



15

ROAD RACING

15.1 FRAMES AND PARTS - ROAD RACING

15.1.1 Streamlining

- 15.1.1.1 Streamlining must leave the front wheel and mudguard exposed.

15.1.2 Brakes

- 15.1.2.1 At least 2 efficient brakes must operate independently of each other on the front and rear wheels.
- 15.1.2.2 Front brake caliper bolts to be lockwired in the tightened position

15.1.3 General

- 15.1.3.1 Radiator protection guards may be fitted providing there is no modification to the radiators or bodywork.
- 15.1.3.2 Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.
- 15.1.3.3 A chain guard made of a suitable material must be fitted in such a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.
- 15.1.3.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar , or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.
- 15.1.3.5 Lap timers with a maximum retail value of \$700.00 including GST may be used.

15.2 ENGINES - ROAD RACING

15.2.1 General

- 15.2.1.1 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer.
- 15.2.1.2 Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. For other than historic machines, worm drive hose clamps may not be used.
- 15.2.1.3 All hoses must be securely fitted and guarded to prevent contact with:
 - a) The ground,
 - b) Tyres or other moving parts over the full movement of the suspension.
- 15.2.1.4 4-stroke motorcycles must be equipped with an oil catch tank or sealed airbox:
 - a) With a minimum volume of 300cc,
 - b) Which is to be emptied after each event.
- 15.2.1.5 The only liquid coolant permitted is water.
- 15.2.1.6 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.
- 15.2.1.7 A self-closing throttle must be fitted.
- 15.2.1.8 With the exception of Period 1-5 Historic machines, and production-based machines without a lower fairing which have ADR compliance, all machines, including sidecars, must be fitted with an integral lower fairing dam or separate catch tray, which must be constructed to trap and hold engine oil and / or coolant:
 - a) For 4-strokes machines, a capacity of at least 3 litres,
 - b) For 2-stroke machines, a capacity of at least 2.5 litres,

- c) With no less than 2 holes, each of 25mm, which may only be opened in wet race conditions.

15.3 NOISE EMISSIONS-ROAD RACING

- 15.3.0.1 Noise emissions must not exceed 102dB(A) unless a lower limit is provided for in the SR or by the circuit hire agreement
- 15.3.0.2 Measurement as shown at GCR 12.10.2
- 15.3.0.3 The FIM guidelines for use of sound level meters must be followed.

15.4 PROTECTIVE CLOTHING – ROAD RACING

- 15.4.0.1 No competitor may practice, start or compete in any road racing competition unless wearing the following protective equipment and clothing:

15.4.1 Helmet

- 15.4.1.1 An approved and correctly fitting full-face helmet which must:
 - a) Carry the Standards Association of Australia "AS 1698" label, or
 - b) Be approved under Rule 01.69 & 01.70 of the Road Racing FIM Technical Rules [see Appendix 1].

15.4.2 Clothing

- 15.4.2.1 A 1-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.
 - a) Where jackets or 1-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,
 - b) In the case of a jacket and trousers, provision must be made to attach the rear of the jacket securely to the trousers,
 - c) The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:
 - i) Shoulders,
 - ii) Elbows,
 - iii) Both sides of torso and hip joint, and
 - iv) Knees.

- 15.4.2.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers or a full kevlar suit.

15.4.3 Footwear

- 15.4.3.1 Boots with ankle and calf protection which must:
 - a) Be constructed of leather or other material of similar or greater durability, but not constructed of rubber,
 - b) At least overlap the suit or trousers when the rider is in the normal riding position,
 - c) Not have soft leather soles.
- 15.4.3.2 Knee and boot scrapers that spark when dragged on the ground are forbidden
- 15.1.3.3 Sidecar rider and passengers may wear ankle length boots.

15.4.4 Gloves

- 15.4.4.1 Gloves of leather or other material of similar or greater durability.
- 15.4.4.2 Gloves need not be worn by passengers on sidecars.

15.4.5 Goggles and Visors

- 15.4.5.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:
 - a) Eye protectors and spectacles are made of non-shattering material,
 - b) Eye protectors which cause visual disturbance are not to be used,
 - c) Visors are an integral part of the helmet,
 - d) Metal or perspex face shields are not used,
 - e) Eye shades or peaks are of a flexible material.

15.4.6 Hair and Jewellery

- 15.4.6.1 Hair longer than shoulder length must be confined in the helmet or jacket.
- 15.4.6.2 Body jewellery is to be removed or securely covered with tape prior to competition.

15.4.7 General footwear

- 15.4.7.1 Closed footwear must be worn in the pit lane at all times.

15.5 FUEL - ROAD RACING

15.5.0.1 Fuel for all machines, unless otherwise specified must:

- a) Be Unleaded,
- b) Be no more than 100 RON,
- c) Contain no additives other than those added at the point of manufacture except for lubricating oils,
- d) Be readily available from retail petrol pumps within Australia produced by an oil company for sale in the Australian general transport fuel market and sold through retail petrol pumps in at least five Australian states or territories. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations in each of at least five Australian States or territories, or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

~~15.5.0.2 Fuels other than those listed in the previous GCR may be leaded, provided:~~

- ~~a) The fuel is purchased from suppliers approved by Environment Australia.~~

15.6 SUPERBIKES

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

- a) Be fitted with the ADR compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) Be fitted with a 4-stroke engine with a capacity not less than 800cc nor greater than 1000cc, or 2 cylinder/4 stroke engine not greater than 1200cc capacity,
- f) Be homologated in accordance with Chapter 12, provided that, before any machine of a particular make and model may compete in any event.
 - i) The range of vehicle identification numbers for each model must be provided to MA,

- ii) At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing that manufacturer.

g) 2 cylinder 4 stroke engines greater than 1000cc and less than 1200cc must be fitted with air inlet restrictors as per GCR 15.6.0.8 f) only after a speed and performance evaluation is done by MA over three race meetings.

15.6.0.2 The choice of tyre **type and number of tyres** is optional but any restriction on the number of tyres which may be used must be included stipulated in the SR.

15.6.0.3 To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than 165kg. A 1% tolerance at post race control will be allowed.

15.6.0.4 The following must be removed:

- a) Headlamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horns,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder.

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

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

15.6.0.7 The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Instruments and associated cables,
- c) Chain guard and registration plate brackets,
- d) Air injection pollution control system,
- e) Carburettor anti-icing device,
- f) Rear fender,
- g) Rear number plate bracket,
- h) Air filter element,
- i) Starter Motor and starter motor drive system,

- j) Alternator,
k) Steering damper.
- 15.6.0.8 The following may be added:
- Steering damper,
 - Ride height adjuster. The link arm rod may be changed or modified but the suspension linkage must remain standard,
 - Data acquisition, computers, recording equipment (Note: Telemetry devices are prohibited),
 - When items under the preceding GCR are added, a Scrutineering downloading access plug connector is mandatory,
 - Fuel injection control devices.
 - Inlet Air Restrictors for 2 cylinder machines greater than 1000cc and less than 1200cc be fitted only when instructed by MA, between the throttle bodies and the cylinder heads and be in increments less in area by 8%, or less in diameter by 2mm than the smallest diameter or area of the throttle body. These Air Restrictor Plate diameters and or area shall be determined and approved by MA and shall be no less than 2mm in thickness and no greater than 4mm in thickness.**
- 15.6.0.9 The following may be replaced with parts not manufactured by the manufacturer of the machine:
- Brake pads, linings and brake hoses,
 - Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must be the same in shape and appearance as the original,
 - Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points,
 - Fuel tank filler cap assembly providing there is no modification required to fuel tank.
 - Handlebars, handlebar mounted levers, master cylinders and controls,
 - Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points,
- Fasteners for fitting external components where the motorcycle manufacturer has no specified torque setting or it is less than 10Nm,
 - Air filter element,
 - Air funnels (velocity stacks),
 - Instruments,
 - Wiring loom, ECU and fuel injection control units,
 - Spark plugs and high tension leads,
 - Battery and alternator,
 - Exhaust system,
 - Clutch plates and springs,
 - External gearing,
 - Radiator expansion tank,
 - Valve retainers and valve springs,
 - Camshafts and cam wheels,
 - Head gaskets,
 - ~~Front suspension springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed, Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Lower compression housing may be changed but must not extend any further than 10mm from the fork than the original OEM component,~~
 - Rear suspension damping units and springs,
 - A supplementary radiator, provided there are no changes to the bodywork, main radiator or frame.
- ~~15.6.0.10 The following may be replaced by other parts made by the manufacturer and fitted as OEM equipment on another Australian Design Rules approved model sold in Australia:~~
- ~~Wheels, providing diameter is the same as original fitment.~~
- 15.6.0.11 The following OEM parts may be modified:
- Engine cam wheels may be slotted or replaced to alter valve timing,
 - Water pump impeller,
 - Gearbox drive dogs may be undercut,
 - Cylinder head valve seats may be recut,
 - Cylinder head ports by removal of material only,
 - Cylinder head and cylinder block mating surfaces may be machined,

- g) Alternator cover,
- h) OEM piston valve pocket machining.

