Australian Road Racing Sidecars 2026 Championship

Sponsored by:

Australian Sidecar Road Racing Association Inc.

SUPPLEMENTARY REGULATIONS

EVENT:	Australian Road Racing Sidecar 2026 Championship
DATE:	20th to 22nd November, 2026
VENUE:	Shell V-Power Motorsport Park (The Bend) 543 Dukes Highway, Tailem Bend SA 5260
TRACK LICENCE NUMBER:	MA260530
MA PERMIT NUMBER:	#MA 3823 (RR/26/O/23933)
EVENT CONTACT:	Motorcycling SA (08) 8332 9000 administration@motorcyclingsa.org.au

EVENT KEY OFFICIALS

Steward	To be confirmed		
Clerk of Course	Josh Porker	324882	Level 3
Assistant Clerk of Course	John Morgan	544898	Level 2
	Lana Trnovsky	578257	Level 3
Race Secretary	Adam Brook	890365	Level 2
Chief Technical Officer	Alex Trnovsky	530847	Level 3
Technical Officer	Antony Shanks	116600	Level 4

1. ANNOUNCEMENT

Motorcycling Australia and Australian Sidecar Road Racing Association Inc, hereafter called the Promoter will conduct the 2026 Australian Road Racing Sidecar 2026 Championship for Senior Competitors as per classes listed in Section 7 of these supplementary regulations at 543 Dukes Highway, Tailem Bend SA 5260 on Friday 21st November 14:00 to Sunday 22nd November, 2026 19:00.

2. JURISDICTION

The abovementioned Event has been authorised by Motorcycling Australia which has issued the Motorcycling Australia Permit Number #MA 3823 and is open to holders of current Motorcycling Australia National Senior Competition Licences.

The event will be held in accordance with the current Manual of Motorcycle Sport General Competition Rules (GCR's) contained in the Manual of Motorcycle Sport (MoMS), these Supplementary Regulations, and any Final Instructions issued by the Promoter. By entering this Event all parties agree to comply with these rules, regulations, by-laws and instructions.

3. ENTRIES

Entries will open forwith via Ridernet and close 22:00 (AEST), Sunday, 1st November. No late entries will be accepted.

In the case of postponement or abandonment of the event, all or any part of the entry fee may be retained by the Promoter, if such retention is approved by Motorcycling Australia.

Only entries received through RiderNet that are accompanied by the correct fee will be accepted.

Entry fees will only be refunded if a rider informs the Promoter, in electronic writing via administration@motorcyclingsa.org.au, up to 14 days before the event date. A medical certificate is required if a competitor withdraws less than 14 days before the event date and will be at the Promoter's sole discretion. All refunds will incur a $50 administration charge.

4. EVENT COMMUNICATION

All event communication will be sent through RiderNet email. Please ensure that this is correct prior to entering the event.

5. INSURANCE

Those who hold an MA licence current for the duration of the Event, and officials, who are signed on for the Event are covered by MA's National Personal Accident Scheme which provides basic cover for rehabilitation expenses and death and permanent disability benefits. For more information see Motorcycling Australia Insurance Limited

Ambulance Insurance is compulsory for all competitors.

It is strongly recommended that competitors consider taking out weekly benefits insurance.

6. MEDICAL SERVICES

A medical team will be in attendance prior to any on track motorcycle activity until 30 minutes after the completion of racing each day.

You may be asked medical related questions during the online entry process, the purpose behind this is to provide medical service personnel with sufficient information to treat competitors.

All medical information is kept strictly private and confidential and will only be made available to medical personnel in the event that they are required.

A concussion policy will be in place and apply to this competition. More details can be found at https://www.ma.org.au/medical-concussion

An ambulance will also attend this competition, unless the MA medical exemption process has been applied, where a suitable patient transport unit will be in attendance.

