at Australian Motocross and Supercross Championships, a signed checklist that the protective clothing/equipment and machine has been self-scrutineered must be provided to the scrutineer.

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

12.7.0.4 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.

12.7.0.5 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.

12.7.0.6 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.

### 12.7.1 Senior Grades

12.7.1.1 The grades of competitors in Senior classes are:

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

### 12.8 ELIGIBILITY: AUSTRALIAN MOTOCROSS CHAMPIONSHIP

12.8.0.1 The MXD Australian Motocross Championship will be for riders from 16 to under 19 years. Riders who turn 16 before the first round of the MXD Australian Motocross Championship may place an entry for the series provided they meet the following criteria.

- a) Satisfy their State Controlling Body of their competence,
- b) State legislation will override these rules where applicable.

### 12.9 ELIGIBILITY: SUPERCROSS

#### 12.9.1 Supercross Licence Conditions

12.9.1.1 No person may compete in a Supercross race unless they:

- a) Are at least 12 years of age,
- b) Have a current National competition licence which is endorsed under the following rules.

12.9.1.2 To be endorsed as a Supercross competitor, a person must:

- a) Use a solo Motocross-type machine with a capacity of at least 80cc;
- c) Attend a Supercross training school conducted by an MA accredited coach,
- d) At the conclusion of the Supercross training school, be able to competently display to the MA

accredited coach the following:

- i) Jump a double jump, which is:
  - Eight metres for 85cc 2-stroke/150cc 4-stroke riders,
  - 10 metres for 150cc 2-stroke/250cc 4-stroke riders,
- ii) Jump a tabletop, which is:
  - 8 - 10 metres for 85cc 2-stroke/150cc 4-stroke riders,
  - 10 - 12 metres for 150cc 2-stroke/250cc 4-stroke riders,
- iii) Ride through stutters at a competitive speed in a straight line,
- iv) A sound knowledge of Supercross rules and safety issues as examined by a multiple-choice questionnaire.

12.9.1.3 The coach conducting the assessment under the preceding GCR may endorse the licence of a person as a Supercross competitor. A decision to:

- a) Endorse the licence,
- b) Refuse an endorsement, or
- c) Grant an endorsement conditionally, will have the same force and effect as if it was a decision by a State Controlling Body under GCR 3.1

12.9.1.4 A person who:

- a) Has entered a Supercross competition,
- b) Has paid the entry fee for the relevant meeting,
- c) Is required to submit to an assessment under these Rules, and
- d) Fails to be endorsed as a Supercross competitor at the meeting.

is entitled to a refund of the fee.

12.9.1.5 Once endorsed for Supercross, a person retains that endorsement unless:

- ~~a) They fail to participate in a Supercross event each year,~~
- a) During the course of a Supercross meeting, the Steward or Clerk of Course determines otherwise.

- 12.10 ELIGIBILITY: FREESTYLE MOTOCROSS
- 12.10.1 Freestyle Motocross Licence Conditions
- 12.10.1.1 No person may participate in Freestyle Motocross unless they:
- Are at least 16 years of age, and
  - Have a current MA Senior National competition or MA Senior Freestyle Motocross licence which is endorsed under the following Rules.
  - Must be Freestyle Motocross endorsed.**
  - Once endorsed for Freestyle Motocross a person retains that endorsement unless during the course of a Freestyle meeting, the Steward or Clerk of Course determines otherwise.**
- 12.10.1.2 To be endorsed as a Freestyle Motocross competitor, a person must use a solo machine with a capacity of at least 125cc.
- 12.10.1.3 To gain a Freestyle Motocross endorsement a rider must:
- Attend a Freestyle Motocross Training School conducted by an accredited Freestyle Motocross Assessor/Level 2 Coach and,
  - Successfully complete the MA competency assessment (if required) or;
  - Supply prior recognised experience, such as participation in International FMX shows and/or competitions, to be approved by the MA Motocross Commission.**
- 12.10.1.4 The Endorsing Assessor must:
- Be identified and approved by the MA Motocross Commission to endorse Freestyle Motocross,
  - Obtain a Permit from the Relevant Controlling Body in which the assessment is taking place, and
  - Be trained in advanced First Aid.
- 12.11 ELIGIBILITY: SPEED AND STYLE
- 12.11.1 Speed and Style Licence Conditions
- 12.11.1.1 No person may participate in Speed and Style unless they:
- Are at least 16 years of age, and
  - Have a current MA Senior National competition or MA Senior Freestyle Motocross licence, and
  - Are Freestyle Motocross and Supercross endorsed.
- 12.11.1.2 Endorsements as per GCR 12.9 and 12.10
- 12.12 ELIGIBILITY: JUNIORS
- 12.12.1 General
- 12.12.1.1 Juniors only to compete in Junior competitions
- 12.12.1.2 In Junior competition,
- A riders' 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.
- 12.12.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.
- 12.12.1.4 Subject to GCR 12.12.1.2 a), a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.
- 12.12.1.5 No applicant will be issued with their first competition licence if they are under the age of 7 years.
- 12.12.1.6 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.
- 12.12.1.7 In the 4 to under 9 years 50cc Non-competitive Demo class, all riders are entitled to receive a prize or award of the same size/value.
- 12.12.1.8 Subject to the following two GCRs, a

Relevant Controlling Body may permit age group racing, graded racing, or a combination of both,

#### 12.12.1.9 Age group racing:

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

12.12.1.10 A Relevant Controlling Body may grade Junior competitors according to their respective skills,

12.12.1.11 4-stroke 150cc Motocross-type machines may compete against 85cc 2-stroke machines in Junior competition.