15.7 SUPERSPORT

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

- a) Be fitted with ADR compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) Have an engine capacity of:
 - i) No more than 600cc for 4 cylinder engines,
 - ii) No more than 675cc for 3 cylinder engines, and
 - iii) No more than 750cc for 2 cylinder engines.

15.7.0.2 At least 20 production machines of that make and model must have been imported into Australia, by the manufacturer or the Australian distributor representing the manufacturer.

15.7.0.3 By the 1st January in the year of competition the tyre manufacturers/distributors must provide a list of tyres that will be available and if any additional tyres are to be introduced during the course of the year the tyre distributor must notify MA prior to the tyres becoming available

15.7.0.4 Tyres must comply with GCR 15.10.0.2

15.7.0.5 Only when a race or practice has been declared "wet", the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.

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

- a) 158kg for 4 cylinder 600cc,
- b) 162kg for 3 cylinder 675cc, and
- c) 166kg for 3 cylinder 750cc.

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

15.7.0.7 The following must be removed:

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

- d) Horns,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder.

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

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

15.7.0.10 The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Instruments and associated cables,
- c) Chain guard and registration plate brackets,
- d) Air injection pollution control system,
- e) Carburettor anti-icing device,
- f) Rear fender,
- g) Registration plate/bracket and label holder,
- h) Steering damper.

15.7.0.11 The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) MA approved and official series timing devices.
- d) MA approved fuel metering devices.

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

- a) Brake pads, linings and brake hoses,
- b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake lids in bodywork and side covers, but replacements must be the same in shape and appearance as the original,
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points,
- d) Handlebars, handlebar mounted levers, master cylinders and controls,
- e) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points,

- f) External gearing,
- g) Exhaust system,
- h) Wiring Loom and Fuel Injection Control Unit / ECU,
- i) Spark plugs and high tension leads,
- j) Rear suspension damping units and springs,
- k) Clutch plates and springs,
- l) Radiator expansion tank,
- m) Battery, but the replacement must be capable of starting the machine prior to, and post race,
- n) Fasteners for fitting external components where the motorcycle manufacturer has no specified torque setting or it is less than 10Nm,
- o) Engine cam wheels, provided they are manufactured in the same material as the original,
- p) Head Gasket,
- q) Camshaft may be replaced, but the lift must remain standard,
- r) Valve springs, collets and retainers,
- s) ~~Front suspension springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.~~ **Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Lower compression housing may be changed but must not extend any further than 10mm from the fork than the original OEM component,**
- t) Air filters and Air funnels (Velocity Stacks),
- u) Fuel tank filler cap assembly providing there is no modification required to fuel tank.

15.7.0.13 The following OEM parts may be modified:

- a) Engine cam wheels may be slotted to alter valve timing,
- b) Gearbox drive dogs may be undercut,
- c) Cylinder head valve seats may be recut,
- d) Cylinder head and cylinder block mating surfaces may be machined,
- e) Carburettor slides.

15.8 SUPERSTOCK 600

15.8.0.1 Subject to the required and permitted alterations set out below, Superstock 600 machines must:

- a) Be fitted with ADR compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) For 2 cylinder engines, have an engine capacity of no more than 750cc,
- f) For 3 cylinder engines, have an engine capacity of no more than 675cc,
- g) For 4 cylinder engines, have an engine capacity of no more than 600cc,
- h) At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer.

15.8.0.2 Tyres must be homologated by MA and must:

- a) Be commercially available in Australia,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed and load rating,
- d) Be worn no more than to the minimum tread depth indicators,
- e) Not be manufactured for only competition use,
- f) Not have an augmented or modified tread pattern,
- g) Comply with the service description (load and speed rating) as permanently moulded on the OEM tyre side wall,
- h) Comply with the relevant requirements of the nominated standard. e.g. ETRTO, JATMA & TRA.

15.8.0.3 When, a race or practice has been declared 'wet', the use of a special tyre commonly known as a wet tyre is allowed. Homologation of wet tyres is not required.

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

- a) 162kg for 4 cylinder,
 - b) 162kg for 3 cylinder,
 - c) 170kg for 2 cylinder.
- 15.8.0.5 A 1% tolerance at post race control will be allowed.
- 15.8.0.6 The following must be removed:
- a) Head lamp,
 - b) Tail lamp,
 - c) Reflectors,
 - d) Horn,
 - e) Traffic indicators,
 - f) Mirrors,
 - g) Centre and side stands,
 - h) Registration plate / bracket and label holder.
- i) OEM top rear chain Guard,**
- 15.8.0.7 The following may be replaced or modified:
- a) Fairing,
 - b) Screen,
 - c) Rear body work,
 - d) Seat,
 - e) Mudguards,
 - f) Tank covers, and
 - g) Frame side covers,
- but replacements must be the same in shape and appearance as the original.
- h) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame,
 - i) Passenger footrests,
 - j) Spark plug type, leads and cap,
 - k) External gearing and chain, but not chain pitch,
 - l) Brake pads, linings and brake hoses,
 - m) The muffler and tail connector pipe at the bolt-on or slip-on flange joints only, the original header pipes must remain as supplied by the manufacturer,
 - n) ~~Front suspension springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.~~ **Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Lower compression housing may be changed but must not extend**

any further than 10mm from the fork than the original OEM component,

- o) Handlebars, but replacements must be mounted in the original position on the fork assembly and have the same profile and shape as the original assembly,
 - p) Footrests and foot controls, but the replacements must be mounted at the original mounting points,
 - q) Air filter element,
 - r) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the airbox to the rear of the intakes. The lower airbox breather tubes must be blocked.
- 15.8.0.8 The following may be added:
- a) Steering damper,
 - b) Ride height adjuster, providing there is no modification or alteration to frame or rear suspension unit.
- ## 15.9 SUPERSTOCK 1000
- 15.9.0.1 Subject to the required and permitted alterations set out below, Superstock 1000 machines must:
- a) Be fitted with ADR compliance plates for the particular machine,
 - b) Be eligible for registration in all States and Territories in which they compete,
 - c) Be of a make and model lawfully sold in Australia,
 - d) Be as constructed by the manufacturer,
 - e) For 2 and 3 cylinder engines, have an engine capacity of no more than 1200cc,
 - f) For 4 cylinder engines, have an engine capacity of no more than 1000cc,
 - g) At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer, with a maximum retail price of \$35,000 (price to be regulated by MA as new models are released and as prices increase and decrease)
 - h) To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:
 - i) 165kg for all 4 cylinder machines

