



25 ENDURO AND RELIABILITY TRIALS

25.1 PROTECTIVE CLOTHING - ENDURO & RELIABILITY TRIALS

25.1.0.1 No competitor may practice, start or compete in any Enduro or Reliability Trial competition unless wearing the following protective equipment and clothing:

25.1.1 Helmet

25.1.1.1 An approved and correctly fitting 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].

25.1.2 Clothing

25.1.2.1 Trousers of:

- a) Leather,
 - b) Nylon lined Motocross type,
 - c) Padded denim Motocross type,
 - d) Reinforced padded nylon,
 - e) Padded waterproof waxed cotton
- when worn so that no part of the body is uncovered when the competitor is in the normal racing position.

25.1.2.2 Trousers of other than leather must be non-combustible and be fitted with a lining.

25.1.2.3 A riding top of:

- a) Leather, or
- b) Close knit fabric of natural or synthetic fibre; or
- c) Waxed cotton

which leaves no part of the body uncovered when the competitor is in the normal riding position

25.1.2.4 Or a 1 piece suit of leather, reinforced nylon, or waxed cotton

25.1.3 Footwear

25.1.3.1 Boots which must be:

- a) Of recognised Motocross type,
- b) Constructed of leather, plastic or other similarly durable material, and
- c) Of a length that must at least cover $\frac{3}{4}$ of the length of the lower leg, with the rider in a racing position on the machine.

25.1.4 Gloves

25.1.4.1 Gloves of leather or other material of similar or greater durability.

25.1.5 Goggles and Visors

25.1.5.1 Eye protection, including spectacles, protective goggles, and/or helmet visors 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) Metal or perspex face shields are not used,
- d) Eye shades or peaks are of a flexible material.

25.1.5.2 Tear-offs on goggles are not permitted for Enduro events.

25.1.5.3 A competitor must, at the start of the event and each special test, be wearing goggles or a similar form of eye protection. It is strongly recommended that the competitor wear the eye protection at all times during the event. Where the competitor removes their eye protection during the course of an event, they do so entirely at their own risk.

25.1.6 Hair and Jewellery

25.1.6.1 It is recommended that hair longer than shoulder length be confined in the helmet or jacket. Where the competitor chooses not to confine their hair as described, they do so entirely at their own risk.

25.1.6.2 It is recommended that body jewellery is removed or securely covered with tape prior to competition. Where the competitor chooses not to remove or securely cover jewellery with tape, they do so entirely at their own risk.

25.1.7 Footwear in pits

25.1.7.1 Closed footwear must be worn in any fuel control area, pit area, start area, work area or Parc Fermé at all times.

25.1.8 Junior Clothing

25.1.8.1 In addition to the general requirements for clothing, Juniors must comply as follows:

- a) Protective clothing must not be loose or flapping,
- b) Commercially manufactured body armour must be worn. Soft roost protection is unacceptable.

25.2 FRAMES AND PARTS - ENDURO & RELIABILITY TRIALS

25.2.1 Solo Classes

- 25.2.1.1 The classes for solo are to be determined by the RCB.
- 25.2.1.2 Hand lever protectors may be single or double mounted.
- 25.2.1.3 If hand lever protectors are fitted, they must be of shatterproof material.
- 25.2.1.4 All machines must be fitted with an effective ignition cut-off switch located on the handlebars.

25.2.1.5 Where road authority registration is required, the rear mudguard must be of an Enduro style, equipped with a rear-facing tail light clearly visible to following road users. There must be sufficient space below the rear light to mount the numberplate.

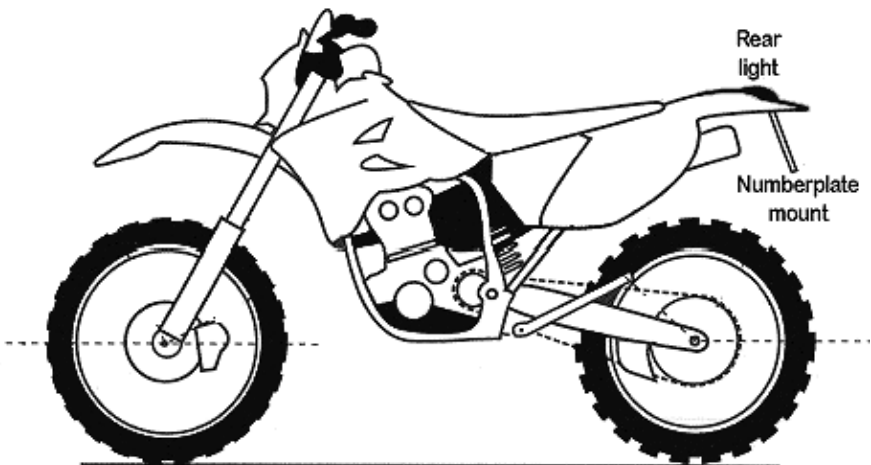
25.2.1.6 The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps. Except for "Safari" type events where navigation equipment is mounted above the handlebar clamps and/or cross bars.

25.3 NOISE EMISSIONS - ENDURO & RELIABILITY TRIALS

- 25.3.0.1 Noise emissions must not exceed 94dB(A) unless a lower limit is provided for in the SR or by the circuit hire agreement.
- 25.3.0.2 Measurement as shown at GCR 12.10

25.4 FUEL- ENDURO & RELIABILITY TRIALS

- 25.4.0.1 Fuel for all machines must :
 - a) Be unleaded; and
 - b) Be no more than 100 RON.
 - c) Contain no additives other than those added at the point of manufacture except for lubricating oil for 2-stroke engines.



- d) Be readily available from retail petrol pumps within Australia; or
- e) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".

25.4.0.2 For Enduro events, it is recommended that fuel containers do not exceed 10 litres and are fitted with a suitable pouring spout.

