



2015

Australian Superbike Championship

Supplementary Regulations

Rounds 2-5

Australian Championship Classes

Superbike, Supersport, Moto3/125GP, 250 Production, 300 Production, Women's Up to 300 Production.

Australian National Classes

Unlimited, Up to 500 Production.

Club Challenge and Support Classes

Club Challenge and Support Classes will be updated as they are confirmed.

 Conducted under the jurisdiction of Motorcycling Australia Limited

Round	Venue	Date	MA Permit	MA Venue Licence
1	WSBK Phillip Island, Vic	February 19-22 [separate Supplementary Regulations apply]		
2	Morgan Park Raceway, QLD	April 10-12	TBA	
3	Barbagallo Raceway, WA	May 22-24	TBA	
4	Symmons Plains Raceway, Tas	September 4-6	TBA	
5	Phillip Island, Vic	October 2-4	TBA	

Contact Details:

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First release: 20 November 2014

These Supplementary Regulations will be updated with additional information including:

- Individual round details and club classes
- Senior officials
- Additional eligible models for Production classes
- Prize money
- Method of entry details
- Additional information as required



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1 Announcement

The Australian Superbike Championships Series (hereafter called "ASBK"), will be conducted under the General Competition Rules (hereafter called "GCRs") contained in Motorcycling Australia's (hereafter called "MA") "2015 Manual of Motorcycle Sport" (www.moms.org.au).

The Supplementary Regulations may be updated in the format of Final Instructions. All fees quoted in this document are inclusive of GST.

2 Jurisdiction

The ASBK will be run under MA Permits as stated on Page 1 of these Supplementary Regulations. The meetings are open to holders of current MA Senior National Licenses and endorsed National Junior Licenses

Riders with licenses issued by other Federations and a current FIM licence are eligible to enter, provided they have a Start Permission from their Federation and have satisfactory insurance.

3 WSBK Round 1

Round 1 will be held at the World Superbike Championship event at Phillip Island Grand Prix Circuit.

Separate Supplementary Regulations and entry forms apply to Round 1 and can be found at www.asbk.com.au and www.ma.org.au

4 Host Clubs

Rounds 2-5 of the ASBK will each be run in conjunction with a host club.

Additional information for specific rounds will be provided within these Supplementary Regulations as it becomes available.

Host clubs and contact details are as follows:

Round 2:
Motorcycle Sportsmen of QLD
Ph: 07 3262 6677
www.motorcyclesportsmen.com.au

Round 3:
Motorcycle Racers Club of WA
Ph: 08 9409 1002
www.mcrcwa.com.au

Round 4:
Tasmanian Motorcycle Club
www.tasmanianmotorcycleclub.com.au

Round 5:
Hartwell Motorcycle Club
Ph: 03 9729 7729
www.hartwellmcc.org

5 Event Information

Refer to the ASBK website one week prior to each round for event documents such as:

- Final Instructions

- Rider numbers
- Entry lists
- Garage allocation

6 Insurance

MA's National Personal Accident Scheme provides basic cover for death and permanent disability. Refer to 2015 GCR's for more details on rider insurance.

It is strongly recommended that competitors consider taking out weekly benefits insurance. Ambulance insurance is compulsory for all competitors.

7 Senior Officials

The roles and duties of the Clerk of Course, Chief Scrutineer and Race Secretary are outlined in the 2015 GCR's. Officials are subject to change.

MA Steward	TBC
Clerk of Course	Tom Williams
Deputy Clerk of Course	TBC
Race Secretary	Denise Stronach
Starter/Finisher	TBC
Scrutineering Manager/s	TBC
Technical Advisor	Peter Doyle
Pit Lane/Grid Manager	TBC
Timing	Computime

8 Medical Services

Racesafe will be in attendance at Rounds 2-5. Racesafe will provide medical Doctors and Sports Medicine Service.

An emergency ambulance will also be in attendance at all rounds.

Competitors must complete the Racesafe medical history form and submit to Race Secretary (form available from www.asbk.com.au). Information provided on this form will be kept strictly confidential.

A concussion policy will be in place and applied at all rounds. Contact Racesafe for more information or detail on the concussion policy.

9 Class Specification, Grading & Eligibility

Road Race grading is an eligibility consideration for Superbike and Supersport classes. Contact your SCB for your current Road Race grading. For the purpose of the 2015 ASBK Series, a rider's grading will be that as at 31 January 2015.

9.1 Classes

Class rules will be as per chapter 13 of the 2015 Manual of Motorcycle Sport.

Superbike

Supersport

Moto 3 / 125 GP

250, 300 and Up to 500 Production

Note: Up to 500 Production is a support category only.