- ii) 170kg for all 2 and 3 cylinder machines
A 1% tolerance at post race control will be allowed
- 15.9.0.2 Tyres:
- ~~Must comply with GCR 15.10.0.2~~
 - Brand, type and quantity will be specified in Supplementary Regulations.
 - Only when practice or a race has been declared wet is the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.
- 15.9.0.3 The following must be removed:
- Head lamp,
 - Tail lamp,
 - Reflectors,
 - Horn,
 - Traffic indicators,
 - Mirrors,
 - Centre and side stands,
 - Registration plate / bracket and label holder.
- 15.9.0.4 Any sharp edges left by the removal of components mentioned in GCR 15.9.0.3 must be protected by a rolled edge or beading of a minimum 3mm diameter
- 15.9.0.5 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the air box to the rear of the intakes. The lower breather tube must be blocked off.
- 15.9.0.6 The following may be removed:
- Passenger handholds and footrest assemblies,
 - Chain guard,
 - Polution air injection control systems,
 - Rear fender,
 - Steering damper.
- 15.9.0.7 The following may be added:
- Steering damper,
 - Rider height adjuster, providing there is no modification or alteration to the frame or rear suspension control unit,
 - MA approved lap timing devices,
 - MA approved fuel metering devices that plug into the original electrical connectors with no modification to the wiring harness. Std OEM ECU must be retained and operative,
 - Frame protective sliders, and,
 - Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.
- 15.9.0.8 The following may be replaced with parts not manufactured by the manufacturer of the machine:
- Brake pads and brake hoses,
 - Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers, providing the replacements are of the same shape and appearance as the original,
 - Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points,
 - Spark plug brand and type, leads and cap,
 - External gearing and chain, but not chain pitch,
 - Exhaust system and mounting brackets,
 - Rear suspension damping units and springs,
 - ~~Front suspension springs and damping parts, including fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.~~ **Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be changed. Lower compression housing may be changed but must not extend any further than 10mm from the fork than the original OEM component,**
 - Clutch springs,
 - Air filters,
 - Fasteners for fitting extrnal components where the manufacturer has no specific torque setting, or, it is less than 10nm,
 - Handlebars, but replacements must be mounted at the original mounting points, and,
 - Footrests and foot controls, but the replacements must be mounted at the original mounting points.

15.10 PRODUCTION

15.10.0.1 Subject to the required and permitted alterations set out below, solo Production machines must:

- a) Be fitted with ADR compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories in which they compete,
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by, or modified with the approval of, the manufacturer so as to conform with Australian Design Rules for normal road use.

15.10.0.2 Tyres must:

- a) Be commercially available in Australia,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed and load rating,
- d) Be worn no more than to the minimum tread depth indicators,
- e) Not be manufactured for only competition use,
- f) Not have an augmented or modified tread pattern,
- g) Comply with the service description (load and speed rating) permanently moulded on the OEM tyre side wall,
- h) Comply with the relevant requirements of the nominated standard. e.g. ETRTO, JATMA & TRA.

15.10.0.4 The following must be removed:

- a) Headlamp,
- b) Tail lamp,
- c) Reflectors,
- d) Horn,
- e) Traffic indicators,
- f) Mirrors,
- g) Centre and side stands,
- h) Registration plate / bracket and label holder.

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

15.10.0.6 The following may be replaced or modified:

- a) Fairing,
- b) Screen,
- c) Rear bodywork,
- d) Seat,
- e) Mudguards,
- f) Tank covers and
- g) Side covers,

but replacements must be the same in shape and appearance as, and no lighter in weight than, the original.

- h) Mounting bracket(s) for fairing, screen and instruments, but replacements must be mounted in the original position on the frame,
- i) Handlebars, but replacements must be mounted in the original position on the fork assembly,
- j) Instruments and handlebar switches, provided disconnections are made at the standard connectors and the main wiring loom is not cut,
- k) Passenger footrests,
- l) A steering damper may be fitted,
- m) Fuel metering jets, but not carburettor slides or needles. Replacements must be within a numerical tolerance of plus or minus 10% of the original,
- n) Spark plug type, leads and caps,
- o) External gearing, but not chain pitch,
- p) ~~Brake friction materials~~ **Brake Pads.**

15.11 125cc GP CLASS

15.11.0.1 14 year old competitors may participate in the 125cc GP class or the 250 GP Mono class only provided they:

- a) Satisfy their SCB of their competence,
- b) Obtain a licence endorsement for Road Racing only,
- c) Compete in the 125cc GP class or in combined classes with similar performing machines. eg. 250cc Production, 400cc 4-Stroke.
- d) State legislation will override these rules where applicable

15.11.0.2 Machines must be up to 125cc single cylinder with a maximum of 6 speeds in the gearbox.

15.12 250 GP MONO

- 15.12.0.1 Subject to the required and permitted alterations set out below, Solo 250 GP Mono machines must:
- Be as homologated by MA.
 - Be fitted with a single cylinder four stroke engine with integral gearbox with a capacity no less than 200cc and no greater than 250cc
 - Be fitted with a complete upper and lower fairing or stream lining
 - Chassis must be as manufactured by the manufacturer and homologated by MA. with no modifications.
 - Engine must be homologated with MA. And must be as manufactured by the manufacturer apart from the listed modifications set out below.
 - Carry all relevant Chassis and Engine numbers
 - Fairings and or stream lining must be predominately painted in the Engine Manufacturers Corporate colours i.e. Honda=Red, Kawasaki=Green, Suzuki=Yellow, Yamaha=Blue, KTM=Orange.
 - One (1) machine per rider only must be recorded with the Chassis and or VIN number on the official entry form and that will be the only machine accepted by the race officials for practice, qualifying and racing.
- 15.12.0.2 Tyres:
- The choice of tyre is optional but any restrictions on the number of tyres that may be used must be included in the Supp Regs.
 - Must be commercially available in Australia
 - Be worn no more than the minimum tread depth indicators
 - Not have an augmented or modified tread pattern
- 15.12.0.3 The following may be replaced with parts not manufactured by the manufacturer of the machine:
- Fuel metering jets, but carburettors and throttle bodies must remain as supplied by the engine manufacturer for that model.
 - Piston, Pin, Clips and Piston Rings
 - Wiring harness
 - Spark plug type and range
 - Internal suspension parts only
 - External suspension springs
 - Brake pads, linings and brake hoses
 - Rear drive chain and sprockets
 - Camshafts and cam wheels
 - Valve springs, collets and retainers
 - Footrests and foot controls, but replacements must be mounted on the frame at the original mounting points
 - Clutch plates and springs
 - Cylinder head gaskets
 - Exhaust and muffler system
 - Handle bars and handle bar mounted levers
 - Carburettor or throttle body intake air funnels
- 15.12.0.4 The following OEM parts may be replaced with parts of the same manufacturer from another OEM model:
- Gearbox Shafts, gears and selector mechanism
- 15.12.0.5 The following OEM Parts may be modified:
- Cylinder head may be ported by removal of material only
 - Piston valve pockets may be machined
 - Compression ratio's may be altered by machining of the cylinder and cylinder head surfaces
 - Crankshaft balancing by normal OEM methods of drilling holes and not by excessive lightening, Crankshaft flywheel diameter and width dimensions must remain standard
- 15.12.0.6 Fuel must comply with GCR rule 15.5.0.1
- 15.12.0.7 The following may be added:
- OEM engine oil cooler of the same or other homologated engine manufacturer provided that connecting oil lines are of an accepted high pressure type with either screw on or swaged fittings as per GCR rule 15.3.1.2
 - Steering damper providing there is no modification to the main frame

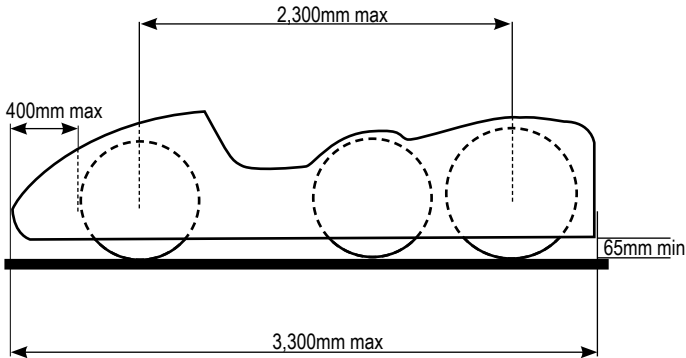
15.13 FORMULA ONE SIDECARS**15.13.1 Formula One - Frames & Parts**