25.5 COMPETITION RULES- ENDURO & RELIABILITY TRIALS

25.5.1 Courses

25.5.1.1 Courses must be clearly marked.

25.5.1.2 Each course must:

- a) Have time check points which must:
 - i) Have a digital clock showing hours minutes and seconds at the control table,
 - ii) Have a check list showing arrival time of each competitor in the time check,
 - iii) Be placed at the entrance to the parc fermé for the start and finish of each day of the event,
 - iv) Be placed at intermediate points selected by the Promoter and indicated on the itinerary,
 - v) Preferably be no less than 5 nor more than 35 kilometres apart,
 - vi) Be indicated by:
 - White flags placed 200 metres, and
 - Yellow flags placed 20 metres

before the control table, and

- Green flags placed 2 metres after the control table,
- Flags placed on both sides of the course so as to be clearly visible to the competitors.

25.5.1.3 Each course may:

- a) Have route check points which:
 - i) Need not be marked on the route card,
 - ii) Must be indicated by blue flags placed on either side of the course 200 metres before the route check,
 - iii) Have a check list of the progress of each competitor.

- b) Have time check points with no service which:
 - i) Will display a white flag with a black cross on both sides of the track 70 metres before the control table.
 - ii) GCR 25.4.11(b),(d) and (f) do not apply.

25.5.1.4 For multi-day events each course may have:

- a) A final service area before the final time check point,
- b) Before the final service area, a pre-finish Time Check, which is a no service time check.

After which competitors have 15 minutes to reach the final time check.

25.5.1.5 The area between the yellow and green flags is considered parc fermé concerning access.

25.5.2 Enduro Flags

25.5.2.1 For Enduros, flags will have the following meanings:

- a) White flags displayed on pegs- Entry to fuel control: Time check 200 metres,
- b) Yellow flags displayed on pegs- Time check 20 metres,
- c) Blue flags displayed on pegs- Route check approximately 200 metres,
- d) White flag with Black Cross displayed on pegs- No service time check approximately 70 metres,
- e) Green Flag displayed on pegs - Exit from Time Check.

25.5.3 Entries

25.5.3.1 After the closing date for entries:

- a) A competitor may apply in writing to the Race Secretary for permission to change machines, and be entered in the relevant class,
- b) A team may apply in writing to the Race Secretary for permission:
 - i) For a team member to change machines and be entered in the relevant class,
 - ii) To substitute 1 entered team member for another.

25.5.3.2 The Race Secretary may grant permission subject to such conditions as he or she thinks fit or may refuse permission.

25.5.3.3 A competitor who is substituted may not compete without the permission of the Race Secretary.

25.5.3.4 No team or competitor may change the capacity of an entered machine.

25.5.3.5 Applications must be delivered to the Race Secretary before the preliminary machine examination.

25.5.4 The Starting Area

25.5.4.1 The starting area may:

- a) Contain a Parc Fermé to which all access and egress is controlled and which connects directly to the working area,
- b) Contain a working area from which there is only 1 exit to the starting enclosure and where machine maintenance may be carried out,
- c) Contain a starting enclosure at 1 end of which is the starting line and in which the competitors await the starting signal,
- d) Be secured by fencing or otherwise regulated as to access so as to prevent the entry of unauthorised persons,
- e) Be in the charge of officials who are clearly identified,
- f) Have its entrance and exit clearly marked.

25.5.4.2 No competitor or person other than:

- a) The Steward,
- b) The Clerk of Course, or
- c) Any other official in charge thereof, may enter the starting area unless authorised by a relevant official or otherwise for purposes permitted under these Rules.

25.5.4.3 The SR may prescribe the time for delivery of machines into the starting area before the start of an event and thereafter machines must:

- a) Remain in the starting area until the start,
- b) Be returned at the end of each day for detention overnight,
- c) Be released in time for the start of the next day,
- d) Be in the open air and not covered in any manner.

25.5.5 Preliminary Examination

25.5.5.1 Before each event, there must be a preliminary examination of competing machines.

25.5.5.2 At the preliminary examination, each machine may be tested for noise and marked if it does not exceed the prescribed noise emission levels.

25.5.5.3 At the conclusion of the preliminary examination each machine must be delivered into the parc fermé. No motorcycle may enter parc fermé without a stand approved at machine examination.

25.5.5.4 An event commences at the conclusion of the preliminary examination.

25.5.6 Starting Order and Numbers

25.5.6.1 The starting order of groups or classes will be as determined by the SR.

25.5.6.2 The starting numbers of riders will be determined by a draw for each class.

25.5.7 Starting Procedures

25.5.7.1 The start signal for each competitor must be given as nearly as practicable to that competitor's scheduled starting time.

25.5.7.2 It is not permitted to start the engine in:

- a) The parc fermé, working area, or
- b) The starting area before the starting signal is given.

25.5.7.3 Within 1 minute of the signal being given, the competitor must:

- a) Start the engine at the starting line using the machine's kick starter or starter motor,
- b) Cross a second line 20 metres from the starting line under engine power.

25.5.7.4 A competitor who arrives at the starting line more than 1 minute late for that competitor's allocated starting time:

- a) Will lose 60 points for every minute late,
- b) Must be allocated a new start time which must be the indicated time of arrival at the starting line ignoring seconds,
- c) Must comply with standard starting procedures,