Eligible models are (current production models only):



Kawasaki: ninja 250; ninja 300
 Honda: CBR250r; CBR300r; CBR500r
 Hyosung: GTR250
 Other models may be approved for use and this list updated throughout the year. Contact MA for more information.

Women's Up to 300 Production

Unlimited

Unlimited class rules

This class is open to all 4 stroke motorcycles over 600cc.

Safety

All machines must pass scrutineering in relation to items of safety.

Modifications

All modifications will be allowed.

10 Club Challenge and Support Classes

Each host club will provide Club Challenge class/es of their choice at each respective round.

Club Challenge and support class information will be updated as it becomes available.

11 Entries

Entries will open for Rounds 2-5 on 15th January 2015. Method of entry will be available at www.asbk.com.au

Please note Round 1 entry information and Supplementary Regulations will be available separately from www.ma.org.au & www.asbk.com.au

11.1 Entries to Constitute a Class

To constitute a class for the purpose of Australian Championship status each class must have 15 or more starters.

If there are fewer than the required number of starters in each class, those races may not attract Championship points or trophies.

If insufficient entries are received in any class, the decision to run or cancel a class, or to combine events and redistribute any awards, prize money etc, will be at the discretion of MA. Fees will be refunded in the event the class is cancelled completely.

11.2 Conditions of Entry

The lodgment of an entry form is not a guarantee of entry. Final Instructions, entry lists, garage allocation and rider numbers will be posted on www.asbk.com.au and emailed prior to each round (notifications will not be mailed).

Where the number of entries is greater than the track capacity for practice and qualifying, acceptance of entries will be in accordance with the following:

1. Riders who gained points in previous rounds in the respective class.
2. Riders who gained points in the previous year in the respective class.
3. Highest graded riders.

MA may include any entered rider who does not meet the above criteria.

11.3 Entry Withdrawal

For the withdrawal of an entry to be valid it must be made in writing at least 10 working days prior to the Friday of the round in question. A withdrawal under this criteria will receive a refund. \$20 of this refund will be withheld for administrative costs.

If you are withdrawing within 10 working days of the Friday of a round, this needs to be completed in writing and accompanied by a medical certificate. A refund will be granted once this is received. \$20 of this refund will be withheld for administrative costs.

If no medical certificate is provided and the withdrawal is within 10 working days of the round, any refund is at the sole discretion of the promoter

11.4 Entry Closing Dates

Entries must be received by MA before 3pm on the dates listed in the following table.

Late entries, which will be considered at the discretion of MA will incur a late fee of \$100.00

Rd	Closing Date	Last Chance Closing Date
2	28 th March 2015	7 th April 2015
3	8 th May 2015	19 th May 2015
4	21 th August 2015	1 st September 2015
5	18 th September 2015	29 th September 2015

11.5 Fees

For all rounds excluding Round 1:

Class	Fee (inclusive of Racesafe/medical)
Superbike	\$400
Supersport	\$400
Moto3/125GP	\$300
Production	\$300
Unlimited	\$300
Club Challenge and support classes	TBC

Friday practice will be \$100.

Timing transmitters and garage fees are additional.

All fees are inclusive of GST.

11.6 Cross Entry

A cross entry occurs when a competitor enters a second class that they are eligible compete in using the same machine/s in both classes. The competitor must make every effort to compete. Cross entry fees will be \$150 per class.

11.7 Second Entry

Second entry occurs when a second motorcycle is entered into in a second class. Second entry fees will be \$100 per machine.

12 Garaging

Full Garage \$330
 Half Garage \$165 (max 2 bikes)

Where additional garaging is required marquees may be erected and supplied to competitors who have requested garages but missed out on the established structures.

Competitors have the option to be pitted in a marquee/pit tent. It is the responsibility of the competitor to provide the structure which must meet all Occupational Health & Safety, and Australian Engineering Standards. The temporary structure must be pegged and/or secured to concrete blocks in a designated area. Each structure must be of a 3x3m dimension and have at least two bikes in it. MA takes no responsibility for structures causing damage due to being secured insufficiently.

If the competitor does not have a shade structure, a garage will need to be hired.

12.1 Garage Sharing

A competitor or team is only allowed to share a garage on the basis that if any fee is charged to other competitors that that fee will be charged on an equal split shared basis. Profiteering by subletting garage spaces at increased prices is not allowed.

13 Electrical Power

Power leads must comply with Australian Standards and Occupational Health and Safety Acts requirements and are not to be placed on the ground or in dangerous positions. Fines and possible exclusion from the event maybe applied and along with penalties from Work Safe.

Ensure that all leads are tagged and dated to demonstrate that they are certified.

Power boards must have individual switches for each outlet. Domestic multi-outlet power boards do not meet the required work place standards.

MA takes no responsibility for competitors and teams who do not comply with the Australian Standards and Occupational Health and Safety Acts.