Any rider may be requested to undergo a Medical Inspection at any time by the request of Steward, Clerk of Course or Chief Medical Officer. Failure to comply will result in the suspension of the MA license of the rider, and other penalties may be applied by Steward or Clerk of Course.

7. CHAMPIONSHIP CLASSES OF COMPETITION

Class	Capacity	Age
Formula 1	Up to 1000cc, up to four cylinder 4-stroke	16yrs +
Formula 2	1000cc two cylinder 4-stroke 600cc four cylinder 4-stroke	16yrs +
Support Class		
Pre-2K Sidecars**	Up to 1300cc	16yrs +

** Eligibility for the Pre-2K class will be all configurations of machine fitted with engines which were originally manufactured with normally aspirated carburettors up to a maximum capacity of 1300cc. The maximum engine capacity of 1300cc must not be exceeded at any time including as part of an engine rebuild/refreshment. No fuel injection system is permitted.

To constitute a class for the purpose of gaining Championship status, the number of contestants entered and competing in each class shall be 10.

Should there be insufficient entries in any class of competition, the decision to run or cancel the class, or to combine events and redistribute any awards and/or prizemoney, will be at the discretion of the Promoter, subject to Motorcycling Australia approval.

8. ENTRY PASSES

The entry fee includes admission for the competitor and their crew members and/or family, with passes to be issued at sign-on in accordance with the following allocations. Each Solo Rider entered shall receive two (2) passes. Each Sidecar team shall receive three (3) passes. Participants quoting a current Entrants Licence shall receive one (1) additional pass. Additional passes may be ordered at the time of entry.

9. TECHNICAL INSPECTION

Technical inspection details of date and times will be provided in the final instructions. All motorcycles, equipment and protective clothing must undergo Technical Inspection prior to entering the circuit and must comply with the current MoMS rules for Road Race. Machines entered in the competition must have successfully passed a machine examination prior to taking part in practice, qualifying or racing. An MA decal will be placed on the front number plate to indicate that it has been successfully examined.

Eligibility checks can take place at any time during the event. Machines which suffer accident damage or mechanical failure resulting in a complete engine change during any practice, qualifying or race sessions MUST be re-examined before participating in any further on track activity during the event.

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

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

10. OIL CONTAINMENT

From a vertical view, the engine must be located completely inside the oil tray platform.

The frontal edge from the oil tray reservoir wall must be extended upwards as a minimum to the base of the barrel/cylinders or the assumed base of the barrel/cylinders line if the barrel is integral.

Holes for the engine mounts that penetrate the oil tray reservoir must be sealed.

The rear wheel must be protected from any possible oil spray by the inclusion of a barrier. On the barrier outlined in GCR 6.22.6.1 (b) in the front of the rear wheel.

All oil lines, including those to oil coolers, must be contained within the oil catch tray or the floor of the vehicle with surrounding edges of at least 50mm. in the case where an oil line provides oil to the cylinder head, this must have a vertical cover that extends down into the oil tray reservoir.

All sidecars shall attach absorbent oil pads of no less quality and thickness (1cm minimum) than 3M Product HP255* high-performance oil sorbent pads. This material shall be securely fixed to the following areas of the sidecar:

The entire oil tray, both the bottom and the inside walls of the same.

The oil cooler area (if an oil cooler is used). Absorbent pad shall be mounted directly underneath the oil cooler and surrounding accessible tray areas of the sidecar. It shall also include, without obstructing air flow to the cooler, any part of the fairing or chassis in the area directly surrounding the oil cooler.

In the event that the oil is absorbed by the material, it must be replaced before the next track session

The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited.

11. STARTS AND FINISHES

Starts are as per GCR 6.12.8

Grid positions will be as per the 2026 GCRs and will be static for all races after qualifying times have been determined.

In the event of two machines achieving equal qualifying times the machine that sets the time first will qualify in the higher grid position.