12.12.1.12 Any person participating in a non-competition activity using 50cc Machines (4 to Under 9 years), is not eligible to participate in any competition class at the same event.

#### 12.12.2 Junior Endorsements

12.12.2.1 Endorsements will be issued for:

- Off Road 50cc
- Off Road 65cc 2-stroke/125cc 4-stroke
- Off Road 85cc 2-stroke/150cc 4-stroke
- Off Road 200cc 2-stroke
- Off Road 250cc 4-stroke
- Sidecar Rider and Passenger 85cc 2-stroke/150cc 4-stroke
- Sidecar Rider and Passenger 200cc 2-stroke/250cc 4-stroke

#### 12.13 GENERAL RULES

##### 12.13.1 Homologation

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

##### 12.13.2 Helmet Cameras

12.13.2.1 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.

#### 12.14 PROTECTIVE CLOTHING AND HELMETS

12.14.0.1 Although MA approves materials, MA does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.

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

#### 12.15 MACHINE AND RIDER IDENTIFICATION

##### 12.15.1 Number Plates

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

12.15.1.2 Number plates must:

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

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

12.15.1.4 Side number plates must:

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

These numbers, where possible, must be the same size as the front numbers

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

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

#### 12.15.2 Number Plates: Juniors

12.15.2.1 Number plates for Juniors must be as follows:

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

12.15.2.2 For 50cc automatic:

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

#### 12.15.3 Number Plate Colours

12.15.3.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 250cc 2-stroke, Up to 250cc 4-stroke	Black	White
255cc to 450cc 2-stroke, 251cc to 450cc 4-stroke	White	Black
MXD	Reflex Blue	White

12.15.3.2 Colours for Junior age group racing:

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

12.15.3.3 For National Motocross and Supercross events, where MA is the Relevant Controlling Body and transponders are used, numbers on side plates may be a minimum of:

DIMENSION	MEASUREMENT (mm)
Height	100
Width of each figure	70
Width of stroke	25
Space between 2 figures	15

#### 12.15.4 Back Numbers: Seniors and Juniors

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

### 12.16 RACE MEETING PROTOCOLS

#### 12.16.1 Flags and Signals

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

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

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

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

#### 12.16.1.5 No Jump Signals

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

When yellow flags are waved competitors must not:

- Jump,
- Overtake other competitors, at the set of jumps where the yellow flags are waved.

The penalties for breaching this GCR are:

- First offence, relegation of three places and up to a \$500 fine,
- Subsequent offences in the same year, exclusion and \$500 fine.

12.16.1.6 During the first lap of practice, yellow flags will be displayed stationary indicating there will be no jumping.

## 12.16.2 Measurement at Meetings

12.16.2.1 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.

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

## 12.16.3 Measurement: Australian and State Championship Events

12.16.3.1 For all Australian and State Championship events:

- a) 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,
- b) 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,
- c) At the conclusion of that period, if no protest is received, the result will be final,
- d) 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,
- e) If no protest is received within that period, the seals may be removed,
- f) 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,
- g) No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days

whichever occurs first.

## 12.16.4 Starts

12.16.4.1 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.

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

12.16.4.3 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.

12.16.4.4 Unless otherwise determined in the supplementary regulations, massed starts must be used.

12.16.4.5 The starting grid for all events will:

- a) Have not less than one metre space for each solo motorcycle,
- b) Be in one straight line,
- c) Allow for no more than 40 competitors.

12.16.4.6 The maximum number of starters must be specified in supplementary regulations.

12.16.4.7 Unless otherwise determined in the supplementary regulations, for solo events:

- a) Individually backward falling devices, with each gate a minimum of 500mm and a maximum of 600mm in height, must be used,
- b) A rear barrier must be placed to prevent riders from moving their motorcycles no more than 600mm back from the gate.
- c) Preparation on the start gate is to be confined to the area between the rollback barrier and gate hinge and



no materials may be brought onto the start area unless directed by the starter, on the instructions from a key official

- d) No work is to be done in front of the start gate (track proper) unless directed of a key official.

12.16.4.8 Unless otherwise determined in the supplementary regulations, for sidecar events, the width of the starting grid must permit a minimum of 15 machines in one row, with two metre space for each machine.

12.16.4.9 Unless otherwise determined in the supplementary regulations:

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

## 12.16.5 Finishes

12.16.5.1 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, and
    - 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 12.16.5.1 a),

- c) The finish occurs for each machine when the foremost part of the machine crosses the line,
- d) Where there are two competitors required to be on one machine together, both must finish the 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.

## 12.16.6 Finish Line

12.16.6.1 The finish line must be:

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

## 12.16.7 Juniors: Starts and Finishes

12.16.7.1 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.

### 12.16.8 Stopping Events

12.16.8.1 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.