- 15.13.1.1 The distance between the tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel must be at least 800mm, but not more than 1150mm.
- 15.13.1.2 The overall width of the motorcycle and sidecar, including exhausts must not exceed 1700mm.
- 15.13.1.3 The overall height of the motorcycle and sidecar must not exceed 800mm, but the airbox and the immediate bodywork over the airbox only may be a maximum of 950mm.
- 15.13.1.4 The overall length of the motorcycle and sidecar must not exceed 3300mm.
- 15.13.1.5 The wheelbase must not exceed 2300mm.
- 15.13.1.6 The minimum weight of the sidecar including passenger and rider at the completion of practice, qualifying or racing is 375 kg.
- 15.13.1.7 The ground clearance, measured at the lowest point of the motorcycle and sidecar, race-ready with rider and passenger on board and with the handlebars in the straight ahead position, must be not less than 65mm. After a race, a tolerance of -5mm is allowed. After a wet race this check is not performed.
- 15.13.1.8 Devices which reduce the ground clearance during the course of a race are not permitted.
- 15.13.1.9 Attachment points between motorcycle and sidecar:
- Must be not less than 4 if the sidecar is not integrated with the motorcycle,
 - Must not allow movement at the joints,
 - If the angle of inclination is changeable, must be secured by locking and not merely clamped.
- 15.13.1.10 The engine must be positioned:
- In such a way that the centre line of the engine must not exceed 160 mm beyond the centre line of the rear wheel of the motorcycle,
 - In front of the rear wheel.
- 15.13.1.11 The drive must be transmitted to the ground only through the rear wheel.
- 15.13.1.12 The underside of the platform must be flat.
- 15.13.1.13 The lean of the motorcycle must not exceed 10 degrees from the vertical.
- 15.13.1.14 Banking sidecars are prohibited.
- 15.13.1.15 Machines must have a solid and effective protective barrier between the engine and the rider's torso.

- 15.13.1.16 Stirrup fittings for the passenger's feet are not permitted.
- 15.13.1.17 A suitable passenger hand-hold must be provided on the outer side of the rear wheel.
- 15.13.1.18 Hand-holds must:
- Be moulded or positioned so as to prevent direct access by the rider or passenger to any moving parts of the machine, and
 - Not project beyond the outer edge of the sidecar mudguard or bodywork.
- 15.13.1.19 Sidecars must be equipped with a rear-facing red lamp:
- Measuring a minimum of 35cm² and a maximum of 100cm²,
 - Fitted with LED lights, a 2.5 watt halogen bulb or a 10 watt conventional bulb,
 - Installed at the rear of the main body and mounted above the driving wheel, at least 400mm above the ground,
 - Visible at all times, and
 - Switched on when the track is declared wet.

15.13.2 Formula One - Sidecar Measurements.

- 15.13.2.1 The passenger must be carried in a suitably constructed sidecar with minimum platform dimensions of 800mm x 300mm, measured at a height of 150mm above the platform.
- 15.13.2.2 The body must be forward of the centre line of the baseboard, a forward portion of which must have an area of 230mm high, 300mm wide and 300mm long with at least 25mm radius to all corners.
- 15.13.2.3 The maximum space between motorcycle and sidecar baseboard must be 50mm with the rider in a normal racing position.
- 15.13.2.4 The body must be covered in at the front end.
- 15.13.2.5 Where a fairing is fitted:
- The forward extremity of the streamlining must not be more than 400mm in front of the foremost part of the front tyre,
 - The extreme rear edge of the streamlining must not be more than 400mm beyond the rear edge of the rear wheel,



- c) The rear wheel and sidecar wheel must be enclosed down to the level of the sidecar platform on the inside and to the top of the rim flange on the outside,
- d) ~~Spoilers and other aerodynamic devices must not extend beyond the overall dimensions of the bodywork and must be an integral part of the fairing and body. Spoilers and other aerodynamic devices are authorised on condition they do not exceed neither the width of the fairing nor the height of the handlebars.~~

15.13.3 Formula One - Oil Containment and Underside Protection

- 15.13.3.1 In case of an engine breakdown, an oil containment tray must be constructed directly below the engine to:
- Hold at least half of the total oil and engine coolant capacity of the engine (minimum 5 litres), and
 - Protect the rear wheel from any possible oil spray.
- 15.13.3.2 The edges of the oil containment tray must be at least 50mm above the bottom of the tray.
- 15.13.3.3 The front of the oil containment tray must extend upward to the base of the barrel or assumed bottom of the barrel line if barrel is integral.
- 15.13.3.4 The underside of fuel tanks, engine casings and drain plugs must be protected from direct contact with the road surface by:

- Their location, or
- The fitting of an underpan, which must cover the area of the underside of the tank, case or plug.

15.13.3.5 Where a guard or underpan is used it must be constructed of:

- Steel, which must have wired or rolled edges, and a minimum thickness of 1.6mm, or
- Aluminium which must have wired or rolled edges, and with a minimum thickness of 3mm, or
- Fibreglass which must have edges rounded and smoothed and with a minimum thickness of 3mm.

15.13.3.6 Oil cooler(s) and oil tanks must be mounted below the main body, in a crash secure position.

15.13.3.7 The fuel tank breather pipe must be fitted with a non-return valve and must discharge into a catch tank with a minimum capacity of 500cc.

15.13.3.8 Any oil breather pipe fitted must discharge into a catch tank:

- With a minimum capacity of 2 litres,
- Which is located in an easily accessible position,
- Which must be empty before the start of each meeting.

15.13.3.9 All fuel and oil lines must be of an approved type with high-pressure fittings.

15.13.4 Formula One - Braking

15.13.4.1 Brakes must:

- Have at least 2 circuits operating independently, 1 of which must operate the sidecar and rear wheel, the other must operate the front wheel,

- b) Be designed so that if 1 circuit fails, the other works efficiently.

15.13.4.2 Carbon brakes are not permitted.

15.13.5 Formula One - Rider's Seat

15.13.5.1 In the normal riding position, the rider's feet must be positioned behind the knees.

15.13.5.2 The rider's seat must be a minimum of 150mm above ground level, and a minimum of 200mm width.

15.13.5.3 Notwithstanding the provisions of the preceding 2 sub-Rules, "feet forward" sidecars constructed before the 1st January 1998:

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

15.13.6 Formula One - Steering

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

15.13.6.2 The motorcycle must be steered by handlebars.

15.13.6.3 The handle bar extremities must not be:

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

15.13.6.4 Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or other steering systems including any attachments thereto.

15.13.6.5 The steering axis must not be offset more than 75mm from the motorcycle front wheel centre line.

15.13.7 Formula One - Engine and Gearbox

15.13.7.1 Engines in Formula One must comply with the following:

- a) 4-strokes (maximum 4 cylinders) up to ~~4200~~ 1000cc maximum,
- b) Engines must be commercially manufactured and readily available to the public,
- c) Bore and stroke must be as specified by engine manufacturer,
- d) Increasing the bore size to reach class limits is not allowed,