Finishes as per GCR 6.12.10

12. FLAGS AND SIGNALS

Refer Appendix B of the 2026 MoMS

13. PRACTICE, QUALIFYING and RACE FORMAT

Practice will commence on Saturday for all classes with two qualifying sessions of approx. 7 laps. Qualifying cut off shall only be employed if all classes are fully subscribed and/or grid capacity is reached.

If the classes are run concurrently, the Clerk of the Course will determine if any machine about to be lapped poses a risk and they may display the black flag to that machine. The machine is to cease racing and return to the pit area.

Race Format
All class will each compete in 3 races throughout the championship, with race durations of the distance 45kms per race.

*** **Race/Practice format:** May be varied by the Clerk of Course and Race Secretary with the approval of the Steward due to entry numbers, weather, injuries, track conditions, time constraints and/or delays. Competitors will be advised of this change prior to practice. The Final Instructions will contain the provisional race order. It is the competitor's responsibility to ensure that they are present at the Rider's Briefing and that they monitor their emails and PA announcements for any changes to the race format/order throughout and leading up to all events.

Classes with combined grids: some classes may be combined for racing but will be scored separately.

The full event schedule will be provided in the final instructions.

14. EVENT SCHEDULE

For purposes of drug and alcohol testing, the commencement of the event will be deemed to be 6:30 Saturday, 21st November with the completion of the event for the participant being when the participant has vacated the venue.

15. AWARDS, PRIZE MONEY and PRESENTATION

Points will be awarded each race as per 6.12.16.1 and 6.13.4

Championship trophies will be presented following the final round of racing, to the 1st, 2nd and 3rd place finishers in each class.

MA medallions will be presented for constituted championship classes will be presented to the 1st, 2nd and 3rd place finishers in each F1 & F2 championship class.

Duke of Edinburgh trophy will be inscribed each year with the name of the winners of the F1 Championship, the trophy will be held by MA.

ASRRA provide the perpetual trophies for the F2 and Pre-2K Cup classes, the trophies will be held by ASRRA.

16. MACHINES and COMPETITORS

Machinery Compliance: All machines entered must comply with the current GCRs for Senior Road Race competition. To comply with item 6.17.2.1, any machine fitted with a rearward facing mirror for passenger safety must be included as an integral part of the bodywork streamlining. All brake calipers must be lockwired.

Eligibility checks can take place at any time during the event. It is the competitor responsibility to ensure that any machine that suffers accident damage during practice or racing is repaired and will meet the required safety standards as outlined in the GCRs prior to further participation in the event. Capacity and fuel testing may be utilised by the Chief Technical Officer to assist with machine eligibility. Helmets are mandatory. Any machine modified from original to qualify for a different class of competition must supply documentation to verify modifications.

Machinery compliance may be done on any bike at any time during the event, including sign on. In addition to supervising the pulling down and checking of machines after official protests have been received by the Clerk of Course in accordance with the GCRs, the Steward can order that any machine be measured, and if this occurs, the Chief Technical Officer will supervise a team member to pull down any machine that has taken part in the event. Failure to comply with this regulation will result in this matter being referred to the Clerk of Course for further action.

All machines will be placed in a holding area for a minimum of 30 minutes at the conclusion of the race for machinery checking and measuring.

Spare Bikes and Change of Machine: All spare bikes must be inspected during sign-on to be eligible. The bike you practice on is the bike you must compete on for the remainder of the event unless that bike is unrepairable. At the clerk of courses' discretion, a substitute machine must be eligible to compete i.e. already be entered for the event and has passed inspection by a technical officer prior to the event, be eligible for the class and replace a machine that cannot be reasonably repaired. If a change of machine (spare bike) is required during the event, competitors MUST be requested through the Race Secretary and permission granted by the Clerk of Course to use a spare bike, at least 60 minutes prior to the race. Failure to seek permission will incur a penalty. Multiple entry of the one machine in the same class of competition is not permitted.