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

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

### 12.16.9 Stopping and Re-running Events

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

- a) Given an advantage to the team of which the offender is a member, or
- c) 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.

12.16.9.2 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
- d) Having regard to any advancement in placing following the exclusion, in some other place.

12.16.9.3 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.

12.16.9.4 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 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,
- v) Had been lapped during the course of the stopped event, may not participate.

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

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

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

12.16.10.1 Where the Steward or the 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 providing this has been approved by the Clerk of Course.
- b) If more than two laps, but less than 75% of the race distance has been completed:
- i) The race may be re-started if possible, but only once,
  - ii) The re-start must occur no more than one hour after the race has been stopped,
  - iii) The re-started race distance will be equal to the balance of the stopped race distance,
  - iv) Selection of grid positions 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 providing this has been approved by the Clerk of Course,
  - vii) The stopped race and any re-run will be deemed to be parts of 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 75% or more 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.

### 12.16.11 Change of Machine during a Competition

- 12.16.11.1 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.

### 12.16.12 Radio Communication

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

### 12.16.13 Scoring

- 12.16.13.1 Scoring for all competition shall be as follows:

PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
1	35	11	20	21	10
2	32	12	19	22	9
3	30	13	18	23	8
4	28	14	17	24	7
5	26	15	16	25	6
6	25	16	15	26	5
7	24	17	14	27	4
8	23	18	13	28	3
9	22	19	12	29	2
10	21	20	11	30	1

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

- 12.16.13.3 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.

- 12.16.13.4 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.

### 12.16.14 Allocation of Numbers: Australian Senior Motocross and Supercross Championships

- 12.16.14.1 The Number 1 plate in each class will be allocated to the winner of the previous year's Championship.
- a) The recipient of this number can choose not to use Number 1, but

instead use their career number. The Number 1 plate or that competitor's career number will not be used by any other competitor in that class.

- b) For the first round of each Championship the previous years' Champion will carry a number plate with red background and white figures.
  - c) The leader of each Championship after the first round will use the number plate with red background & white figures.
- 12.16.14.2 MX2/SX2 and MX1/SX1 numbers after Number 1 will be allocated as career numbers by the MX Commission to a maximum of 20 riders using the following method:
- a) A competitor's overall Championship results from the previous year's Motocross & Supercross Championships will be used to decide the order in which they pick their career number, which is determined by:
    - i) Aggregated Championship points awarded in both competitions and,
    - ii) Aggregating them as a percentage as calculated by the Motocross Commission of MA.
  - b) Numbers 2 to 10 can only be chosen as career numbers by competitors who finished in the top ten of either MX2 or MX1 Championships. The first three from the MXD Championship may also choose a 2 to 10 number if available.
  - c) Competitors who do not fit the above criteria may make an application to the Motocross Commission of MA for special consideration for a career number. The criteria for this would be recognised International riders, previous Champions, etc.
- 12.16.14.3 If two or more competitors aggregate the same number of points, preference will be given to:
- a) Competitor who competed in the most Championship events, then
  - b) The competitor who achieved the

highest number of points at the last Championship round they both competed at.

- 12.16.14.4 For competitors to retain their career number they must compete in at least one round each year of either the MX or SX Championships, and score a minimum of 50 points in total of both Championships combined. Exemptions to be considered for injury, or International competitors.

## 12.17 RACE MEETING PROTOCOLS: AUSTRALIAN MOTOCROSS CHAMPIONSHIP

### 12.17.1 Format

- 12.17.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.

### 12.17.2 Practice and Qualifying

- 12.17.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.

- 12.17.2.2 Timed practice for any event may be held either on Saturday afternoon or Sunday morning.

- 12.17.2.3 All grid positions will be determined by qualifying times.

- 12.17.2.4 No competitor may enter the track for practicing on any of the eight days immediately preceding the event other than the official press day.

- 12.17.2.5 The 10 competitors leading the Championship prior to each subsequent round will qualify for the round.

- 12.17.2.6 The remaining 30 competitors shall lodge an expression of interest for the series as per the supplementary regulations.

### 12.17.2.7 MXD Championship

All competitors eligible for the MXD Championship in their first year of Senior National Competition must compete in the MXD Championship. Exception may be granted by the MX Commission where a rider has been Senior at State level for a period of time and can demonstrate his or her ability at State open events, or where exceptional circumstance (i.e. rider size) is more suited to the MX1 class. On having moved to MX2 or MX1 events except as a wildcard entry then a

competitor will no longer be eligible for the MXD Championship series.

### 12.17.3 The Event

12.17.3.1 For each class, a round will consist of a minimum of two races.

12.17.3.2 The duration of each race will be specified in supplementary regulations.

12.17.3.3 Each competitor may compete on a substitute machine, provided that the competitor must notify the Clerk of Course before commencement of the race in which the substitution is to be made.

### 12.17.4 Stops and Re-starts

#### 12.17.4.1 Red Flag Race Stops and Re-start Procedures

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

#### 12.17.4.2 Re-starts

- a) Where the race is stopped with fewer than three laps completed by the race leader / whether it be a Heat, Last Chance Qualifier or Main Event:
  - i) A red flag will be displayed to the riders.
  - ii) The race will be considered null and void.
  - iii) The riders will return to the starting area and a re-start will take place as soon as possible.