Leads used to power transporters/vans from garages and marquees must be suspended above the ground in accordance to specifications which will be outlined in the Final Instructions.

Whilst all paddock garages (and marquees) are fitted with power points, the use of high demand items such as tyre warmers, battery chargers, cooling fans and urns may result in the circuit breakers interrupting the power supply. Should you require a high and regular power output, it is highly recommended that arrangements be made to hire a generator. Noise restrictions apply to generators and excessively noisy units will be banned from use at events.

14 Timing

Timing transmitters will be used at all rounds. Competitors that have purchased their own transmitter from Computime must indicate this on their entry form – no other transmitters may be used.

Competitors are required to indicate on the entry form the number of transmitters they require and pay the appropriate amount for each transmitter.

14.1 Transmitter Deposit

A \$50 cash refundable deposit is required upon the collection of transmitters. All competitors will be responsible for all costs to repair or replace a transmitter supplied to them by Computime. The cost of a replacement transmitter is \$550.

Failure to return a transmitter on the Sunday of each round will incur a fee of \$25 which will be taken from the deposit. Non-return within a week of the round, will incur the loss of the remaining \$25 of the original \$50 deposit.

14.2 Transmitter Bracket

A transmitter bracket can be purchased from Computime for \$10 at the time of collection of the transmitter.

15 Passes

Refer to the Final Instructions for details on the credential office opening dates, times and location.

For Round 1 refer to WSBK support class supplementary regulations.

15.1 Pass Allocation

All rounds (excluding Round 1) - 5 per rider (this includes rider pass, mechanic pass and guest passes)

15.2 Additional Passes

Additional passes (two day tickets) can be purchased for \$15 each by electing on the entry form or at the race secretary's office.

15.3 Admission Charges

Admission fees can be obtained from the Final Instructions of each round.

15.4 Lost or Misplaced Passes

Each competitor/team will be signing to state they have received their passes so in the situation where competitors have lost passes which they were originally allocated will need to complete a Statutory Declaration and will be charged a replacement fee.

16 Vehicle Access

Ambulance and fire clearways and access lanes must be kept clear at all times. Parking, partially obstructing or standing for any length of time is strictly prohibited. Only cars towing trailers have access to the pit area.

16.1 Vehicle Passes

Vehicle pit pass information will be advised in the Final Instructions.

Only vehicles displaying a pit pass can access the paddock area, this includes loading vehicles (equipment, fuel, food etc.). Vehicles without passes will be required to use the general spectator parking area.

Only vehicles that are being directly worked from can remain in the pit parking area. These vehicles must be in

place before the first on track session and cannot be removed until the end of the round.

If a marquee or quick-shade is being used, approval to work from a vehicle is required from MA. This vehicle needs to be able to be moved from time to time from the paddock as required by MA.

16.2 Large Transporter

Large transporters include semi-trailers, medium sized trucks and pantecs. Once parked in the paddock area a transporter cannot be moved until the end of the round.

Large transporters will be given priority access for the first 30 minutes of the opening of the circuit for set-up/bump in.

Large transporters must be registered with MA at least two weeks prior to each round. MA requires the transporters make, model, size and registration number, driver name and contact number and the competitor/s that will be using it. Forms will be available from www.asbk.com.au

17 Scrutineering

Classes will be allocated a time slot in the same order as the practice sessions as per the event schedule. Scrutineering times will be advised with the Final Instructions. There will be no scrutineering during rider's briefing.

Machines entered into the specific class time slot will be given priority and have the right to go ahead of any non-scheduled competitor.

Machines entered in the competition must have successfully passed machine examination prior to taking part in any warm-up, qualifying or racing.

An MA decal will be placed on the front number plate to indicate it has been examined and passed scrutineering.

17.1 Submitting for Scrutineering

- Remove lower fairing and carry it separately
- Remove radiator caps
- Remove belly pans, tape alone will NOT be accepted for sealing of belly pan plug holes
- Water must be in radiator
- Bikes must have an oil catch tank
- Four-stroke motorcycles must have an oil catch tank or breathe into a sealed air box as per the 2015 GCRs

17.2 Decals

MA reserve the right to stipulate that various decals are to be affixed to machines according to sponsorship requirements.

17.3 Licence and Protective Gear

The competitor's current competition licence and full riding gear must be presented at scrutineering. All competitors must wear their leathers and boots, and produce their helmets, gloves and back protector for checking. Any competitor not doing so will not be checked. Scrutineering will not be available to any competitor failing to comply with this requirement.

17.4 Eligibility Checks

Eligibility checks can take place at any time during the round. Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by the scrutineers before participating again.

Competitors in all classes must return their machines directly to the scrutineering impound (parc ferme) area immediately after each practice, qualifying and race.