25.5.7.5 If the competitor is more than 60 minutes late, they will be excluded for the day.

- 25.5.7.6 On each day of the event, competitors may enter the parc fermé 15 minutes before their starting times and move their machines by hand to the entry to the work area.
- 25.5.7.7 Competitors may have 10 minutes before their starting times to carry out machine preparation.
- 25.5.8 Event Procedures**
- 25.5.8.1 For Enduros, the total time for the day of competition must not exceed 7½ hours, including the 15 minutes at the final time check.
- 25.5.8.2 Competitors must at all times during the event:
- Remain on the course,
 - Follow the competition direction.
- 25.5.8.3 At the beginning or end of a lap, a section or day, the Clerk of Course, due to weather or other conditions, may:
- Declare a section of the course to be impassable and in that event:
 - That section will cease to be part of the course, and
 - Any penalties incurred in that section will not be taken into account in scoring for the event.
 - Change the time schedule for the section to a slower schedule.
- 25.5.8.4 Each competitor must be allocated a starting time and a time for each section between time checks.
- 25.5.8.5 The recorded arrival time for each competitor in a section is the starting time for that competitor in the next section.
- 25.5.8.6 During an event the competitor must have all marked parts on the motorcycle at all times when on the course. [Except in the case of Rule 25.5.11 i) vi)]
- 25.5.8.7 During an event, a competitor must not stop between the yellow flags and the control table.
- 25.5.8.8 A competitor may pass the final time check at the entrance to the parc fermé early, without penalty.
- 25.5.8.9 When the machine is placed in the Parc Fermé it must be completely equipped with all the marked parts.
- 25.5.8.10 At the end of any event there may be a final examination at which any of the machines may be impounded for examination.
- 25.5.8.11 If a competitor can convince the Jury he was delayed by abnormal circumstances outside his control, (e.g. providing assistance to an injured competitor), an allowance may be granted. Alleged baulking by another competitor is not an abnormal circumstance.
- 25.5.8.12 When the case of a rider is under discussion he may continue in the event until the jury makes the final decision.
- 25.5.9 Restarts**
- 25.5.9.1 A competitor who retires, or is excluded from an event for a day:
- For multi-day events, may restart in the competition on following days from the rear of the field,
 - For single day events, or if the competitor is excluded or retires for a second time from a multi-day event, may not continue on the course.
- 25.5.9.2 To be eligible to restart, a competitor must deliver the machine to the parc fermé at least 60 minutes before the amended start time.
- 25.5.10 Time Cards, Route Cards and Itinerary**
- 25.5.10.1 Each competitor must stop at all time checkpoints and route checkpoints.
- 25.5.10.2 Time cards must be issued and route cards may be issued:
- For the first day, at the preliminary examination,
 - For all other days, as competitors leave the parc fermé at the end of the previous day.
- 25.5.10.3 Time cards:
- Must be presented at each control table, or, on demand, to an official,
 - Must be handed in at the end of each day to the final control official,
 - Must not be altered or obliterated by any competitor,
 - Must not be exchanged between competitors,
 - Must, in the event of loss, be replaced by the official in charge of the next time control,
 - May show the prescribed running time for each section.
- 25.5.10.4 Route cards:
- Must be presented at all route checks,

- b) Must be handed in at the end of each day to the final control official,
- c) Must not be altered or obliterated by any competitor,
- d) Must not be exchanged between competitors,
- e) Must, in the event of loss, be replaced by the official in charge of the next time control.

25.5.10.5 Itineraries:

- a) Must be issued at the preliminary examination or displayed prominently in the starting area,
- b) Must clearly indicate all competition distances and show the prescribed running time for each section,
- c) Must contain samples of signs or indicators used for course markings,
- d) Are, for all purposes connected with the competition, deemed to be accurate.

25.5.11 Maintenance, Repair, Alteration and Refuelling

25.5.11.1 A machine may be cleaned, altered, repaired or refueled during an event as follows:

- a) Subject to sub-Rule b), assistance is not permitted during the course of an event,
- b) A competitor may receive assistance for the following:
 - i) Refueling,
 - ii) Removing, replacing and replenishing:
 - Coolant,
 - Engine and gearbox lubricating oils and removal and replacement of oil filters.
 - iii) Removing air from the braking circuit,
 - iv) Inflating tubes and tyres.
 - v) **Cleaning number plates and plastic parts of the motorcycle with the aid of a sponge or cloth.**
- c) No work on the machine may take place:
 - i) In any tent, vehicle or other enclosed place,
 - ii) In the parc fermé,
 - iii) In the Time Check area.

- d) The rider is allowed to change any unmarked parts anywhere on the course but may receive spare parts and tools only in the servicing areas.
- e) A competitor may not receive or use the following tools:
 - i) Any form of welding equipment other than for repairs to the exhaust system,
 - ii) Pressure cleaning apparatus,
 - iii) Electrical and air powered tools operated by remote connection.
- f) A competitor may, for the purposes of carrying out alterations or repairs, receive spare parts:
 - i) In the working area in the starting area,
 - ii) Between the white and yellow flags adjacent to a time check point.
- g) A competitor may leave used parts where the alterations or repairs were carried out.
 - i) A rider wishing to repair or replace the silencer of his machine can do so at the end of the day, after the last time check and before entering the Parc Fermé. The work must be carried out under the supervision of an official.
 - ii) The rider will be allowed an extra time of 60 minutes for this work.
 - iii) The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines noise tested.
 - iv) The rider may request as many noise tests as he wishes during the 60 minutes allowance.
 - v) After 60 minutes have elapsed, the rider will be required to present his machine to the noise control test official for testing. If the noise level is above the required standard, the rider will be disqualified (or other penalties given as provided for in the GCRs).
 - vi) If the silencer is changed during the day, the rider must present it to be noted at the next time check point. At the end of the day, a noise control test will be carried out during the 60 minutes

allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider may be disqualified (or other penalties given as provided for in the GCRs.)

- j) The engine must be stopped during refuelling,
- k) The rider must dismount from the motorcycle during refuelling,
- l) An environmental mat or other effective device is required to be used when refueling. The minimum dimensions of the mat or other effective devices must be at least 500mm x 500mm. The penalty for non compliance may be discretionary,
- m) No fuel may be carried other than in a tank or container permanently attached to the machine,
- n) Unless otherwise stated in the SR, replacement of any fluids except water or coolant is only permitted in the work area and at a Time Check between the white and yellow flags where service is permitted,
- o) There must be at least 1 refueling depot every 50 km.,
- p) Tyres may only be changed:
 - i) At the final service area,
 - ii) In the work area at the start.

25.5.12 Assistance

25.5.12.1 All outside assistance is forbidden, other than the normal assistance given at the Official Time Checks ~~and to clean the number plates and plastic parts of the motorcycle with the aid of a sponge or cloth.~~

25.5.12.2 The term “outside assistance” refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle.

25.5.12.3 No machine may be moved otherwise than by:

- a) Its engine, or
- b) The actions of its rider.