- iv) The riders will keep their initial starting order.
  - v) The riders will be re-started from the starting gate.
  - vi) Riders who were present at the starting gate for the original start of the race but were unable to start and who did not join the race before the red flag was displayed are not authorized to take the re-start.
  - vii) The race will be run for the original number of laps, or period of time where applicable.
  - viii) In the case of a Final, if it is found impossible to re-start then this Final will be declared cancelled and not count for the Championship.
- b) Where the race is stopped with more than three laps and less than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Heat, Last Chance Qualifier or Main Event:
- i) A red flag will be displayed to the riders.
  - ii) The riders will return to the starting area and a re-start will take place as soon as possible.
  - iii) A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.
  - iv) The race may be re-started before the minimum 10 minute waiting time only if all riders indicate to the Race Director that they are ready to start.
  - v) Repairs or adjustments may only be made in the starting area.
  - vi) The starting order will be determined by each rider's race position at the end of the lap preceding the stopping of the race.
  - vii) Riders will be re-started from a staggered standing start in the starting area:
    - Riders will be lined up in a

- staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
- Riders not ready to take their position in line will be placed last.
  - *Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.*
  - *Riders may not overtake the rider in front of them until they pass the designated starting line.*
  - *Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.*
  - Eligible riders who are unable to participate in the re-start due to a stalled motorcycle or continued repairs may join the race from the starting area at any time during the race.
  - Riders who were no longer actively participating in race at the time when the red flag was displayed are not authorized to take part in the re-start.
- viii) The race will be run for the remaining number of laps /time.
- ix) In the case of a Main Event, full Championship points will be awarded.
- x) The race will be deemed a two-part heat
- c) Where the race is stopped with more than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps/time whether it be a Heat, Last Chance Qualifier or Final:
- i) A finish flag will be displayed to the riders.
  - ii) The race will be declared with the finishing order as per the last full completed lap.
- 12.18 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERCROSS CHAMPIONSHIP**
- 12.18.1 Format**
- 12.18.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.
- 12.18.2 Warm Up Lap**
- 12.18.2.1 During the first lap of any practice yellow flags are to be displayed stationary to indicate there will be no jumping.
- 12.18.3 Grid Positions**
- 12.18.3.1 Grid selection will be determined by qualifying times.
- 12.18.3.2 Conditions of qualifying must be stipulated in the supplementary regulations.
- 12.18.4 Practice and Timed Qualifying**
- 12.18.4.1 Practice for Championship events must be:
- a) Outdoor events - minimum eight minutes for first session and minimum 10 minutes for second session,
- 12.18.4.2 If the track is altered during the course of the meeting, at least one inspection lap must be offered to all qualified remaining competitors.
- 12.18.5 Stops and Re-starts**
- 12.18.5.1 Red Flag Race Stops and Re-start Procedures
- a) Any race start or re-start will be considered an official part of the event even if the start or re-start does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
  - b) In the case of a false start (gate malfunction), a race will be re-started with the riders returning to their original starting positions.
  - c) Riders who are not present at the starting gate for the original start of a

race are barred from any subsequent re-starts.

- d) Riders who are present at the gate but are unable to start due to a stalled motorcycle may join the race from the starting area at anytime during the race.
- e) Riders who are unable to join the race by this procedure are barred from any subsequent re-starts.

#### 12.18.5.2 Re-starts

- a) Where the race is stopped with fewer than three laps completed by the race leader / whether it be a Heat, Last Chance Qualifier or Main Event:
  - i) A red flag will be displayed to the riders.
  - ii) The race will be considered null and void.
  - iii) The riders will return to the starting area and a re-start will take place as soon as possible.
  - iv) The riders will keep their initial starting order.
  - v) The riders will be re-started from the starting gate.
  - vi) Riders who were present at the starting gate for the original start of the race but were unable to start and who did not join the race before the red flag was displayed are not authorized to take the re-start.
  - vii) The race will be run for the original number of laps, or period of time where applicable.
  - viii) In the case of a Final, if it is found impossible to re-start then this Final will be declared cancelled and not count for the Championship.
- b) Where the race is stopped with more than three laps and less than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Heat, Last Chance Qualifier or Main Event:
  - i) A red flag will be displayed to the riders.

- ii) The riders will return to the starting area and a re-start will take place as soon as possible.
- iii) A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.
- iv) The race may be re-started before the minimum 10 minute waiting time only if all riders indicate to the Race Director that they are ready to start.
- v) Repairs or adjustments may only be made in the starting area.
- vi) The starting order will be determined by each rider's race position at the end of the lap preceding the stopping of the race.
- vii) Riders will be re-started from a staggered standing start in the starting area:
  - Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
  - Riders not ready to take their position in line will be placed last.
  - *Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.*
  - *Riders may not overtake the rider in front of them until they pass the designated starting line.*
  - *Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.*
  - Eligible riders who are unable

to participate in the re-start due to a stalled motorcycle or continued repairs may join the race from the starting area at any time during the race.