In addition to disassembling and checking of machines after official protests have been received by the Clerk of Course as per the 2015 GCRs, the Series Chief Scrutineer may, at their discretion, request that any machine that has participated in the round be disassembled for inspection. Failure to comply with this regulation will result in the matter being referred to the Clerk of Course for further action.

Machines may be sealed at the discretion of the Steward or Clerk of Course for later checking after the round. If disassembly and scrutiny is to take place at the circuit it will be before the machine is released by the Series Chief Scrutineer. A member of the competitor's team with appropriate tools must be available at all times to disassemble the machine as required. Allowance in time must be made to accommodate potential delays in departing the circuit after competition on any day. Failure to comply with this regulation will result in the matter being referred to the Clerk of Course for further action.

At the conclusion of the final race for each class at each round, a minimum of the first four machines shall be impounded for 30 minutes in an area to be nominated by the Chief Scrutineer.

After each qualifying session and race, **all motorcycles used will be impounded**. Team members and authorised personnel are not permitted to enter the designated scrutineering impound (parc ferme) area until all machines have entered and come to a stop. Team members and authorised personnel are to wait for instructions by the Chief Scrutineer that they may enter.

18 Machines and Riders

All machines entered must comply with the 2015 GCRs.

Multiple entry of a single machine in the same class of competition is not permitted. A maximum of two (2) machines per competitor can be entered for one class of competition.

19 Change of Machine

Any rider may change machines before the start of a race provided the following points are adhered to:

- Notice of change of machine is to be given in writing to the Race Secretary of the round for the approval of the Clerk of Course. Notice is not required if the rider has qualified on the machine onto which the rider changes i.e. where the rider or team has more than one machine entered into the race.
- A rider may not change to a machine which has not been officially scrutineered for the round.
- Riders changing motorcycles must use the tyres that they have had marked unless the respective class rules applied allow for tyre changing. Penalties for using unmarked tyres will apply.

20 Change of Rider

Any rider who has qualified for a round may ride any machine in the round provided the machine meets all the criteria of point 17 and the following:

- Notice of change of rider is to be given in writing to the Race Secretary of the meeting and approved by the Clerk of Course.
- Notification must be given in writing along with a completed entry form, which is to be presented to the Race Secretary of the round. The replacement rider is to produce a current licence and full riding gear for scrutineering.

21 Rider Numbers

All numbers and plates on all machines must comply with the 2015 GCRs which specifies number size, font, advertising, colour and finish.

Number plates must be clean of all non ASBK related stickers, graphics, private sponsors etc. except for the decals supplied by MA to sign on and scrutineering.

21.1 Number Allocation

Top ten riders overall for their class in the 2014 ASBK Championship who return to compete in the same class in 2015 have the right to carry the number that corresponds to their overall finishing position in the 2014 championship and are encouraged to do so.

Competitors wishing to use a non-top ten number at the 2015 ASBK need to register their preferred number with MA in writing before the first round.

Only two digit numbers are eligible to be carried in the ASBK. Numbers are to be issued in ascending order from number 11 to number 99.

Numbers will be issued at the discretion of MA.

22 Sponsor Decals

By entering the 2015 ASBK competitors agree to carry the required ASBK and class sponsor decals (in the required position) in all practice, qualifying and race sessions.

The class sponsor decals and MA sticker must be the only stickers/decals placed above the number-plate on the screen or bodywork of the machine.

Machines not displaying the required decals will not be permitted onto the track or if found to have gone on track without the required decals, may be black flagged during the session or race. The penalty for not carrying the ASBK and class sponsor decals or MA sticker in the required position on the machine is loss of qualifying time or exclusion from the results of a race.

23 Race Format

Class	Qualifying sessions	Races
Superbike	2 + 1 Superpole	2
Supersport	2	2
Moto3/125GP	2	3
Production	2	3
Club challenge	2	tbc

Final formats and race distances will be provided in the Final Instructions. In exceptional circumstances, race lengths may be altered by the Steward.

24 Event Schedule

The schedule for each round will be contained in the Final Instructions.

25 Practice

An official practice day for all classes will be held on the Friday of each round (with the exception of Round 1).

26 Unofficial Practice

Unofficial practice will not be allowed at each respective round venue for the period commencing 8 days prior to each event.

Subject to the above, the last date of unofficial practice permitted is as follows:

Round 2: Wednesday 1st April
 Round 3: Wednesday 13th May
 Round 4: Wednesday 26th August
 Round 5: Wednesday 23rd September

The penalty for breaching this regulation will be possible exclusion from the round.

27 Qualifying/Grid Positions

As per the 2015 GCRs grid positions will be static for all races after qualifying times have been merged to determine the overall qualifying positions. Any rider not qualifying within 115% of the fastest time in that class will not be permitted to race.