Change of Rider/Passenger: Any competitor who has qualified may ride any machine which they have qualified, provided the machine meets all the criteria of section 9. Notice of change of competitor must be given in writing to the Race Secretary.

A current national licensee who has competed in a National Road Race Event within the past 12 months may replace an injured sidecar passenger. Notification must be provided in writing along with a completed entry form to the Race Secretary of the event. The replacement must produce MA Senior National Licence and full riding gear for technical inspection.

17. RIDERS/PASSENGERS and RIDING NUMBERS

Wherever possible, competitors will be allocated their registered riding number or their preferred riding number. All others will be allocated numbers at the Promoters discretion. All number plates on all machines MUST comply with current GCRs and must not contain any decals or advertising other than the required MA decal.

18. RIDER'S BRIEFING

There will be an in-person rider's briefing as detailed in the final instructions, which ALL competitors MUST attend. Specific details regarding the location of the briefing will be included in the final instructions for this event.

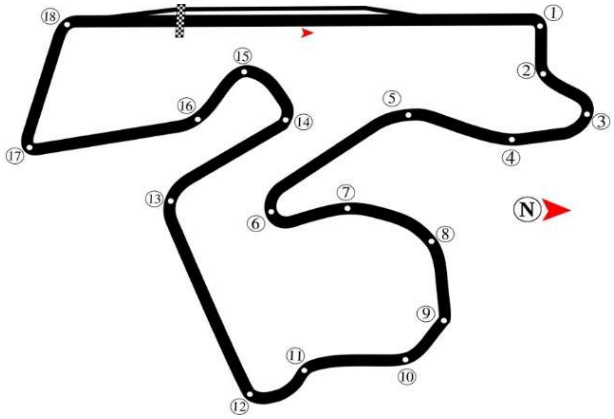
A random attendance call may be utilised by the Clerk of Course to determine a competitor's attendance at riders' briefing. The Clerk of Course may, at his/her discretion, penalise any competitor who is called randomly at riders' briefing and is proven not to be in attendance by not responding to that call. The penalty imposed may be up to $250.00 for non-attendance.

Smoking and Vaping (e-cigarettes) is strictly prohibited at Riders' Briefing.

19. CIRCUIT DESCRIPTION

The Shell V-Power Motorsports Park
543 Dukes Hwy, Tailem Bend
SA 5260

Length – 4.95 km



20. TRACK INSPECTION

All competitors will be given the opportunity to walk and inspect the track prior to any on track participation. This inspection MUST be done on foot in enclosed shoes, and competitors are reminded that service vehicles may be in operation on the circuit at this time.

Track dissatisfaction - Competitors who are not satisfied with any aspects of the track can present these concerns to the Clerk of the Course. If those concerns cannot be resolved, the competitor will be invited to withdraw from the event.

21. PIT AREA

Pit Site
For any special pit site requirements please contact the race secretary via written request.

MOTORISED VEHICLES (inc. but not limited to, mules, pit bikes, e scooters and e bikes) are NOT permitted in the pits at any time during the event. This excludes officials using such equipment for the duration of the event.

Enclosed footwear MUST be worn at all times in the designated pit areas.

NO alcohol or smoking or vaping (e-cigarettes) is permitted in the designated team pit areas.

22. NOISE

All machines must comply with the current GCRs for noise emissions. Noise testing may take place at any time at the discretion of the Chief Technical Officer or the Clerk of Course. Refer to MoMS 2026 Appendix C. Penalties may be applied for machines, which do not comply. It is suggested that all competitors be prepared to adjust/replace exhausts systems that do not comply.

23. TYRES

As per the GCR's.

24. FIRE EXTINGUISHERS

All competitors except competitors with electric machines should have a minimum 2kg, dry powder A:B (E) class, working fire extinguisher in their pit area.

25. ANTI-DOPING POLICY

All competitors, crew, parents / guardians and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, under the authority of Sport Integrity Australia.