- Riders who were no longer actively participating in race at the time when the red flag was displayed are not authorized to take part in the re-start.
- viii) The race will be run for the remaining number of laps/time.
- ix) In the case of a Main Event, full Championship points will be awarded.
- x) The race will be deemed a two-part heat
- c) Where the race is stopped with more than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps /time whether it be a Heat, Last Chance Qualifier or Final):
  - i) A finish flag will be displayed to the riders.
  - ii) The race will be declared with the finishing order as per the last full completed lap.

## 12.19 RACE MEETING PROTOCOLS: AUSTRALIAN FREESTYLE MOTOCROSS CHAMPIONSHIP

### 12.19.1 Format

12.19.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.

### 12.19.2 Practice and Qualifying

12.19.2.1 As directed in the supplementary **regulations, any heats and qualifiers** are to be held on the day of the meeting.

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

### 12.19.3 The Event

12.19.3.1 Competition must consist of a minimum two judged runs.

12.19.3.2 Judges must be approved by the

Motocross Commission.

12.19.3.3 In the circumstances where the event is stopped, the best score form the **Qualifying run will be deemed the final results.**

## 12.20 RACE MEETING PROTOCOLS: AUSTRALIAN SPEED AND STYLE CHAMPIONSHIP

### 12.20.1 Format

12.20.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.

### 12.20.2 Practice and Qualifying

12.20.2.1 As directed in the supplementary **regulations, any heats and qualifiers** are to be held on the day of the meeting.

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

### 12.20.3 The Event

12.20.3.1 For seeding, Competitors are to do individual timed runs, with one trick per lap completed. The trick will be judged.

12.20.3.2 Once all individual times runs are complete, the fastest time is given **maximum points for speed. One point** is deducted from Competitors for each second behind the fastest lap time.

12.20.3.3 The points for speed are added to the points for the judged trick and Competitors are seeded in order of total points.

12.20.3.4 Competitors are then seeded against each other to build heats. The heat and run format is to be published in the Supplementary Regulations, with approval from the Motocross Commission.



## 12.21 RACE MEETING PROTOCOLS: AUSTRALIAN JUNIOR MOTOCROSS CHAMPIONSHIP

### 12.21.1 Format

12.21.1.1 The format of the Championships will be:

CLASSES	FORMAT
Under 80cc	7 minutes + 1 lap
Sidecars	7 minutes + 1 lap
80cc and over	10 minutes + 1 lap

12.21.1.2 At least five practice laps must be offered to riders prior to the commencement of racing.

12.21.1.3 There will be a minimum of five legs per class.

12.21.1.4 If heats and finals are required:

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

### 12.21.2 Allocation of Numbers

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

- The first digit will be the first digit of the postcode for the competitor's State of residency, except the Northern Territory, which will be 1,
- The remainder of the number will be at the discretion of the Relevant Controlling Body.

### 12.21.3 Venues

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

### 12.21.4 Interstate Challenge

12.21.4.1 Format - Each State is to choose a team of eight Junior competitors from a minimum of four different classes to compete for the Interstate Cup Challenge. Each competitor must be entered for the Australian Junior Motocross Championship, prior to the closing date. Team members must be named and the Race Secretary be informed by the end of practice.

12.21.4.2 Scoring - Each competitor will be scored as per GCR 15.16.11 within their own class. At the end of the Australian Junior

Motocross Championship the highest point scoring six team members from each State, will have their final placing re-scored using GCR 12.16.13 (table) to give an overall score. The State with the highest overall team score will be deemed the winner of the Interstate Cup Challenge.

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

### 12.21.5 Practice and Qualifying

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

## SECTION 12D: TECHNICAL REGULATIONS

### 12.22 SOUND EMISSIONS

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

#### 12.22.1 Specifications

12.22.1.1 Sound emissions are set out in the tables below:

2 Metre Max Method	
Motocross & Supercross (All competition)	112 with 2 db(A) allowance pre-race or event. +1 db(A) post-race for degradation during the race or event.

12.22.1.2 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 12.22.1.1.

#### 12.22.2 Sound Control during Competition

12.22.2.1 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.

12.22.2.2 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.

### 12.22.3 Use of Sound Level Meters

#### 12.22.3.1 Sound testing apparatus must:

- a) Comply with International standard IEC 651, Type 1 or Type 2.
- b) 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.

#### 12.22.3.2 Sound testing apparatus must be set to:

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

#### 12.22.3.3 '2 Metre Max' set up of the sound meter and the motorcycle:

- e) 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.
- f) For the place and position of the motorcycle, ensure that there are no solid obstacles within a 10 metre radius of the microphone.
- g) The sound meter will be positioned at a distance of two metres behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metres above the ground, with the sound meter level.
- h) The two metre distance is measured from the point where the centre of rear tyre touches the ground.
- i) It is preferred that the tests are conducted on soft ground, to prevent reverberation, for example, grass or fine gravel.
- j) In other than moderate wind, machines should face forward in to the wind direction.
- k) The ambient sound level must remain lower than 100 dB/A.

#### 12.22.3.4 '2 Metre Max' positioning of the motorcycle:

The reference points:

- l) For a motorcycle: the contact point of the rear wheel on the ground.
- m) 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.
- n) For Sidecars: the contact point of the side wheel on the ground.