In mitigating circumstances the Clerk of Course may include any competitor who has failed to qualify. Times from practice sessions may be used for this purpose. Such riders will be required to start from the back of the grid. If the number of qualifiers exceeds the grid limit, positions will be allocated on a descending basis of times.

In the event of two riders achieving equal qualifying times the rider who sets the time first will qualify in the higher grid position.

28 Superpole (Superbike only)

After qualifying, Superbike will have a separate Superpole session on Saturday.

Details on the Superpole format will be provided at a later date.

29 Point Scoring

Points are awarded in accordance with the 2015 GCRs. The winner of each class shall be the competitor amassing the highest number of points over the scheduled number of races.

In the event of a race being cancelled in its entirety, no points will be awarded although the race will have deemed to be run in regard to the overall Championship.

Pole Point will be awarded to Superbike, Supersport, and Moto 3/125cc GP.

30 Start Procedure (Road Racing)

The start procedure is as per the 2015 GCRs.

30.1 Jump Starts

The 2015 GCRs defines a jump start. A 10 second penalty (or possible exclusion if considered dangerous) will apply to any competitor committing a false start.

The penalty will be adjudicated by the appointed Judge in conjunction with the Clerk of Course. The penalty shall, as soon as practicable, be notified to the competitor's representative. Cameras are placed along the start line and utilised for reference to jump starts.

30.2 Warm up-lap

Competitors will be given one (1) sighting and one (1) warm-up lap for each event, unless otherwise stated by the Clerk of Course. During the warm-up lap there will be no practice starts and/or weaving.

Riders returning to pit lane after the commencement of the warm-up lap without the approval of the Clerk of Course, will be required to start the race from pit lane after the field has passed pit lane exit.

Competitors who elect not to ride the warm-up lap must start the race from pit lane after the field has passed pit lane exit. Competitors who are not prepared to start the race immediately upon the conclusion of the warm up lap will be required to move clear of the grid and may join the race as soon as the last rider passes them. If a rider has not commenced the race after the leader has completed one lap, the rider is considered to have retired.

31 Tyres – All Classes

Coating, modifying, changing or altering the characteristics of the original design of tyres is prohibited for all classes. A set of tyres is defined as one front and one rear tyre.

31.1 Tyre Homologation

Homologated tyre rules will apply to Australian Championship classes.

Tyre homologation lists will be released on MA and ASBK websites prior each round. Tyres in each class will be required to be approved by MA. Direct any tyre homologation queries to rules@ma.org.au

Dry Tyre Allocation

Following are the number of tyres allowed for all qualifying sessions and races for each round. **Competitors in each class are permitted the maximum number of tyres stated below. Combination of front vs rear tyres used within the overall allocation shall be at the competitors' discretion.**

Superbike	8 tyres 4-sets
Supersport	6 tyres 3-sets
Moto3/125GP	4 tyres 2-sets
250/300 Production	4 tyres 2-sets

31.2 Tyres for Practice and Warm-ups

For Superbike, Supersport, Moto3/125GP, and 250/300 Production, either new or second hand marked or unmarked **homologated** tyres must be used for the non-qualifying practice sessions and warm-ups.

31.3 Tyre Marking

Once scrutineering has issued your tyre marking stickers it then becomes the responsibility of the rider/team to install stickers as per instructions provided. Tyre stickers will be checked at random throughout the round at the discretion of the Series Scrutineer.

The penalty for using an unmarked tyre in qualifying will be loss of the qualifying session's times. The penalty for using an unmarked tyre in a race will be exclusion from the results of the race.

If the Clerk of Course determines that tyre pooling is required, you must identify your tyres with a paint pen.

31.4 Wet Tyre Usage

For the purposes of ASBK a wet tyre is defined as a tyre with a tread block of 35mm or less on either dimension.

Competitors may use wet tyres in any race, qualifying and warm-up sessions without penalty.

Competitors will not be permitted to delay the start of a warm-up lap or race by changing tyres unless the Clerk of Course declares the race wet after the sighting lap has commenced.

If a race, qualifying or warm-up session is declared wet by the Clerk of Course then competitors can change to wet tyres without penalty. These need not be presented for marking.

If the Clerk of Course declares a race wet after the sighting lap has commenced there will be a minimum delay of 5 minutes for competitors to change tyres.

If a competitor chooses to use dry tyres when the Clerk of Course has declared the track wet the tyres must come from the marked or allocated quota of tyres for that competitor.

31.5 Tyre Changes in Race Stoppages

Tyres may not be changed during a race stoppage where the Clerk of Course has not declared the race wet. The penalty imposed if a tyre is changed during a stoppage that is not declared wet, will be exclusion from the restart.

Competitors who approach the Series Chief Scrutineer with a request to change their tyre for reasons of safety during a race stoppage that is not declared wet, and are granted permission will be required to restart from the rear of the grid, if changing to a previously unmarked tyre.