25.5.12.4 No competitor may be accompanied anywhere on the course.

25.5.12.5 The term “accompanied” refers to the act of riding in company for the purpose of receiving assistance, with any person other than a registered official of the event in the course of their duties.

25.5.12.6 In any replenishment area, the chain can be lubricated but only the rider is allowed to do this work.

25.5.13 Inspection and Marking

25.5.13.1 At any time check a relevant official:

- a) Must record the time as displayed on the clock when the competitor’s time card is presented,
- b) May inspect any machine,
- c) May mark any part,
- d) May direct the alteration of any machine which does not comply with any requirement of these Rules or the SR,
- e) May direct the administration of any noise or other test,
- f) May report any competitor or machine to the jury or a key official.

25.5.13.2 Any competitor required to submit to a noise test under the preceding Rule:

- a) May request further tests during the 30 minutes next after the completion of the initial test,
- b) May be required, at the expiration of that time, to submit to a further test,
- c) May not continue in the event if, at the expiration of that time, the machine does not comply with the prescribed noise emission levels.

25.5.14 Timed Tests

25.5.14.1 Timed tests must be as follows:

- a) Average speed must not exceed 50 km/h.
- b) Competitors may inspect test courses on foot but not by wheeled vehicle,
- c) Be safe and of a reasonable degree of difficulty,
- d) For multi-day events, be marked not less than 48 hours before the scheduled start time for the test,
- e) A rider who leaves the test course and gains an advantage may incur penalties as in GCR 4.3.2.

25.5.15 Cross Tests and Enduro Tests

25.5.15.1 Cross tests and Enduro tests must be as follows:

- a) Cross test courses must:
 - i) Be between 2 and 5 kilometres in length,
 - ii) Be specially prepared for the test,
 - iii) Have safety zones at all bends and other places of potential danger to spectators, with a minimum width of 1 metre to which spectators have no access,
 - iv) Start within 1 kilometre of a time check point,
 - v) Have the start and finish line in the same vicinity.
- b) Enduro test courses must:
 - i) Be readily accessible to a 4 wheel drive vehicle,
 - ii) Be on a section of the course between 2 time checks,
 - iii) Be between 2 and 5 kilometres in length,
 - iv) Be untimed during the first lap and timed during subsequent laps,
 - v) For multi-day events, an enduro test which is ridden on previous days and repeated in the same direction on future days may be timed on the first lap of these days.
- c) Each competitor must:
 - i) Start with the engine running,
 - ii) Come to a stop at the start line, as directed by an official, and start within 10 seconds after being directed by the official,
 - iii) The riders start time will be the moment the front wheel moves past the recording device or at the expiration of the 10 seconds.
- d) More than 1 test may be run on the same course in each day,
- e) Tests must have flying finishes with each competitor's time being recorded at the point of crossing the finish line,

- f) Competitors may inspect special test courses on foot,
- g) As each competitor finishes they must resume the principal course without stopping.

25.5.16 Final Test

25.5.16.1 At the end of an event there may be a final test which must **be a closed circuit with a minimum of 5 laps and a maximum of 10 laps covering a total distance of between 10 and 18 kilometres:**

- a) ~~Be conducted on a closed circuit,~~
- b) ~~Consist of not less than 5 or more than 10 laps, with the actual number of laps prescribed in the SR,~~
- c) ~~Cover not less than 10 or more than 18 kilometres.~~

25.5.16.2 Before the start of the test all machines must be delivered to a parc fermé.

25.5.16.3 Prior to competition, there will be a voluntary escorted preliminary lap of the course.

25.5.16.4 Tests will be divided into groups based on classes.

25.5.16.5 Should a competitor finish the road test late, the competitor may be transferred to another group.

25.5.16.6 Restart competitors must not compete in a test with competitors who are still in the competition. They may compete in a separate test. If 1 is scheduled by the organisers

25.5.16.7 For multi-day events, massed starts must be used with grid positions determined by placings at the end of the previous day.

25.5.16.8 For 1 day events, grid positions must be allocated by the Promoter.

25.5.16.9 At the conclusion of the prescribed number of laps by the leading rider, the chequered flag will be shown. From the time the race winner takes the chequered flag 5 minutes will be allowed for other riders to complete the lap they are on, after which the test is over

25.5.17 Finish of Event

25.5.17.1 All finishing machines may be impounded for 30 minutes.

25.5.17.2 For each machine an event finishes:

- a) If there is a final examination, at the conclusion of the examination of the machine,
- b) If there is no final examination, at the moment the machine arrives at the final time check.

25.5.17.3 A rider is considered to have finished the enduro when he has passed the final Time Check of the event. Failure to complete the final Speed Test (if applicable) will incur the maximum penalty as per Rule 25.5.18

25.5.18 Penalties

25.5.18.1 Penalty points are incurred as follows:

PENALTY	POINTS
Late arrival at the start line	60 points per minute
Not crossing the 20m line under power within time	10 points
Early and late arrival at a time check	60 points per minute
Stopping between yellow flags and control table at time check	60 points
Starting of engine in starting area prior to start signal	60 points
Starting the engine in the parc fermé or work area	120 points
Uncompleted day for a competitor	7,200 points
Special tests - for each 1/100 sec	1/100 point
Final test – for each uncompleted lap plus the time of the slowest completed test time in the same class	60 points
Individuals who restart – per day plus points for completed special tests	7200 points

25.5.19 Classification of Individuals & Teams

25.5.19.1 For individual classification, the time obtained each day will be added for each rider in each class and in each category. The rider with the total lowest time will be placed first and so on.

25.5.19.2 For individuals, daily penalty points will be accumulated.

25.5.19.3 For teams:

- a) For the team classification, the times obtained by each team rider will be added together to form the daily time of the team. The team with the total lowest time will be placed first and so on,
- b) Daily penalty points will be accumulated.