15.13.7.2 The following may be altered or replaced:

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

15.13.7.3 The gearbox must have no more than 6 gear ratios.

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

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

15.14 FORMULA TWO SIDECARS

15.14.1 Formula Two - Frame & Parts

15.14.1.1 The minimum weight (without fuel) is 136.5kg.

15.14.1.2 The maximum overall width is 1,700mm.

15.14.1.3 The maximum overall height is 800mm.

15.14.1.4 The maximum wheelbase is 1,651mm.

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

- a) Maximum of 800mm,
 - b) Minimum of 1,100mm.
- 15.14.1.6 The ground clearance, measured at the lowest point of the motorcycle and sidecar, with the handlebars in the straight ahead position must be not less than 65mm.
- 15.14.1.7 The forward extremity of the streamlining must not be more than 400mm in front of the foremost part of the front tyre.
- 15.14.1.8 The extreme rear edge of the streamlining must not be more than 400mm to the rear extreme edge of the rear tyre.
- 15.14.1.9 At all positions of the handlebars, there must be a minimum space of 20mm between the ends of the handlebars and all other parts of the machine.
- 15.14.1.10 The passenger platform must be at least 800mm long and 300mm wide, measured 150mm above the platform.
- 15.14.1.11 Hinged sidecars and steerable sidecar wheels are not permitted.
- 15.14.1.12 The Rider and Passenger must not be attached to the machine or in any way restrained from separating from the machine.
- 15.14.1.13 Glass Rear view mirrors are not permitted.
- 15.14.1.14 Reinforcement of the steering head is allowed to a maximum of 225mm from the centre line of the steering head.
- 15.14.1.15 Monocoque construction is not permitted.
- 15.14.1.16 The frame tubing must be of good quality steel tube, with a maximum diameter of 100mm at the broadest point.
- 15.14.1.17 Composite construction may only be used in the sidecar platform.
- 15.14.1.18 Titanium may not be used in the construction of the frame, front forks, handlebars, swinging arm and wheel axles.
- 15.14.1.19 Light alloys may not be used for wheel axles.
- 15.14.1.20 The streamlining must be easily detachable for Scrutineering.
- 15.14.1.21 Aerofoils or spoilers on streamlining are not permitted.
- 15.14.1.22 A solid and effective protection must be fitted between the driver and the engine, so as to prevent:
 - a) Direct contact between the rider's body or clothing,
 - b) Escaping flames or leaking fuel or oil.
- 15.14.1.23 The rider's seat must be at least 200mm long and 150mm wide and be fitted at least 150mm above the sidecar platform.
- 15.14.1.24 Cooling air intakes must have no forward projection or protrusion.
- 15.14.1.25 The battery must be covered such that neither the driver nor the passenger can come into contact with the battery or its contents.
- 15.14.1.26 Sidecars must be equipped with a rear-facing red lamp:
 - a) Measuring a minimum of 35cm² and a maximum of 100cm²,
 - b) Fitted with LED lights, a 2.5 watt halogen bulb or a 10 watt conventional bulb,
 - c) Installed at the rear of the main body and mounted above the driving wheel, at least 400mm above the ground,
 - d) Visible at all times, and
 - e) Switched on when the track is declared wet.
- 15.14.2 Formula Two - Oil Containment and Underside Protection**
- 15.14.2.1 In case of an engine breakdown, an oil containment tray must be constructed directly below the engine to:
 - a) Hold at least half of the total oil and engine coolant capacity of the engine (minimum 5 litres), and
 - b) Protect the rear wheel from any possible oil spray.
- 15.14.2.2 The edges of the oil containment tray must be at least 50mm above the bottom of the tray.
- 15.14.2.3 The front of the oil containment tray must extend upward to the base of the barrel or assumed bottom of the barrel line if barrel is integral.
- 15.14.2.4 The fuel tank must be independently protected from the ground.
- 15.14.2.5 The fuel tank breather pipe must be fitted with a non-return valve and must discharge into a catch tank with a minimum capacity of 500cc.
- 15.14.2.6 The fuel filler cap must be in such a position that it does not protrude from the fairing and cannot be torn off in a crash.
- 15.14.2.7 Any oil breather pipe fitted must discharge into a catch tank:
 - a) With a minimum capacity of 500ml,
 - b) Which is located in an easily accessible position,

- c) Which must be empty before the start of each meeting.

15.14.3 Formula Two - Wheels, Suspension and Brakes

- 15.14.3.1 Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not permitted.
 - 15.14.3.2 The minimum diameter of an inflated tyre must be 400mm.
 - 15.14.3.3 All wheels must be of metal construction and unmodified from original manufacture.
 - 15.14.3.4 The front suspension must be either a **leading** or trailing fork, or links with the wheel equally supported on each side.
 - 15.14.3.5 The rear suspension must be of the swinging arm type and may be single sided.
 - 15.14.3.6 Minimum suspension travel must be 20mm.
 - 15.14.3.7 A sidecar must have a brake system which must consist of:
 - a) 1 main system with at least 2 circuits operating separately, 1 of which must operate on at least 2 of the 3 wheels,
 - b) An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.
 - 15.14.3.8 The rear mudguard must cover at least 240° of the rear wheel on the side nearest to the sidecar wheel.
 - 15.14.3.9 The rear driving wheel must be covered down to the level of the sidecar platform and around the periphery.
 - 15.14.3.10 The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery.
- #### 15.14.4 Formula Two - Steering and Control Levers.
- 15.14.4.1 Handlebar levers must:
 - a) Have ball ends attached with a minimum diameter of 19mm,
 - b) Measure no more than 200mm from the fulcrum to the extremity of the ball.
 - 15.14.4.2 Handlebar grips must be:
 - a) Attached to the end of the handlebars,
 - b) No longer than 150mm.
 - 15.14.4.3 Handlebars must;

- a) Be above the mid-point of the riders seat,
- b) Be 450mm wide,
- c) Be located on the sprung portion of the front suspension,
- d) Not touch any part of the streamlining, regardless of the position of the bars.

- 15.14.4.4 All controls must be independently mounted.
- 15.14.4.5 Steering of the front wheel must be by non-adjustable handlebars fixed directly to the steering head of the motorcycle.
- 15.14.4.6 The front wheel axle must support the machine equally on each side of the wheel.
- 15.14.4.7 Steering lock angle each side of straight ahead position and measured horizontally at ground level must be a minimum of 20°.
- 15.14.4.8 Handlebar clamps must be radiused and engineered so as to avoid fracture points in the bar.
- 15.14.4.9 The steering head centre may be offset no more than 75mm from the centre line of the rear wheel.

15.14.5 Formula Two - Rider and Passenger

- 15.14.5.1 The rider seated in the normal driving position must be completely visible, with the exception of the rider's forearms, from the side opposite the sidecar and from above.
- 15.14.5.2 The rider's legs must not be enclosed.
- 15.14.5.3 The rider's position, regardless of whether a driving seat is fitted, must be such that the rider's feet are positioned behind the knees.
- 15.14.5.4 The passenger must be able to lean out to either side of the sidecar and for this purpose the vehicle must be fitted with suitable closed loop type hand holds.

15.14.6 Formula Two- Engine and Gearbox

- 15.14.6.1 Subject to the required and permitted alterations set out below, Formula Two Sidecars must be fitted with a 4-stroke engine:
 - a) For 2 cylinder engines, with an engine capacity of no more than 1,000cc,
 - b) For 4 cylinder engines, with an engine capacity of no more than 600cc.
- 15.14.6.2 The engine must be positioned such that the lateral centre line of the engine must not be more than 160mm beyond the centre line of the rear wheel of the motorcycle.

- 15.14.6.3 The engine must be positioned behind the steering head and in front of the driver.
- 15.14.6.4 Throttle controls must be self-closing.
- 15.14.6.5 The drive must be transmitted through the rear wheel.
- 15.14.6.6 Exhaust fumes must be discharged towards the rear but not so as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other rider.
- 15.14.6.7 The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.
- 15.14.6.8 On the side opposite the sidecar, the exhaust pipes must not extend beyond the streamlining.
- 15.14.6.9 On the other side, the exhaust pipe must not extend beyond the width of the sidecar.
- 15.14.6.10 Exhaust pipes must be fitted and positioned so as to prevent entanglement with other machines.
- 15.14.6.11 The gearbox must have no more than 6 gear ratios.
- 15.15 YAMAHA FZ6**
- 15.15.0.1 Subject to the required and permitted alterations set out below, Yamaha FZ6 machines must:
- Be fitted with ADR Compliance plates marked with ADR approval numbers 31705 (FZ6-N) and 31060 (FZ6-S) with a date of manufacture no earlier than 09/03
 - Be FZ6-N or FZ6-S models as constructed by YAMAHA
- 15.15.0.2 Tyres:
- Must comply with GCR 15.2.4.2,
 - Brand, type and quantity will be specified in Supplementary Regulations,
 - Only when practice or a race has been declared wet is the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.
- 15.15.0.3 The following must be removed:
- Head lamp,
 - Tail lamp,
 - Reflectors,
 - Horn,
 - Traffic indicators,
 - Mirrors,
 - Centre and side stands.
 - Registration plate / bracket and label holder, and,
 - Pillion or passenger handholds and footpeg assemblies.
- 15.15.0.4 Any sharp edges left by the removal of components mentioned in GCR 15.14.0.3 must be protected by a rolled edge or beading of a minimum 3mm diameter
- 15.15.0.5 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the air box to the rear of the intakes. The lower breather tube must be blocked off.
- 15.15.0.6 The following may be removed:
- Chain guard,
 - Pollution air injection control systems,
 - Rear fender and inner guards,
 - Steering damper,
 - Thermo fan,
 - Any unused electrical wiring sections that can be unplugged at original factory plug points with no modification to original wiring harness,
 - Lean angle sensor mounting bracket may be removed from frame.
- 15.15.0.7 The following may be added:
- Steering damper,
 - Rear ride height adjuster, providing there is no modification to chassis or linkage,
 - MA approved lap timing devices,
 - Frame protective sliders, and,
 - Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.
- 15.15.0.8 The following may be replaced with parts not manufactured by the manufacturer of the machine:
- Brake pads and brake hoses,
 - Bikini fairing and screen,
 - Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points,