No penalty will be applied if changing to a previously marked tyre.

32 Change of Tyres

32.1 Prior to Race

A marked tyre may be changed for an unmarked tyre prior to the start of a race (this does not include a restarted or re-run race) for safety reasons. Prior to changing a tyre, permission must be obtained from the Series Chief Scrutineer.

32.2 With Permission

Provided the times achieved in a qualifying session are within the 115% cutoff, if a tyre is changed, with permission from the Series Chief Scrutineer before or during any of the qualifying sessions or before a race, the competitor will lose that qualifying session's times, and/or start all races from the rear of the field, except for 32.4 (Tyre Defect).

32.3 Without Permission

Provided the times achieved in a qualifying session are within the 115% cutoff, if a change of tyre is **not** permitted by the Series Chief Scrutineer and the competitor elects to change the tyre with another approved tyre, the competitor may be given permission to start their next race and subsequent races the tyre is used in from the rear of the field.

At the conclusion of this race and any subsequent races the competitor will have 30 seconds added to his overall race times. Poor tyre choice by a rider is not a safety issue, and is not a sufficient reason to change tyres.

32.4 Tyre Defect

Where a tyre defect renders a tyre unsafe or unusable, this must be verified via the appropriate form by a tyre distributors' representative as a manufacturing defect. All tyre defect provisions are subject to the approval of the Series Chief Scrutineer. A change of tyre may then be permitted without penalty. This provision does not apply to a well-worn tyre.

In the case of a replacement tyre, the replacement must be of the same brand, size and compound as the marked tyre and must have a signed and dated form completed by the tyre manufacturer with the defect described. The form will be available in the Race Secretary's office.

32.5 Used Tyres

Used bike tyres cannot be left in garages or in the paddock area. Any rider found to have left tyres in the garages or in the paddock area will be invoiced for their disposal cost.

33 Riders' & Team Managers' Briefing

A compulsory rider's and team manager's briefing will be held prior to the start of the round. Details of briefings will be advised in the Final Instructions. Additional briefings may be held from time to time. In this case notification will be given in advance.

All riders and team managers are required to attend these briefings. Failure to attend briefings and sign the attendance register without an acceptable reason will result in a fine and possible exclusion from the meeting.

Team managers are required to register with MA prior to the round. Team managers will be required to attend and sign the register at the rider's and manager's briefing on all days briefings are held.

33.1 Rider & Team Manager Sign-on

If a riders and team managers briefing is not held on any day, riders and team managers are required to sign in at the Race Secretary's office 30 minutes prior to the start of on track activities.

Where a rider or team manager does not sign in before the rider or team manager's rider goes out on track, a penalty will apply.

34 Track Description

Refer to Appendix 2 for details of the circuit. Refer to the Final Instructions for the track density for practice, qualifying and racing.

34.1 Track Inspection

Competitors are invited to inspect the track at times listed in the event schedule and/or Final Instructions. This inspection must be done on foot and competitors are reminded that service vehicles may be in operation on the circuit at this time.

34.2 Track Dissatisfaction

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

35 Noise Emissions

All machines must comply with noise emissions and testing procedures as per the 2015 GCRs.

Noise testing may take place at any time at the discretion of the Chief Scrutineer or the Clerk of Course. Refer to the 2015 GCRs for testing protocols.

36 Fuel (Road Racing)

Please refer to the 2015 GCRs. Fuel for all machines, unless otherwise specified:

- Must be Unleaded and no more than 100 RON
- Must contain no additives other than those added at the point of manufacture except for lubricating oils
- Must 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.
- MA homologated fuel is **not** allowed
- GCR 13.15.5.2 applies to this championship

37 Fuel Storage, Availability & Disposal

For safety reasons the maximum amount of fuel to be stored in any garage is 60 litres.

Details of fuel availability for the circuit will be outlined in the Final Instructions of each round.

No waste of any kind is to enter the storm-water drains in the paddock area. There are designated marked drums in

the paddock area that are provided for waste oil and other fluid waste. Fuel waste disposal drums are **not** for used bike parts, tyres, oil filters etc.

38 Pit Lane

Pit lane is part of the race track as such travel will only be permitted in race direction.

38.1 Pit Lane Entry

Competitors must travel in pit lane at no more than 40kph (unless otherwise specified).

38.2 Pit Lane Working

Machines are permitted to be stationary and worked on in the designated areas to the garage side of pit lane. All crews are required to keep the active part of pit lane clear at all times. All crew members must wear their MA issued identification bands on the wrist whilst in pit lane.

38.3 Pit Lane Wall & Lap Boards

No personnel will be allowed on pit wall at the start of a race. Once the field has passed the start line, only team members in control of pit boards will be allowed on the pit wall.