25.5.19.4 Where a competitor is a member of a team:

- a) The team will incur 7,200 penalty points for each day of the event that that rider does not complete.
- b) If the competitor is permitted to restart after exclusion for a day, the team will incur 7,200 points for the day the competitor was excluded plus 7,200 for each following day.

25.5.20 Exclusion from an Event

25.5.20.1 A competitor is liable to be excluded from an event for any of the following acts during the event:

- a) Competing on a machine with an engine capacity different from that stated on the entry form,
- b) Receiving spare parts or tools anywhere on the course except the service areas. (ie. The Working Area and at Time Checks between the white and yellow flags),
- c) Replacing any marked part without authoriSation,
- d) Failing to have all marked parts on the motorcycle at all times when on the course. [Except in the case of Rule 25.5.11 i) vi)]
- e) Placing the motorcycle in the Parc Fermé without all the marked parts.
- f) Without authorisation, entering the parc fermé other than to collect or deliver the machine,
- g) In the parc fermé:
 - i) Touching any other competitor's machine,
 - ii) Touching his or her machine other than for purposes of collection or delivery,
- h) Smoking in the parc fermé, working area, or between the white and yellow flags,
- i) Placing the machine in the parc fermé more than 2 hours after the competitor's scheduled finishing time,
- j) Without authorisation, placing the machine in any tent, vehicle or other enclosed place,

- k) Carrying fuel on a machine other than in a permanently attached tank or container,
- l) Not stopping the engine during refueling,
- m) Without authorisation:
 - i) Communicating with accompanying persons,
 - ii) Being accompanied by another competitor,
 - iii) Accompanying another competitor.
- n) Not observing traffic regulations,
- o) Knowingly failing to hand in time cards at the finish of each day,
- p) Altering a time card or route card or using another rider's card,
- q) Practicing on the special test course,
- r) Inspecting the special test course other than on foot,
- s) Riding against the direction of the course,
- t) Competing on a machine the engine of which exceeds the maximum capacity of the entered class.

25.5.21 Exclusion for a Day

25.5.21.1 A competitor is liable to be excluded for the day from an event if, during that day, they do any of the following:

- a) Failing to pass a noise control test,
- b) Refueling outside refueling areas,
- c) Failing to deposit the machine in the parc fermé forthwith after the final check-in of the day,
- d) Entering the parc fermé with the engine running,
- e) Receiving outside assistance other than for purposes of:
 - i) Refueling,
 - ii) Removing, replacing and replenishing:
 - Coolant,
 - Brake fluids,
 - Engine and gearbox lubricating oils, and removal and replacement of oil filters.
 - iii) Inflating tubes and tyres.

- f) Arriving more than 60 minutes late for:
 - i) The start,
 - ii) A time check.
- g) Moving the machine otherwise than by:
 - i) Its engine, or
 - ii) The actions of the competitor.
- h) Riding off the course or against the course direction,
- i) Failing to get the time card and/or control check list marked at a time check,
- j) Missing a time check or a route check,
- k) Changing tyres other than:
 - i) At the final service area, or
 - ii) In the working area in the start area.
- l) Receiving or using prohibited tools.

25.5.21.2 A competitor liable to the penalties prescribed in the 2 preceding Rules may apply to the Steward for a reduction in penalty. The Steward, on being satisfied that penalties were incurred in exceptional circumstances, may:

- a) Determine that no penalty should be imposed,
- b) Impose a lesser penalty.

25.5.22 Explanation of Results

25.5.22.1 A competitor may, no more than 24 hours after the publication of the results of any day's run, request from the Clerk of Course an explanation of those results.

25.6 COMPETITION RULES - JUNIOR ENDURO

25.6.1.1 These rules are additional to and/or exceptions to current Enduro rules. All other enduro rules apply in this form of the discipline unless modified by SCB by laws or by the event SR.

25.6.2 Frames and Parts - Junior Enduro

25.6.2.1 Junior Solo wheel sizes:

CLASS	FRONT	REAR
50cc Demo	10" (254mm)	
50cc Auto	10" or 12" (254 or 305mm)	10" (254mm)
65cc	14" to 15" (356 to 381mm)	12" (305mm)
85cc 2- & 150 cc 4-stroke	15" to 17" (381 to 432mm)	14" (356mm)
85cc Big Wheel	18" to 21" (457 to 534mm)	16" to 19" (407mm to 482mm)
100cc	18" to 21" (457 to 534mm)	
125cc - 200cc 2-stroke	17" to 21" (432 to 534mm)	
250cc 4-stroke	17" to 21" (432 to 534mm)	

25.6.2.2 Solo handlebars must be securely plugged and have the following widths.

CLASS	WIDTH (mm)
80cc	800
80cc 4-stroke	800
100cc	850
200cc 2-stroke and 250cc 4-stroke	850

25.6.3 Engines - Junior Enduro

25.6.3.1 Maximum capacity of motorcycles for Junior Enduro is 200cc 2-Stroke and 250cc 4-Stroke.

25.6.4 Enduro Courses- Junior

25.6.4.1 Enduro courses for juniors should have time checks no less than 5km and no more than 20km apart.

25.6.4.2 Enduro courses for juniors must have 1 refueling stop every 35km.

25.6.4.3 For Junior Enduros the total time for the day of competition must not exceed 4 hours, including the 15 minutes at the final time check.

25.6.5 Junior Event Procedures

25.6.5.1 Junior riders may receive assistance starting their machine at the special test start line.

25.6.5.2 Junior riders may be given a new start time should they stall their machine on the start line.

25.6.5.3 Junior competitors may receive parts anywhere on the course.

25.6.5.4 Junior competitors may receive outside assistance anywhere on the course.

25.7 AUSTRALIAN 4 DAY ENDURO CHAMPIONSHIPS

25.7.1 Description of A4DE

25.7.1.1 The Australian Enduro Championships will be a 4 day event known as the Australian 4 Day Enduro (A4DE). The A4DE will determine both the Australian Team's and the Australian Individual Championships.