- d) Spark plug brand and type, leads and cap,
- e) External gearing and chain pitch and size,
- f) Exhaust muffler and tail pipe, but original header and collector system must be retained,
- g) Rear suspension damping units and springs,
- h) Front suspension, springs and internal damping parts may be modified or replaced, but the external appearance of the forks must not be changed,
- i) Clutch springs,
- j) Air filters,
- k) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm,
- l) Handlebars,
- m) Footrests and foot controls, but the replacements must be mounted at the original mounting points,
- n) Seat and seat foam style and type,
- o) Crash resistant engine end cases and frame protectors as per the GCRs

15.16 JUNIOR COMPETITION ELIGIBILITY

15.16.0.1 In addition to the General Rules regulating all competition, the following apply to Junior Competition:

- a) 7 to under 10 up to 50cc automatic,
- b) 9 to under 13 up to 50cc manual,
- c) 9 to under 13 up to 70cc manual,
- d) 13 to under 16 up to ~~85cc~~ **80cc** 2-stroke or 160cc 4-stroke manual,
- e) 14 and above 125cc Grand Prix **2-stroke and 250cc GP mono 4-stroke**,

15.16.0.2 For Junior Road Racing number plate colours will be:

- a) **Up to 70cc: Canary Yellow background colour with black figures,**
- b) **70cc and over: Black background colour with white figures.**

15.17 JUNIOR SOLO ROAD RACING 80cc

15.17.0.1 Subject to the required and permitted alterations set out below, Junior Solo Road Race **80cc** ~~85cc~~ 2-stroke machines must:

- a) Be of no greater capacity than 80cc,
- b) Carry all relevant chassis and engine numbers,
- c) ~~Be 1 of at least 10 machines sold in Australia,~~
- d) Be as constructed by the manufacturer in accordance with specifications supplied by MA.

15.17.0.2 Tyres must:

- a) Be commercially available in Australia, and homologated,
- b) Be worn to no more than the minimum tread depth indicators,
- c) Can have treaded or slick tyres fitted

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

15.17.0.4 The following may be altered or modified.

- a) The fuel system, with a 1 way vented system breathing into a separate steel or aluminium catch bottle with a minimum capacity of 250cc.
- b) Fuel metering jets,
- c) The cylinder and cylinder head, for the purposes of repair but original material and all original dimensions must be retained,
- d) Spark plug type and range,
- e) Front fork oil and spring pre-load settings,
- f) Brake friction materials,
- g) Sprockets and chains,
- h) The cooling system, but only water may be used as a coolant,
- i) No other alterations or modifications are permitted.

15.17.0.5 OEM carburetors must be used. The throat diameter must not exceed 28mm.

15.17.0.6 Paper or foam type filters must be fitted.

15.17.0.7 Still air boxes or air filter assemblies may not be fitted.

15.17.0.8 Data loggers are not allowed.

15.18 JUNIOR SOLO ROAD RACING 160cc

- 15.18.1.1 Machines must be 4-stroke and OEM.
- 15.18.1.2 The following may be modified:
 - a) External gearing,
 - b) Carburettor jetting,
 - c) Handlebars and footrests, provided original mounting points are used.
- 15.18.1.3 Only treaded tyres may be used.
- 15.18.1.4 The use of tyre warmers is permitted.
- 15.18.1.5 Data loggers are not allowed.

15.19 PROTECTIVE CLOTHING – MINIMOTO

- 15.19.0.1 No competitor may practice, start or compete in any Minimoto competition unless wearing the following protective equipment and clothing:

15.19.1 Helmet

- 15.19.1.1 An approved and correctly fitting full-faced helmet which must:
 - a) Carry the Standards Association of Australia “AS 1698” label; or
 - b) Be approved under Rule 01.69 & 01.70 of the Road Racing FIM Technical Rules [see Appendix 1].

15.19.2 Clothing -Classes other than Supers

- 15.19.2.1 Protective Clothing must consist of:
 - a) Full leathers (1 or 2 piece),
 - b) Minimoto race suits, or
 - c) Motocross pants/jeans (Including body armour and knee sliders),
 - d) A leather jacket must be worn in any class and while riding at any time.
- 15.19.2.2 A commercially manufactured back protector.

15.19.3 Clothing - Supers Class

- 15.19.3.1 Protective Clothing must consist of:
- 15.19.3.2 A 1 piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.
- 15.19.3.3 Where jackets or 1 piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck.
- 15.19.3.4 A commercially manufactured back protector.

15.19.4 Footwear

- 15.19.4.1 Boots with ankle protection which must:
 - a) Be constructed of leather or other material of similar or greater durability, but not constructed of rubber,
 - b) At least overlap the suit or trousers when the rider is in the normal riding position,
 - c) Not have soft leather soles.

15.19.5 Gloves

- 15.19.5.1 Gloves of leather or other material of similar or greater durability.

15.19.6 Goggles and Visors

- 15.19.6.1 Spectacles, protective goggles, helmet visors and/or “tear-offs” must be worn provided:
 - a) Eye protectors and spectacles are made of non-shattering material,
 - b) Eye protectors which cause visual disturbance are not to be used,
 - c) Visors are an integral part of the helmet,
 - d) Metal or perspex face shields are not used,
 - e) Eye shades or peaks are of a flexible material.

15.19.7 Hair and Jewellery

- 15.19.7.1 Hair longer than shoulder length must be confined in the helmet or jacket.
- 15.19.7.2 Body jewellery is to be removed or securely covered with tape prior to competition.

15.19.8 Footwear in pits

- 15.19.8.1 Closed footwear must be worn in the pit lane at all times.

15.20 FRAMES AND PARTS - MINIMOTO

- 15.20.0.1 Minimotos must be fixed or rigid frames-no suspension.
- 15.20.0.2 Minimotos must have a working handlebar mounted engine kill-switch.
- 15.20.0.3 Foot pegs must be covered in plastic, rubber or nylon.

15.20.1 Tyres

- 15.20.1.1 Knobby tyres are only permitted in Minimotard classes.

15.20.1.2 Treaded road tyres may be used at any time.

15.20.2 Rims

15.20.2.1 Classes other than Minimoto - Rims must be 6.5" diameter.

15.20.2.2 Minimoto classes - Rims other than 6.5" diameter may be used.

15.20.3 Brakes

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

15.20.3.2 Classes other than Minimoto - Brakes must be cable operated.

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

15.20.4 Rider identification

15.20.4.1 Additional to numbers on the machine, competitors must wear a high visibility vest with the number on the front and the rear. Numbers must comply with GCR 11.5.

15.21 ENGINES - MINIMOTO

15.21.1 As per GCR 15.2 plus:

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

15.21.1.2 Classes other than Minimoto:

- a) Single cylinder,
- b) Pull-start,
- c) 2-stroke engines,
- d) Less than 51cc.

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

15.21.1.4 Production based and Junior Classes do not allow:

- a) Any interior engine work that will benefit performance, including porting and flowing,
- b) Abrasives to be used to clean interior engine parts,
- c) Machining of any description,
- d) Replacement of standard engine parts for performance parts.

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

15.21.1.6 Minimoto may have manual or automatic gearboxes.

15.21.1.7 Minimoto must be fitted with a hose running from the crankcase breather into a catch tank with a minimum capacity of 200cc.

15.21.1.8 Fuel must not leak when machine is laid on each side. Use of an O-Ring under cap permitted.

15.21.2 Supers

15.21.2.1 Engine can have any modifications within capacity restrictions.

15.21.3 Production Heavies

15.21.3.1 Minimum rider weight 80kg.

15.21.3.2 Standard air/water cooled engines.

15.21.3.3 No modifications may be made, other than:

- a) Main jet,
- b) Spark plug,
- c) Rubber inlet manifold,
- d) Carbon reeds (not dual stage),
- e) Airbox open,
- f) Exhaust;
 - i) Any type made by same manufacturer as the machine,
 - ii) With a proven part number on parts list of country of origin,
 - iii) No one off exhaust systems allowed,
 - iv) No systems not sold or made by the manufacturer in the country of origin.
- g) Open gearing.