Pit lane will have restricted specific areas for use of lap boards during racing, these restricted areas will be marked. Riders and team managers will be notified at rider's and team manager's briefings where these areas are for the sole use of signaling riders with lap boards.

Only three team members per competitor with the correct MA supplied pit lane identification wristband will be allowed in the restricted areas for the duration of their competitor's on track session/race.

The supplied pit lane identification bands must be worn on the wrist for the duration of the event. Once their race or session has finished then all team members must leave the restricted area immediately to make way for the next class.

39 Pre-Race Media Grid

Pre-Race Media Grids will take place for both Superbike and Supersport races. Only one umbrella person and two mechanics will be permitted on the starting grid in between the sighting and the warm-up laps for each rider in either the Superbike or Supersport races.

Teams / Riders must notify MA of umbrella persons at each event. Umbrella persons must sign an indemnity with the Race Secretary, prior to commencing for the day.

39.1 Fluids

Any equipment containing oil, water or fuel must **not** contaminate the track with fluids whilst being used. The only fluids allowed on the grid are drinks for riders which must be in spill proof containers.

Re-fuelling of motorcycles is not allowed and no additional lubricants other than that which are contained within the motorcycle are permitted on the track, this includes but is not limited to chain lubricant, brake fluid, engine oil or radiator coolant.

39.2 Tyre Warmers

All tyre warmers must be connected to their generators using the original power leads, which must not be longer than 3 metres.

- Extension cords are not to be used at all.
- Team members must start removing tyre warmers and equipment at the three minute siren.

39.3 Equipment Removal

All equipment must be clear of the grid by the time the one minute siren sounds. Failure to remove equipment by the required time or taking restricted items onto the grid will attract penalties ranging from fines to exclusion from the race at the discretion of Clerk of Course.

40 Riding of Motorcycles in the Paddock

There is a fixed speed limit at all rounds of 6 km/h in the designated lanes of the pit paddock area. Competitors who break the speed limit or ride outside of designated areas will be penalized in accordance with the 2015 GCRS at the discretion of the Clerk of Course. Speeds may be checked with a radar gun or in pit lane with the timing loops.

40.1 Pit Bikes

Riding pit bikes is prohibited in the paddock area. This includes bicycles, skateboards, rollerblades, scooters, mini-bikes, motorbikes, quad bikes or trail bikes being used by adults or children. To avoid fines, penalties, injuries and/or confiscation of these items, please do not bring them to the circuit.

41 Team Dress

All team members must be neatly clothed at all times during the meeting and presentations.

Team members and umbrella persons in Pit Lane must also ensure that they are appropriately clothed to meet safety requirements.

41.1 Minimum Requirements

- Enclosed footwear is required in pit lane, paddock, pit bays/garages, scrutineering and on the grid.
- Pants or dress shorts (no board shorts)
- Collared shirts will be allowed (no t-shirts).

Ensure that official team attire is worn as much as possible.

Competitors, team members or representatives found to be on pit lane not wearing clothing as stipulated above will incur a \$100 fine which will be applied to the competitor they are representing.

42 Smoking

For safety reasons smoking is not permitted in any of the garages, pit lane, paddock, pit carport, or at a rider's briefing.

Details of designated smoking areas at each circuit will be outlined in the Final Instructions.

43 PAYG Withholding

The PAYG Withholding affects the payment of prize monies. If you do not provide an ABN or declare the sport is

a hobby, MA must withhold 48.5% of prize monies over \$50.00 which is otherwise payable to you.

Please tick one of the boxes on the entry form and if appropriate provide your ABN to ensure the full amount of prize money is paid to you.

44 Privateer Status & Conditions

A privateer is defined as a rider competing in the 2015 ASBK who can prove that they receive none of the following from a motorcycle distributor or importer;

- Free motorcycles that they can keep following the championship equating to more than \$20,000 in value
- Free parts above \$5,000
- Manufacturer contingency that equates to more than \$7,500
- Salary that equates to more than \$10,000
- Cars and or fuel cards to the value of \$10,000 or greater
- A rider shall not receive any of the above goods that collectively are worth more than \$20,000

To be considered eligible as a privateer and receive the appropriate points and awards, competitors must complete the required section on the entry form.

If a rider is suspected to have breached any of the above criteria, a formal hearing will then be conducted.

45 General Competition Rules

The General Competition Rules are contained within the "2015 Manual of Motorcycle Sport" The 2015 GCRs are the rules utilized for the ASBK series. MA may at any time provide a written clarification of any rules it deems require clarifying. Any such clarification will be deemed as being an addition to the 2015 GCRs and will be accepted as being the updated rules the series is conducted under.

46 Disclaimer

The Clerk of Course with the approval of the Steward may in case of necessity or safety, postpone, stop or abandon a race or part of a race.