25.7.2 A4DE Entries

25.7.2.1 The number of entries, both as to maximum and minimum numbers, will be as specified in the SR.

25.7.2.2 The closing date for entries will be 14 days before the event.

25.7.2.3 Priority will be given to teams over individuals.

25.7.2.4 Each team entering for the event may nominate a manager.

25.7.2.5 Team manager's names must be submitted to the Promoter no later than the end of the preliminary examination.

25.7.2.6 The team manager is responsible for representing the team.

25.7.3 A4DE Jury

25.7.3.1 Each State which has entered a Trophy Team or a Junior Trophy Team may nominate a representative for the Jury, subject to GCR 2.5.11.3.

25.7.4 A4DE Solo Classes

CLASS	CAPACITY
Enduro 1	100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke
Enduro 2	175cc to 250cc 2 stroke & 275cc to 450cc 4 stroke
Enduro 3	290cc to 500cc 2 stroke & 475cc to 650cc 4 stroke

25.7.5 A4DE Veteran Class

25.7.5.1 Riders must have turned 35 years before 1st January in the year of competition. Machines may be of any capacity.

25.7.6 A4DE Masters Class

Riders must have turned 45 years of age before the 1st January in the year of competition. Machines may be of any capacity.

25.7.7 A4DE Women's Class

25.7.7.1 Women may ride machines of any capacity.

25.7.7.2 To constitute a class, the number of contestants entered and competing will be 6.

25.7.7.3 Should there be insufficient numbers in this class, each competitor will compete in the appropriate capacity class

25.7.8 Change of Machine

25.7.8.1 After the closing date for entries:

- a) A competitor may apply in writing to the jury for permission to change machines,
- b) A team may apply in writing to the jury for permission:
 - i) For a team member to change machines or to ride the entered machine in a class different from the 1 for which it was entered,
 - ii) To substitute 1 entered team member for another.
- c) Applications must be delivered to the Clerk of the Course before the preliminary machine examination,
- d) The jury may grant permission subject to such conditions as it thinks fit or may refuse permission,
- e) No team or competitor may change the capacity of an entered machine.

25.7.9 Eligibility

25.7.9.1 Only solo machines are eligible for the A4DE.

25.7.9.2 All machines entered in the A4DE must have:

- a) Working commercially available headlight and tail light, visible to other road users, either:
 - i) Permanently wired to illuminate, or
 - ii) Able to be switched on or off by a single switch mounted on the handlebar or headlight assembly.
- b) A working brake light, visible to other road users, operated by the brake pedal or handlebar brake lever,

- c) Other requirements as specified in the SR to comply with road traffic laws of the host State.

25.7.9.3 No motorcycle may enter the A4DE parc fermé without a fixed stand approved at machine examination.

25.7.9.4 Where a stand breaks during 1 of the days of competition, the competitor has until the end of the next day's competition to repair or replace the stand. In the meantime, the machine will be allowed into the parc fermé without a stand under conditions decided by the Clerk of Course. Failure to repair or replace the stand within the prescribed time will result in exclusion for the event.

25.7.10 Cancellation

25.7.10.1 MA may, if it considers that there are insufficient entries for an A4DE, cancel the event.

25.7.10.2 In the event of a cancellation under this Rule, entry fees must be refunded.

25.8 THE COURSE – A4DE**25.8.1 Requirements of Course**

25.8.1.1 The course must consist of roads that are passable in all kinds of weather.

25.8.1.2 The total distance to be covered will be no less than 600 km nor more than 1,000 km with no more than 3 laps each day.

25.8.1.3 ~~A different colour must be used for marking the route each day except when the route is the same and in the same direction on consecutive days.~~ **The course must be marked with a different colour for each day and must have numbers on the markers indicating the day the colour is used.**

25.8.1.4 A draft of the proposed SR for the event, together with samples of all marking signs to be used in the event, must be delivered to the Enduro Commission not less than 4 months before the date of the event.

25.8.1.5 The starting order must be established to allow the Trophy, Junior Trophy and selected seeded riders to start first

25.8.1.6 Riders not in Trophy Teams may be seeded. The seeded position of riders must be approved by the Enduro Commission.

- 25.8.1.6 At the end of each day the course must:
- Have a final service area before the final time check point,
 - Have before the final service area, a pre-finish time check point,
 - Which is a no service time check,
 - After which competitors have 15 minutes to reach the final time check.
- 25.8.1.7 The starting area must:
- Contain a parc fermé to which all access and egress is controlled and which connects directly to the working area,
 - Contain a working area from which there is only 1 exit to the starting enclosure and where machine maintenance may be carried out,
 - Contain a starting enclosure at 1 end of which is the starting line and in which the competitors await the starting signal,
 - Be secured by fencing or otherwise regulated as to access so as to prevent the entry of unauthorised persons,
 - Be in the charge of officials who are clearly identified,
 - Have its entrance and exit clearly marked.
- 25.8.2 Completion of Course**
- 25.8.2.1 Subject to the following sub-Rules, each competitor must complete all 4 runs.
- 25.8.2.2 A competitor who is excluded for 1 day:
- May restart on the next following day, but
 - If excluded for a further 1 day, may not restart.
- 25.8.2.3 For a team to be classified as finishing, at least 1 rider must complete the course.
- 25.8.2.4 If the event is stopped prematurely by the jury it cannot be re-run.
- 25.8.2.5 If the event is stopped before the majority of riders have completed half the total distance the event will be declared null and void.
- 25.8.2.6 If the event is stopped at a later stage the jury will decide whether the event is void or declare such results and awards as they consider justified according to the circumstances.

25.8.3 Tests of Course

- 25.8.3.1 On each of the first 3 days there must be at least 4 special tests which must consist of at least 1 Enduro test and 1 cross test:
- At the end of the final day there must be a final test, or
 - There must be a shortened final day with at least 3 timed tests.