#### 12.22.3.5 '2 Metre Max' method:

- a) The measurement can be made with the motorcycle on its wheels or on a stand, with a hot engine.
- b) 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).
  - l) The motorcycle may be tested in gear.
  - m) Exhaust system damage during the race: silencers fitted with removable end cap/adapters/inserts to reduce sound must be securely mounted. If removable end cap/adapters/inserts become separated from the silencer during practice, qualifying or race and the machine exceeds posted sound limits, the silencer will be deemed modified and a penalty will apply. Motorcycle exhaust systems sustaining damage during the race must meet post-race sound limits.
  - n) Any competitor whose machine is tested post-race and found to exceed the maximum allowed post-race sound limit will be relegated three finishing positions for the previous race. Post-qualifying, the riders' best lap will be removed from the results.
  - o) Machines found to be using lower RPM limits for the static sound test than what is used on track will be immediately excluded from the previous race. This may be verified by the use of a tachometer. For machines fitted with map select switches, all switch positions may be tested.
  - p) Motorcycles that do not comply with sound test limits pre-race will not be permitted to enter the course.
  - q) Post-race testing protocol:
    - i) Immediately after each race, motorcycles selected for sound testing must proceed directly to the sound testing area.
    - ii) Only two crew members per machine including the rider are permitted in the sound testing area at any one time.
    - iii) Where a competitor's machine does not proceed directly to the sound testing area, the competitor will be subject to a three position relegation.
    - iv) Machines selected for post-race sound testing must not be adjusted or interfered with until sound test is completed. A three position relegation will apply for non-compliance.

12.22.3.6 Tests shall not take place in the rain

#### 12.22.4 Pre-Race Machine Testing

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

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

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

### 12.23 FUEL

#### 12.23.1 Fuel Warning

12.23.1.1 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.

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

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

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

#### 12.23.2 Fuel Testing

12.23.2.1 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.

#### 12.23.2.2 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.

#### 12.23.3 Refueling

- 12.23.3.1 During refueling, each machine must be stationary with the engine stopped.
- 12.23.3.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 12.23.3.3 Smoking is strictly prohibited in areas where refueling is permitted.
- 12.23.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 12.23.3.3, and are responsible for the actions of their mechanics and support team members.

#### 12.23.4 Homologation of Fuel

- 12.23.4.1 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.
- 12.23.4.2 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.
- 12.23.4.3 Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

#### 12.23.5 Fuel: Motocross and Supercross

- 12.23.5.1 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:
  - i) Lubricating oil for 2-stroke engines,
  - ii) Upper cylinder lubricant for 4-stroke engines, and
- d) Be readily available in Australia as per GCR 12.23.4.1; or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000"

12.24 ENGINES

12.24.1 Reciprocating Engines:

The formula for calculation of capacities and classes:

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

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

12.24.2 Engine Capacity Tolerances

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

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

12.25 FRAMES AND PARTS

12.25.1 Fuel Tanks

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

12.25.2 Exhaust Systems

12.25.2.1 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.

12.25.3 Centre and Side Stands

12.25.3.1 Centre and side stands must be removed for all types of competition other than:

- a) Natural Terrain Motocross at Club and Inter-club competitions,
- d) 50cc classes.

12.25.3.2 Centre and Side Stands which remain on machines under GCR 12.25.3.1 must be secured in the closed position.

12.25.4 Footrests

12.25.4.1 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.

12.25.5 Handlebars

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

**12.25.5.2 Exposed handlebar ends must be plugged with a solid material or rubber cover. The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.**

12.25.5.3 Handlebar levers must:

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

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

12.25.5.5 Throttle controls must be self-closing.

## 12.25.5.6 Solo handlebar hand lever protectors:

- a) Must be single mounted for Motocross and Supercross,
- b) May be double mounted on machines in club and Inter-club natural terrain Motocross events.

## 12.25.6 Brakes

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

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

## 12.25.7 Kick Start Levers

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

~~12.25.7 Drive chain protection~~

~~12.25.7.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.~~

## 12.25.8 Tyres

12.25.8.1 Tyres must comply with the following:

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

~~12.25.8.2 Valve caps must be used for all competitions.~~

## 12.25.9 Mudguards

12.25.9.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

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

## 12.26 SIDECARS

## 12.26.1 General

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

- a) The inside of the sidecar wheel must be enclosed to floor level,

- b) Rear sprockets and chains must be enclosed around the passenger's working area,

- c) Any step must have a maximum width of 200mm from the sidecar,

- d) A minimum of two hand grips must be fitted,

- e) Front mounted exhaust systems must not protrude beyond the outermost edges of the sidecar,

- f) All outer edge sidecar chassis corners must have a minimum 25mm radius,

- g) The machine and sidecar must have front and rear wheel brakes,

- h) Sidecar wheel drive is prohibited.

12.26.1.2 Left-hand and right-hand sidecars may compete against each other in Motocross.

12.26.1.3 Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1,200mm.