15.21.4 Production Lights

15.21.4.1 Maximum rider weight 80kg.

15.21.4.2 Standard air/water cooled engines.

15.21.4.3 No modifications may be made, other than:

- a) Main jet,
- b) Spark plug,
- c) Rubber inlet manifold,
- d) Carbon reeds (not dual stage),
- e) Airbox open,
- f) Exhaust;
 - i) Any type made by same manufacturer as the machine,
 - ii) With a proven part number on parts list of country of origin,
 - iii) No one off exhaust systems allowed,

- iv) No systems not sold or made by the manufacturer in the country of origin.
- g) Maximum gearing 66 teeth at rear.

15.21.5 4.2hp Seniors

- 15.21.5.1 Minimum rider weight 50kg.
- 15.21.5.2 4.2hp maximum air cooled mini or midi.
- 15.21.5.3 No modifications may be made, other than:
 - a) Main jet,
 - b) Spark plug,
 - c) Airbox open,
 - d) Gearing for riders up to 75kg, 66 teeth rear,
 - e) Gearing for riders over 75kg, open.
- 15.21.5.4 Standard exhaust.

15.21.6 Minimoto Seniors

- 15.21.6.1 4-stroke up to 160cc (auto or manual) or 2-stroke up to 85cc (auto or manual).

15.21.7 Juniors

- 15.21.7.1 Ages 9 to under 13 years.
- 15.21.7.2 Junior riders (under 16 years) cannot compete with Senior riders.
- 15.21.7.3 4.2 hp air-cooled mini only.
- 15.21.7.4 No modifications may be made, other than:
 - a) Main jet,
 - b) Spark plug,
 - c) Airbox open,
 - d) Open gearing.
- 15.21.7.5 Standard exhaust only.

15.21.8 Minimoto Juniors

- 15.21.8.1 Ages 9 to under 13 years, 4-stroke up to 125cc (auto or manual) or 2-stroke up to 85cc (auto or manual).
- 15.21.8.2 Ages 13 to under 16 years, 4-stroke up to 140cc (auto or manual) or 2-stroke up to 85cc (auto or manual)

15.22 ROAD BIKE FREESTYLE

- 15.22.0.1 Any size machine is acceptable for Road Bike Freestyle.

15.22.1 Road Bike Freestyle-Licence Conditions

- 15.22.1.1 No person may participate in Road Bike Freestyle unless they:
 - a) Are at least 18 years of age,

- b) Have a current MA Senior National Competition licence endorsed for Road Bike Freestyle by the relevant RCB,
- c) Wear the required protective clothing as per GCR 15.1

- 15.22.1.2 To gain a Road Bike Freestyle endorsement, a rider must:

- a) Have a MA Senior National Competition licence,
- b) Successfully complete the MA competency assessment for Road Bike Freestyle conducted by an assessor approved by MA.

- 15.22.1.3 A person with this endorsement can only perform at MA approved events.

- 15.22.1.4 The endorsing Assessor/Coach must:

- a) Reach the requirements set by MA to endorse Road Bike Freestyle,
- b) Have a minimum Level 1 Coaching Accreditation and Licence.

15.23 COMPETITION RULES - ROAD RACING

15.23.1 Road Racing - Qualifying

- 15.23.1.1 Unless otherwise provided for in the SR, qualifying for starting grid positions must be held.

- 15.23.1.2 For events consisting of more than 1 race, starting grid positions will be determined by the following methods:

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

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

- 15.23.1.4 Subject to the SR, the Clerk of Course may permit any competitor who does not qualify to start.

15.23.2 Starting Grid Format - Solo

- 15.23.2.1 The starting grid format for solo machines will be as follows:

- a) The fastest qualifying machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,

- b) The remaining machines will be arranged on the grid in descending order of qualifying times according to the following pattern.
- c) All machines must start within their nominated grid position parallel to track direction

Thinking about Rule changes?

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

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

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

There's a form to register your interest in rule changes on page 41.

It's YOUR SPORT-
we welcome your input

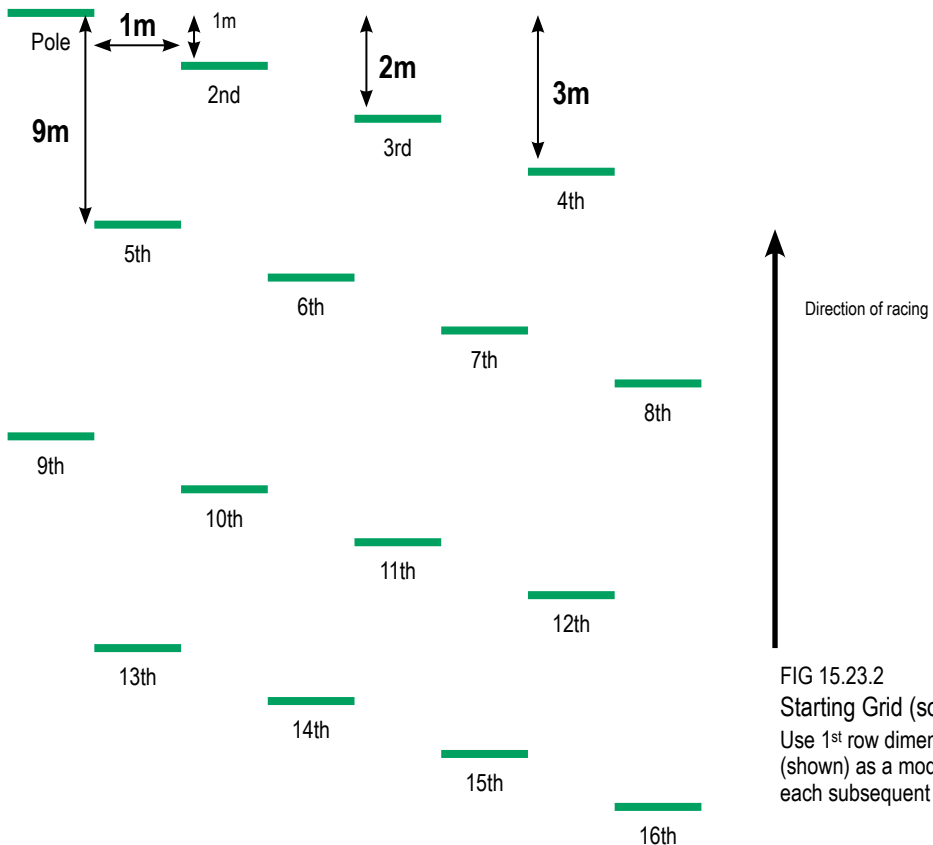


FIG 15.23.2

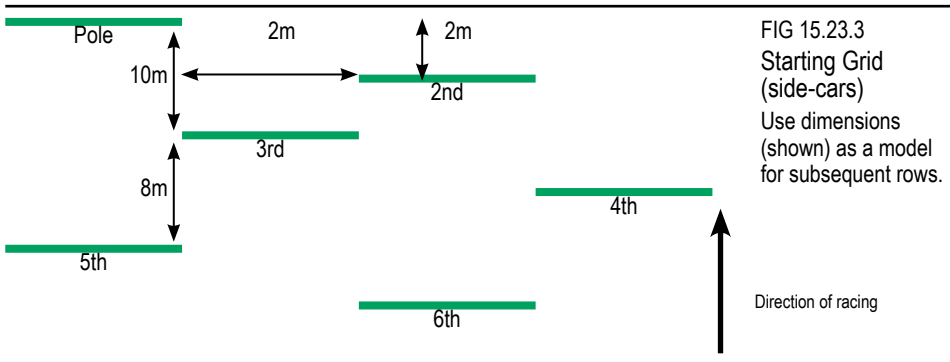
Starting Grid (solo)

Use 1st row dimensions (shown) as a model for each subsequent row.

15.23.3 Starting Grid Format - Sidecars

15.23.3.1 The starting grid format for sidecars will be as follows:

- The fastest qualifying machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,
- The remaining machines will be arranged on the grid in descending order of qualifying times according to the following pattern:



15.23.4 Grid Positions - Minimoto

- There must be a maximum of 5 riders per row with a minimum of 1 metre between the riders; and
- There must be a minimum of 2 metres between rows.
- No more than 30 riders may participate in each race.