25.9 PRELIMINARY EXAMINATION- A4DE

25.9.1 Preliminary Examination - Marking of Parts

- 25.9.1.1 At the preliminary examination, the following parts will be marked with paint or non removable sticker with competitor's numbers as follows:
- Main section of the frame on the right hand side of steering head - 1
 - Hub of each wheel - 2
 - Right side of crankcase - 1
 - Exhaust system - 1
- 25.9.1.2 The markings on wheel hubs, crankcase and exhaust system must be heat resistant.
- 25.9.1.3 Other than for the purpose of repairs and maintenance authorised under these Rules, no competitor may, during an event, without authorisation replace or change, or cause or permit to be replaced or changed, any part marked at the preliminary examination.
- 25.9.1.4 The rider will sign an agreement certifying that the parts have been properly marked. This declaration must indicate the frame number.
- 25.9.1.5 The use of an environmental mat, or other effective device, is obligatory at the place where assistance and refueling is authorised by the organiser.

25.10 PUBLICATION OF RESULTS - A4DE

25.10.1 Publications of Results Requirements

- 25.10.1.1 Subject to the following Rule, the results of each day of the competition must be published as soon as possible after the completion of the day.
- 25.10.1.2 If it is impracticable to publish in accordance with the preceding Rule, the results must be published before the evening jury meeting and competitors must be informed not later than the time for resumption of the next day.

25.11 A4DE AWARDS

25.11.1 A4DE Awards – The Challenge Trophy

25.11.1.1 The Trophy is an Australian Championship competition for State teams, and other **national** invited teams.

25.11.1.2 Subject to the following 2 Rules, each SCB may enter 1 team comprising 6 competitors whose licences must have been issued by that SCB.

25.11.1.3 MNSW may enter, in addition to its own team, an ACT team which comprises a team of competitors in which each competitor:

- a) Must hold a licence issued by MNSW;
- b) Must have a licence, which names an ACT Club.

25.11.1.4 An SCB, which includes in its team a competitor:

- a) Who has previously held a licence issued in Australia; and
- b) Who is competing under Chapter 3; must have been the issuing SCB for that previous Australian licence.

25.11.1.5 The 6 motorcycles of each team must belong to at least 3 different capacity classes.

25.11.1.6 The winning team will be awarded the Challenge Trophy.

25.11.1.7 Each member of the winning team will be awarded a souvenir trophy.

25.11.1.8 The second and third placed teams will receive special awards.

25.11.1.9 The results of the Challenge Trophy will be established in the following order:

- a) The team with the highest number of riders finishing the event.
- b) The team with the lowest number of points.

25.11.1.10 Ties will be resolved in the following manner:

- a) The score of the rider with the highest number of points will be deducted from the team's total points.
- b) If a tie still exists, the scores of the 2 riders with the highest number of points will be deducted from the team's total points.

25.11.1.11 Riders nominated in the Veterans, Masters and Women's class are not eligible for the Trophy Team.

25.11.2 A4DE Awards – The Junior Trophy

25.11.2.1 The Junior Trophy is an Australian Championship for State Teams, and other invited national teams.

25.11.2.2 Subject to the following 2 Rules, each SCB may enter 1 team comprising 4 competitors whose licences must have been issued by that SCB.

25.11.2.3 MNSW may enter, in addition to its own team, an ACT team which comprises a team of competitors in which each competitor:

- a) Must hold a licence issued by MNSW;
- b) Must have a licence, which names an ACT Club.

25.11.2.4 An SCB, which includes in its team a competitor:

- a) Who has previously held a licence issued in Australia; and
- b) Who is competing under Chapter 3. must have been the issuing SCB for that previous Australian licence.

25.11.2.5 Each competitor must be under the age of 23 years as at January 1 in the year of the event

25.11.2.6 A rider nominated for a Trophy Team cannot also be a member of a Junior Trophy Team.

25.11.2.7 The 4 motorcycles in each team must be at least of 2 different classes.

25.11.2.8 Results will be determined as for the Trophy Teams.

25.11.2.9 Each member of the winning team will be awarded a souvenir trophy.

25.11.2.10 The second and third placed teams will receive special awards.

25.11.2.11 Riders nominated in the Women's class are not eligible for the Junior Trophy Team.

25.11.3 A4DE Awards – The Club Team Awards

25.11.3.1 The Club Team Awards are a competition into which each SCB may enter 1 or more teams.

25.11.3.2 A Club Team:

- a) Must be nominated by a motorcycling club affiliated to the SCB;
- b) Must consist of three riders each of whom must have their competition licence issued through the nominating club.

- 25.11.3.3 No competitor may be a member of more than one club team.
- 25.11.3.4 Competitors in the Trophy, Junior Trophy or Motorcycle Trade team events are ineligible for this competition.
- 25.11.3.5 Results will be determined as for the Trophy Teams.
- 25.11.3.6 The first three club teams will receive special awards.

25.11.4 A4DE Awards – The Trade Team Awards

- 25.11.4.1 The Trade Team Awards are a competition in which any trader within the motorcycle trade may enter a team consisting of 3 riders.
- 25.11.4.2 A competitor may not be a member of more than 1 Trade Team
- 25.11.4.3 A competitor in a Club team is ineligible for this competition.
- 25.11.4.4 Results will be determined as for the Trophy Teams.
- 25.11.4.5 The 3 best teams will receive special awards.
- 25.11.4.6 Riders nominated as Veterans, Masters and Women's classes are eligible.

25.11.5 A4DE Awards – The Individual Riders Medals

- 25.11.5.1 ~~The Gold Medal of MA~~ **The Souvenir Gold Medal** will be awarded to all riders whose total number of points do not exceed 110% of the number of points achieved by the first rider of that class.
- 25.11.5.2 ~~The Silver Medal of MA~~ **The Souvenir Silver Medal** will be awarded to all riders whose total number of points do not exceed 140% of the number of points achieved by the first rider of that class.
- 25.11.5.3 ~~The Bronze Medal of MA~~ **The Souvenir Bronze Medal** will be awarded to all riders who complete the A4DE within the allotted time.