12.26.1.4 The minimum ground clearance must be 175mm unladen.

12.26.1.5 The maximum lean of the motorcycle at saddle height must be 50mm.

12.26.1.6 There must be no less than four sidecar attachment points.

12.26.1.7 The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down-tube to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the machine from the rearmost point of the rear tyre, must be:

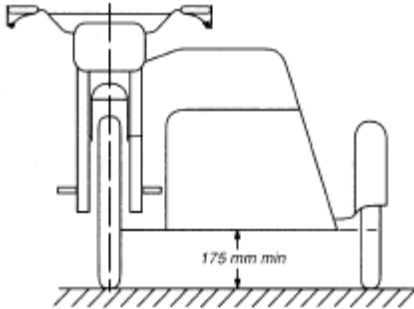
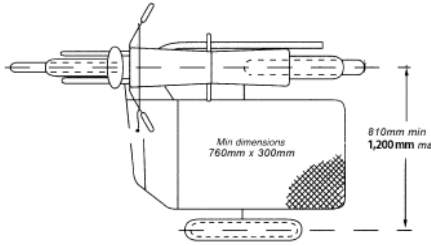
- a) A minimum of 760mm long adjacent to the sidecar wheel,

- b) A minimum of 300mm width, with at least 25mm radius to all corners.

12.26.1.8 There must be no more than 50mm between baseboard and motorcycle and between baseboard and sidecar wheel. The baseboard must be arranged to prevent the passenger's feet being trapped.

12.26.1.9 All handholds must be finished with a loop of at least 100mm.

12.26.1.10 Stirrup fitting for the passenger's feet are not permitted.



12.26.1.11 Handholds on the sidecar:

- a) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
- b) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at an angle of at least 45° from the horizontal.

12.26.1.12 The rear end of the rear wheel mudguard must terminate not more than 65° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside.

12.26.1.13 The sidecar mudguard must cover at least 135° of the periphery of the wheel and be valanced to baseboard level on the inside.

12.26.1.14 A lanyard-operated ignition cut-out switch, operating on the primary circuit, must be fitted to sidecars in Junior and Senior Motocross. The lanyard can be up to one metre in length.

12.27 JUNIOR CLASSES

12.27.1 General

12.27.1.2 Non-Motocross type machines 80cc to 160cc 4-stroke (excluding 80cc 4-stroke machines modified for Dirt Track and Track) are approved for competition under

the following conditions:

- a) ~~Use limited to natural terrain Motocross (no man made jumps);~~
- a) Exhaust systems may be modified or changed;
- b) External gearing and carburetor jetting may also be altered;
- c) No other modifications are allowed.

12.27.1.3 Motocross-type 150cc 4-stroke machines may compete against 85cc 2-stroke machines in Junior competition.

12.27.2 Junior Solo: Wheel Sizes

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

12.27.3 Junior Sidecar: Wheel Sizes

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

WHEEL	SIZE Inch [mm]
Front	19" [482mm]
Rear	16" [407mm]
Sidecar	14" [356mm]

12.27.4 Handlebars

12.27.4.1 Handlebars must be securely plugged. The width of solo handlebars must be not less than 600mm and not more than 850mm.

## 12.19.5 Electric Machines

12.19.5.1 Electric machines may compete with comparable sized machines in Junior competition using the following table:

CLASS	APPROX. POWER OUTPUT	ELECTRIC WHEEL SIZE	EQUIVALENT SIZE [Standard Motorcycles Wheel]
50cc Auto/Demo	Up to 0.75 Kw	12.5" (Rim Bead Diameter 203mm)	8"
50cc Auto/Demo	0.75 to 1 Kw	16" (Rim Bead Diameter 305mm)	12"
65cc	1 to 1.5 Kw	20" (Rim Bead Diameter 396mm)	14.5"

## 12.27.6 Junior Trail Bikes

12.27.6.1 The following machines are eligible for club and Inter-club competitions:

- a) 7 to under 13 years 65cc class

MANUFACTURER	MODEL(s)
BRAAAP	Pro88
Honda	CRF70, XR70, CRF80, XR80, CRF110F
Kawasaki	KLX110, KLX110C, KLX110L
Suzuki	JR80, DR-Z70
Yamaha	PW80, TT-R90 TT-R110

and similar machines approved by Board.

- b) 9 to under 16 years 85cc class:

MANUFACTURER	MODEL(s)
Honda	XR100, CRF100
Kawasaki	KE100 KLX140
Yamaha	TT-R125
Suzuki	DR-Z125/L

and similar machines approved by Board.

## 12.27.7 50cc Demo Class

12.27.7.1 Machine Requirements:

- Engine capacity must not exceed 50cc,
- The clutch must be of centrifugal type,
- Wheels as per GCR 12.27.2 must be fitted,

## 12.27.8 50cc Auto Class

12.27.8.1 Eligible Machines are (for all Open events):

MANUFACTURER	MODEL(s)
Cobra	King CX50, CX50 FWE
Gas Gas	EC 50
HM	CRX 10/10 Senior, Baja 10/10, X3R
Husqvarna	Husky Boy SF03, CR50
Italjet	Action Outlaw
KTM	SXR PRO SNR, 50SX, SXR PRO JNR, 50 SX 2009
LEM	RX3, RX3 2008, LX2F-USA, CR2, CR2S
Malagutti	RCX10
Polini	XR3
TM	50 C1
Metrakit	MKX50

and similar machines approved by Board.