Athletes are advised to download the Sports Integrity Australia app. If athletes have any doubts over Sports Integrity Australia requirements, they should visit the website.

It is recommended athletes contact the Drugs in Sport Hotline (1300 027 232) for further information. When drug testing takes place, the payment of prize money may be delayed, at the discretion of MA, until the results of the tests are known.

26. DRUG and/or ALCOHOL TESTING

All competitors and officials are advised that random drug and alcohol testing may take place during the competition. Refer to MA Website for details on the Safety Policy - Drug and Alcohol testing.

27. ELECTRONIC COMMUNICATIONS and SOCIAL MEDIA

All competitors, officials, support/crew personnel and parents are reminded of MA's Social Media Policy, found on the MA Website, which sets out a framework for acceptable online behaviour where communications involve fellow MA members, volunteers, officials, coaches, sponsors, partners, staff and any other connected persons.

28. CODES OF BEHAVIOUR

All competitors, officials and parents are reminded of MA's Codes of Behaviour contained within MA's Member Protection Regulations, found on the MA Website, which is a guide to appropriate behaviour at all motorcycle race events. These Codes of Behaviour apply to this event and will be enforced.

At this event, there will be zero tolerance for abuse of officials and volunteers. Behaviour from any competitor, crew member, parent/guardian or spectator that is considered to breach the MA codes of conduct penalties will apply.

29. RESTRICTIONS

Body jewelry is to be removed or securely covered with tape prior to the competition.

Hair longer than shoulder length must be confined in the helmet or clothing.

All camera-mounts including body cameras are subject to approval by the Chief Technical Officer:

a) Helmet: Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer,
b) Body: Small action cameras may be permitted to be worn over approved racing gear only,
c) Motorcycle: Cameras may be fitted to the motorcycle provided they are securely mounted.

Failure to comply to any of these restrictions may result in penalties from the Clerk of Course.

30. EVENT SPECIFIC INFORMATION

Unmanned Aerial Vehicles (UAV) Prohibition

The use of Unmanned Aerial Vehicles (UAV-drones and similar) is prohibited at any motorsport Event unless specifically approved by Motorcycling Australia and must comply with Motorcycling Australia RPA Policy.

This prohibition extends for the period of the Event period over the entire Event. It also includes the prohibition of the use of any unmanned aerial vehicle (UAV), drone or similar device over the Event area which is being operated from outside of the declared area during the Event period.

A breach of this prohibition will result in disqualification from the Event for any offending Competitor and or Team and Rider/s. All credentials or admission tickets issued to any offending Competitor or Team, and associated personnel will also be withdrawn.

The prohibition and Penalty for a breach of same as outlined above, is in addition to any Penalty/Penalties that may occur as a result of breaching Civil Aviation Authority (CASA) regulations in relation to the use of UAVs in controlled airspace, and over areas containing significant numbers of people.

Appearance and Dress

All team members must be neatly clothed at all times during the event and presentations. The sidecar must also be of a high presentation with respect to both paint quality and cleanliness.

National Anthem
The National Anthem will be performed at the start of the event.

Merchandising
All merchandise must be approved by the Promoter, and a fee may be charged.

Images/Film
The Promoter reserves the right to use the images and names of any competitor, team or manufacturer in any competition merchandising, videos, electronic games, posters and printed materials as it sees fit.

No competitor, team or manufacturer shall be entitled to making financial claims on any of the above.

Additional Team Exposure
The Promoter reserves the right to refuse any team or competitor from displaying sponsorship signage deemed inappropriate, including but not limited to alcohol, gambling, and similar content.

Cameras and Vision Recording Equipment
Cameras on motorcycles cannot be used unless approval is received from the Chief Technical Officer or his delegate and checked for secure mounting.

Where cameras are used, competitors will make recordings available to the Officials and the Promoter/s if requested to do so.

Live Streaming from vehicles is strictly prohibited anytime the vehicle is on the racing surface.