25.12 CROSS COUNTRY

- 25.12.0.1 These rules are additional to and/or exceptions to current Enduro rules. All other Enduro rules apply in this form of the discipline unless modified by SCB bylaws or the event SR.
- 25.12.0.2 Cross Country is an off road, natural terrain, continuous multi-lap event with each lap being between 10 kms and 20 kms in length. The rider or team in each class completing the most laps in the least elapsed time will be declared the winner of the class.

- 25.12.0.3 Cross Country events may be run over:
 - a) A specified number of laps, or
 - b) A specified length of time.
- 25.12.0.4 Cross Country events must:
 - a) Start with riders lined up in single rows,
 - b) Have a maximum of 40 riders per row,
 - c) Start only 1 row at a time,
 - d) Have a minimum of 1 minute between rows starting.

- 25.12.0.5 Prior to competition there will be an escorted preliminary lap of the course.

- 25.12.0.6 Outside mechanical assistance is permitted in areas designated by the organiser (including receiving tools and parts).

25.12.1 Cross Country Pony Express

- 25.12.1.1 Pony Express is a form of Cross Country racing in which usually riders participate under the following conditions:
 - a) 2 riders and 2 machines,
 - b) 2 riders and 1 machine,
 - c) Iron man Class - 1 rider and 1 machine.

25.13 SPRINT

- 25.13.0.1 These rules are additional to and/or exceptions to current Enduro rules. All other enduro rules apply in this form of the discipline unless modified by SCB by-laws or the event SR.
- 25.13.0.2 Sprint is an off road, natural terrain event consisting of a number of heats of a short course. Each heat is set along the lines of an Enduro Special Test. The rider in each class with the least total elapsed time will be declared the winner of the class.
- 25.13.0.3 Sprint heats will adhere to Enduro rules for Timed tests (GCR 25.5.14)
- 25.13.0.4 The Clerk of Course will confirm the number of heats to be run on the day as soon as practical after the end of the first heat.
- 25.13.0.5 To be considered a finisher, riders must start all heats and complete at least 75% of the heats.
- 25.13.0.6 A rider who does not complete a heat will be awarded the slowest heat time in their class plus 100 seconds.

- 25.13.0.7 In National and Open Competitions a rider is only permitted to enter 1 class of the event.
- 25.13.0.8 Multiple entry of 1 machine in the same class is not permitted.
- 25.13.0.9 Full mechanical assistance is permitted in areas designated by the organiser.
- 25.13.0.10 A Cross Country Sprint may include a timed enduro loop between each heat.
- 25.13.0.11 Prior to competition there will be an escorted preliminary lap of the sprint

25.14 AUSTRALIAN OFF ROAD CHAMPIONSHIPS

25.14.1 Description of AOR Championships

- 25.14.1.1 The Australian Off Road Championships will be decided over a series of events from the enduro discipline. These may include Enduro, Sprint, Cross Country and Enduro Sprint. The number of rounds will be prescribed in the Series Supplementary Regulations.

25.14.2 Australian Off Road Championship Entries

- 25.14.2.1 For a Championship to be awarded there must be a minimum of 10 entries in each class for each round of the Championship

25.14.3 Australian Off Road Championship classes

SENIOR CLASSES	CAPACITY
Class E1	100cc to 150cc 2 stroke & 150cc to 250cc 4 stroke
Class E2	175cc to 250cc 2 stroke & 275cc to 450cc 4 stroke
Class E3	290cc to 500cc 2 stroke & 475cc to 650cc 4 stroke

JUNIOR CLASSES	CAPACITY
Class J1 9-11yrs	85cc 2 stroke Up to 150cc 4 stroke (Standard Wheels only)
Class J2 12-13 15yrs	85cc 2 stroke Up to 150cc 4 stroke
Class J3 - 14-15yrs	85cc 2 stroke Up to 150cc 4 stroke
Class J4 J3 13-14 yrs	125cc - 200cc 2-stroke 150cc - 250cc 4-stroke
Class J5 J4 15 yrs	125cc - 200cc 2-stroke 150cc - 250cc 4-stroke

25.14.4 Australian Off Road Championship-Veterans Class.

- 25.14.4.1 Riders must have turned 35 years before 1 January in the year of competition. Machines may be of any capacity.

25.14.5 Australian Off Road Championship-Masters Class

- 25.14.5.1 Riders must have turned 45 years before 1 January in the year of the competition. Machines may be of any capacity.

25.14.6 Australian Off Road Championship-Womens Class

- 25.14.6.1 Women may ride machines of any capacity.
- 25.14.6.2 To constitute a class, there must be a minimum of 6 competitors entered and competing in the Womens class.
- 25.14.6.3 Should there be insufficient numbers in this class, the riders will be included in the appropriate capacity class.

Subscribe to MA's e-Newsletter –
regular motorcycle news in your inbox, free!

www.ma.org.au

25.14.7 Validity of Championships

25.14.7.1 For a Championship to be awarded in a class there must be a valid field in at least 75% of the rounds in that class (a minimum of 10 competitors for each class except the Womens class which must have a minimum of 6 otherwise the total of all rounds will not constitute a Championship).

25.14.8 Australian Off Road Eligibility

25.14.8.1 Only solo machines are eligible for the Australian Off Road Championships.

25.14.8.2 All machines must comply with GCRs 25.2.1.2 to 25.2.1.6.

25.14.8.3 The use of an environment mat, or other effective device is obligatory at the place where assistance and refueling is authorised by the organiser.

25.14.9 Australian Off Road Awards

25.14.9.1 Winners and place getters will receive MA medallions as per GCR 13.3.1

25.14.9.2 Other awards and/or prizemoney will be awarded as detailed in the Event SR.



Brian Adams House
46 Seventh Avenue
MAYLANDS

PO Box 475
MAYLANDS 6931

mail@motorcyclingwa.org.au

Ph 9371 5333

Office Hours: Monday to Friday 9.00 to 5.00



For more information on Minikhana,
visit our website

www.motorcyclingwa.org.au