12.27.8.2 Machine Requirements:

- Engine capacity must not exceed 50cc,
- The gearbox must have one gear,
- External gearing may be altered,
- The clutch must be of centrifugal type, and of OEM type,
- Wheels as per GCR 12.27.2 must be fitted,
- All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:
  - Colour,



- ii) Seat,
  - iii) Mudguards,
  - iv) Handlebars,
  - v) Grips,
  - vi) Levers,
  - vii) Cables,
  - viii) Chains,
  - ix) Tyre brand and tread pattern,
  - x) Carburettor jets
- g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. ~~A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination.~~
- h) Throttle limiting devices may be removed,
- i) A separate kill switch may be installed in place of the standard,
- j) Steel serrated foot pegs may replace standard rubber pegs,
- k) Aftermarket exhaust systems and silencers are permitted.

#### 12.27.9 80cc 4-Stroke Class

- 12.27.9.1 All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:
- a) Exhaust system,
  - b) Gearing,
  - c) Carburettor jetting,
  - d) Plastics,
  - e) Handlebars, and

### SECTION 12E: FAST 50S

#### 12.28 COMPETITION CLASSES: FAST 50S

##### 12.28.0.1 Senior Classes - 16 years and over:

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

- k) Seniors: Pro Class,
- l) Seniors: Amateur Class.

##### 12.28.0.2 Junior Classes - 12 to under 16 years:

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

### 12.29 COMPETITION RULES: FAST 50S

#### 12.29.1 Protective Equipment

##### 12.29.1.1 As per GCR 12.14 except the following:

##### 12.29.1.2 Footwear which must be:

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

#### 12.29.2 Starts

##### 12.29.2.1 GCR 12.16.4.6 c) does not apply to this discipline as there can be no more than 20 competitors on the track at any time. This number may be lower than 20 depending on the track conditions.

##### 12.29.2.2 Starts as per GCR 12.16.4, excluding GCR 12.16.4.6 c).

### 12.30 TECHNICAL REGULATIONS: FAST 50S

##### 12.30.0.1 All machines must be an open cradle frame unless specified in supplementary regulations.

##### 12.30.0.2 All entrants and competitors declare that by entering an event, that their machine/machines are suitable for the class in which they are entered.

##### 12.30.0.3 All entrants and competitors declare that they have satisfied themselves as to the suitability of their machine for the purpose of racing.

##### 12.30.0.4 GCR 12.25.3 (side stands) does not apply to this discipline.

##### 12.30.0.5 GCR 12.27.9 (80cc 4-stroke class) does not apply to this discipline.

##### 12.30.0.6 GCR 12.12.1.3 does not apply to this discipline.

##### 12.30.0.7 Capacity Tolerances: The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity.

**12.30.1 Approved Modifications**

12.30.1.1 The following may be modified:

- a) Cosmetic changes, including but not limited to:
  - i) Colour,
  - ii) Handle bars,
  - iii) Graphics,
  - iv) Foot pegs,
  - v) Gear levers,
  - vi) Heavy duty rims,
- b) Air filters may be replaced with aftermarket products,
- c) Heavy duty springs and front and rear shock absorbers,
- d) Gearing, limited to sprockets,
- e) Exhaust pipes,
- f) Aftermarket camshaft and timing chain.
- g) Stock 50cc machines in both Senior and Junior classes may strengthen the frame / chassis.
- h) All machines, except those in Stock 50cc class in either Senior or Junior class, may use:
  - i) Aftermarket frames / chassis,
  - ii) Aftermarket forks,
  - iii) Rear shocks,
  - iv) Heavy duty clutches,
  - v) CDI units,
  - vi) Aftermarket close ratio gearbox.

12.30.1.2 Modifications to limited specific classes of machines as per the following table, unless otherwise specified in the supplementary regulations:

CLASS	FRONT WHEEL (inches)	REAR WHEEL (inches)	HEAD INCL PORTING AND GRINDING	BARREL AND CARBURETTOR	INNER ROTOR	AUTO/MAN	STD OEM CRANK CASE
Stock 50cc Snr	10	10	N	std 50cc	N	A	Y
Stock 50cc Jnr	10	10	N	std 50cc	N	A	Y
Limited 50cc to 90cc Snr	12	10	N	90cc	N	A	Y
Limited 50cc to 90cc Jnr	12	10	N	90cc	N	A	Y
Mod 88cc Snr	12	10	Y	88cc	Y	A	Y
Mod 88cc Jnr	12	10	Y	88cc	Y	A	Y
Mod 110cc Snr	12	12	Y	110cc	Y	A	Y
Mod 110cc Jnr	12	12	Y	110cc	Y	A	Y
110cc Big Wheel Mid Size	14	12	Y	110cc	Y	A	Y
Super Mod	12	12	Y	124cc	Y	A	Y
125cc	12	12	Y	125cc	Y	Either	Y
Open Outlaw	14	12	Y	150cc	Y	Either	N
Women / Veterans	14	12	Y	150cc	Y	Either	N
Seniors: Pro Class	Open	Open	Y	125cc	Y	Either	N
Seniors: Amateur Class	Open	Open	Y	125cc	Y	Either	N