47 Media & PR Commitments

At times throughout the season MA may request competitors to make appearances representing themselves, their teams and ASBK.

A competitor must give 48 hours' notice in writing to MA if they are unable to attend an appearance. MA will respond if the notification has been accepted.

Failure to attend an appearance without notice or an appropriate reason will incur a \$100 fine.

48 Images - Advertising & Endorsements

MA reserves the right to use the images and names of any competitor, team or manufacturer in any present or future series merchandising, videos, TV commercials, posters and printed material as it sees fit.

Competitors must seek permission from MA regarding the use of private onboard cameras. Onboard cameras can only be used for recording vision and sound from the race. Onboard cameras cannot be part of/or be used as onboard telemetry or a data recording system. Onboard Camera Permission Forms will be available from the Race Secretary. In the event of any incident MA have the right to request a copy of the recorded footage.

In entering this event the rider and team have agreed to be available for autograph signing and to be a corporate speaker if required.

49 Presentations & Interviews

Trophy presentation will be throughout Sunday for the round. Refer to the schedules in the final instructions for each round.

Each prize winning competitor must attend the trophy presentation. If a competitor cannot attend the presentation they must nominate in writing to the Race Secretary by lunchtime Saturday a third party to accept the trophy on their behalf. It will be each competitor's responsibility to collect his/her trophy.

Television and paddock PA interviews will be conducted after each race for all classes as per announcement at rider briefing. It is a requirement of entry that the top three finishers in each race attend the interview area after each race on Saturday and Sunday.

End of season Championship awards details will be provided at a later date.

50 Circuit Camping

There is no camping allowed at any circuit unless otherwise specified in the final instructions of each round.

51 Travel Subsidy

Travel subsidies will be available to all competitors who have entered a minimum of three rounds (excluding Round 1). Each competitor will be eligible for a once-only \$500 cash subsidy for the series.

Travel subsidy application forms will become available on the ASBK website www.asbk.com.au

52 Awards, Contingencies & Support

52.1 Round & Series Trophies

Round and series trophies will be presented to the top three placing's in each categorized class.

52.2 Manufacturer's Cup

Series trophies will be awarded to the leading manufacturer in Superbike and Supersport.

52.3 Prize Money

Australian Championship classes will be awarded prize money by MA for Rounds 2-5. Details will be advised prior to Round 2.



53 Anti-Doping

53.1 Anti-Doping Policy

All competitors and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy and/or as carried out by the Australian Sports Anti-Doping Authority. Refer the 2015 GCRs.

53.2 Anti-Doping Hotline

If a competitor has any doubts over banned substances it is recommended they contact the Drugs in Sport Hotline on 1800 020 506 or visit www.asada.gov.au. When drug testing takes place the payment of prize money may be delayed by MA until the results of the tests are known. Check the anti-doping list often as it is updated regularly.

54 Alcohol Testing

All competitors and officials are advised that random breath-testing may take place throughout the round. Refer to the 2015 GCRs for details.

The carrying or consumption of alcoholic beverages in the Paddock, Pits or Pit Lane areas is prohibited.

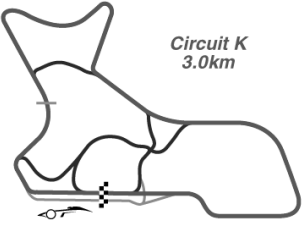

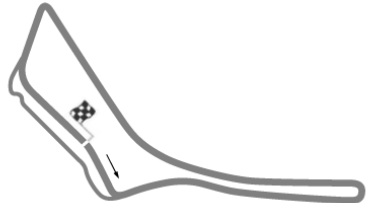
55 Code of Behaviour

MA's Code of Behaviour applies to all competitors, team members, officials and parents and is contained within MA's Member Protection Policy. Refer to the 2015 GCRs.

56 Electronic Communications and Social Media Policy

MA's Electronic Communications and Social Media Policy applies to all competitors, team members, officials and parents.

Appendix 2 – Circuit Description

<p>Round 2 – Morgan Park Raceway</p> <p>Address: Old Stanthorpe Road, QLD 4370</p> <p>Circuit details: approx 2.967km, clockwise</p>	
<p>Round 3 – Barbagallo Raceway</p> <p>Address: Wattle Avenue off Old Yanchep Road, Perth WA 6065</p> <p>Circuit details: approx. 2.415km, clockwise</p>	
<p>Round 4 – Symmons Plains Raceway</p> <p>1487 Midland Hwy, Launceston Tas 7300</p> <p>Circuit details: 2.411km, anti-clockwise</p>	
<p>Round 5 - Phillip Island Circuit</p> <p>Address: Back Beach Road, Phillip Island, Victoria</p> <p>Circuit details: approx 4.445km, anti-clockwise</p>	