15.23.5 Starting - Minimoto

- Unless otherwise provided for in SR, massed starts must be used.
- Unless otherwise provided for in SR, qualifying for starting positions must be held.
- In the absence of qualifying, the Clerk of Course must allocate starting grid positions.

15.23.6 Road Racing- Jump Starts

- Each machine must remain stationary within its grid position until the start signal is given.
- A jump start occurs when there is any movement from the machine or the machine is not in its nominated grid

position when the field is in the starters control prior to the start signal being shown.

15.23.7 Minimoto – False Starts

- Upon recommendation of the Clerk of Course, a board showing “Stop & Go” as well as the riding number will be shown at the finish area to the rider who made the false start.
- The rider making the false start must:
 - Go to the designated “Stop & Go” penalty zone,

- Bring their machine to a stop (the engine must not be turned off),
- Remain stationary for a full 5 seconds.

15.23.7.3 The rider may then re-join the race.

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

- If a rider fails to stop after being shown the Stop & Go board 3 times, the rider will be black flagged,
- If more than 1 rider is to be penalised, the riders will be signaled on subsequent laps.
- Where the Marshals have been unable to carry out the “Stop & Go” procedure before the end of the race, the rider will incur a time penalty of 15 seconds.

15.23.8 Road Racing - Stopping and Re-running

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

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

- b) In the case of a non-team event, jeopardised the fair chances of 1 or more of the other competitors in the event,
may declare the event void and order a re-run.
- 15.23.8.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:
- a) Held immediately before such conduct, or
 - b) Having regard to any advancement in placing following the exclusion, in some other place.
- 15.23.8.3 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.
- 15.23.8.4 In any re-run:
- a) Any competitor who:
 - i) Fell in the stopped event as a result of having been fouled,
 - ii) Intentionally laid down his or her machine in the interests of safety, or
 - iii) Left the course in the interests of safety,
may participate.
 - b) Any competitor who:
 - i) Caused or contributed to the event being stopped,
 - ii) Failed to start in,
 - iii) Retired from,
 - iv) Was excluded from, or
 - v) Had been lapped during the course of the stopped event,
may not participate.
- 15.23.8.5 Where the Steward or Clerk of Course has stopped a race due to danger, the following will apply:
- a) If no more than 2 laps of the stopped race were completed:
 - i) The stopped race will be declared null and void,
 - ii) The race may be re-run,
 - iii) The re-run race will be for the full race distance,
 - iv) The original grid positions will be used,
 - v) The place of any machine unable to take part in the re-run race will be left vacant,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.
- b) If more than 2 laps, but less than 75% of the race distance, have been completed:
- i) The race may be re-started, but only once,
 - ii) The restart must occur no more than 30 minutes after the race has been stopped,
 - iii) The re-started race distance will be equal to the balance of the stopped race distance,
 - iv) Positions on the grid for the re-started race will be determined by the order of competitors at the finish line of the last full lap of the stopped race,
 - v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the re-started race,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,
 - vii) The stopped race and any re-run will be deemed to be parts of the 1 race,
 - viii) The winner will be the competitor having the highest number of laps at the finish,
 - ix) Where 2 or more competitors complete the same number of laps, the winning order will be determined by the time taken by each to complete those laps,
 - x) If at least 75% of the scheduled race distance is completed, full points will be awarded,
 - xi) If less than 75% of the scheduled race distance is completed, half points will be awarded.

15.23.9 Road Racing - Refueling

- 15.23.9.1 During refueling, each machine must be stationary with the engine stopped.
- 15.23.9.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 15.23.9.3 While refueling is being undertaken in pit lane, 1 pit crew member must:
 - a) Be designated to attend to any fire which may occur,
 - b) Stand near the machine and overhead tower (if used),
 - c) Have a minimum 9kg fire extinguisher suitable for extinguishing inflammable liquid fires ready to operate.

15.23.10 Road Racing - Refueling Devices

- 15.23.10.1 When the SR allow for refueling in pit lane during an event, the Scrutineer of the meeting, or their nominee, prior to that event must specifically approve the refueling equipment. The inspection procedure will be detailed in SR.
- 15.23.10.2 Refueling may only be carried out by the use of either:
 - a) An overhead tower, or
 - b) A refueling churn.
- 15.23.10.3 Overhead tower refueling systems must comply with the following:
 - a) Fuel to be stored in a single container no more than 2 metres above pit lane,
 - b) The container must not exceed 40 litres in capacity and must have a closed top,
 - c) A filler cap must be fitted,
 - d) A breather pipe not exceeding 70mm inside diameter must be fitted,
 - e) The container may have a conical bottom, with the overall height of the container and cone not exceeding 800mm,
 - f) A flexible hose not exceeding 40mm inside diameter and 2 metres in length must be fitted to the bottom of the container and equipped with a "dead man" shut-off valve,

- g) The container may be fitted with tubing of not more than 120mm in length and inside diameter of 25mm beyond the shut off valve,
 - h) The container must be mounted on a self supporting tower and must not be held by or attached to any person,
 - i) Cistern type fuel cocks are not permitted.
- 15.23.10.4 The overhead tower, including reservoir and delivery hose must:
 - a) Remain behind the pit wall, or
 - b) Be contained entirely within the pit garage.
 - 15.23.10.5 Delivery hoses may be moved into the pit lane from pit garages a maximum of 3 minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
 - 15.23.10.6 Refueling churns must comply with the following:
 - a) A maximum capacity of 40 litres,
 - b) Be designed to prevent fuel spillage regardless of the angle at which the churn is oriented,
 - c) May have a conical bottom, with the overall height of the churn and cone not exceeding 800mm,
 - d) Be fitted with a single flexible delivery hose with minimum flexibility between the churn and the fuel cock.
 - 15.23.10.7 All churns and associated equipment must;
 - a) Remain behind the pit wall, or
 - b) Be contained entirely within the pit garage.
 - 15.23.10.8 Churns may be moved into the pit lane from pit garages a maximum of 3 minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
 - 15.23.10.9 Any refueling in pit lane or paddock area not utilising the above procedures must:
 - a) Be under taken with the machine either totally within a pit garage, or
 - b) In an area of the paddock specifically designated for the purpose of refueling.

15.24 AUSTRALIAN SUPERBIKE CHAMPIONSHIP

15.24.1 Australian Superbike Championship - Allocation of Numbers

15.24.1.1 In each class, riding numbers from 1 to 10 will be allocated to riders in the order they finished the previous year's Series.

15.24.2 Australian Superbike Championship - Starting

15.24.2.1 Each event:

- Must use a clutch start,
- Must be preceded by a sighting lap and a warm-up lap.

15.24.2.2 Any competitor who does not complete the warm-up lap must start the event from Pit Lane.

15.24.2.3 Pole position will be on the side of the track opposite to the direction taken by the track in the first corner after the start.

15.24.3 Australian Superbike Championship - Restriction on Tyres

15.24.3.1 In Superbike events, where there is a restriction on the number of tyres used, hand cut slicks will be deemed to be slicks.

15.24.4 Australian Superbike Championship - Points and Ties

15.24.4.1 The competitor who obtains pole position will receive 1 additional point in the Championship.

15.24.4.2 In the event of a tie, the competitor with the greatest number of highest placings will be awarded 1 additional point.

15.24.4.3 Where a tie still exists, the competitor with the highest placing in the round, which is that competitor's lowest scoring event in the series, will be awarded 1 additional point.

15.24.5 Australian Superbike Championship - Race Distances

15.24.5.1 The race distances will be according to the Series SR.

15.24.6 Australian Superbike Championship -Scrutineering

15.24.6.1 Machines must be delivered to an area nominated by the series Scrutineer at the conclusion of each series race and qualifying session.

15.24.6.2 Machines may not be removed from that area without the permission of the series Scrutineer.

15.24.7 Scoring

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

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

15.24.7.2 If a tie on points occurs for any position in an event which is conducted over more than 1 race, the tying competitor who has the higher finishing position in the final race of the event will be awarded the position.

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

ZAP racing



s h a r k g u a r d

ZAP racing shark guards
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 * Available for most sports bikes
 * Required for racing

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