



2018 TOP END ROAD RACING ASSOC.
CLUB CHAMPIONSHIP ROUND 4
SUPPLEMENTARY REGULATIONS



Event:	2018 Top End Road Racing Championship
Dates:	Round 4 – 29 th June to 1 st July
Venue:	Hidden Valley Raceway, Darwin, Northern Territory
Track Licence #	MA 170623
MA Permit #	1965
Event Contact	Email - terra.nt@hotmail.com Race Secretary – Al Tillbrook President – Stan Whiting Entries via - Ridernet

Second Edition – May 2018:

These Supplementary Regulations will be updated with additional information including:

- Individual round details and club classes
- Senior officials
- Additional eligible models for Production classes
- Method of entry details
- Additional information as required issued in the form of Final Instructions

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1. Announcement

The Top End Road Racing Assoc. Championship (hereafter called TERRA) will be conducted under the General Competition Rules (hereafter called GCR's) contained in Motorcycling Australia's (hereafter called MA) Manual of Motorcycling Sport.

www.moms.org.au

The supplementary regulations may be updated in the form of final instructions. All fees quoted in the supplementary regulations are inclusive of GST.

2. Jurisdiction

TERRA Championship 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, One Meeting Licence 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 the relevant Federation and have satisfactory insurance.

3. Insurance

MA's National Personal Accident Scheme provides basic cover for death and permanent disability. Refer to GCR's for further information regarding cover.

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

4. Senior Officials

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

Race Director	- n/a
Steward	- Peter Smith
Clerk of Course	- Tom Williams
Race Secretary	- Denise Stronach
Asst Race Secretary	-
Chief Scrutineer	- Rob Scott

5. Racesafe Medical will be in attendance at Round 4

6. Licensing

Entry to this competition is restricted to riders that hold a current MA Senior National Licence or One Meeting license and Endorsed Junior National Licenses.

Riders with licenses issued by other federations and a current FIM license are eligible to enter, provided they have a Start Permission from the relevant Federation and have satisfactory insurance.

Please refer to GCR's for further details. www.ma.org.au

Licence renewals and applications can be made via [Ridernet](#)

Registration of Riding numbers can be made via [Ridernet](#)

7. Entries

Entries will be available via [Ridernet](#)

7.1 Entries to Constitute a Class

To constitute a class for the purpose of TERRA each class must have 5 or more competitors entered. If there are fewer than the required number of starters those races may not attract championship points

If there are insufficient entries in any class the decision to run, cancel or combine events and redistribute any awards and/or prizes will be at the discretion of Clerk of Course and TERRA. Fees will be refunded in the event the class is cancelled completely.

7.2 Conditions of Entry

All entrants must be a current TERRA member.

The lodgement of an entry form is not a guarantee of entry.

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

- a. Riders that are NOT residents of the Northern Territory
- b. Riders who gained points in previous rounds or TERRA events
- c. Riders who gained points in the previous year in the respective class

8. Entry Fees

Entry fees include Pit garage hire fee, Rider Levy, Medical Levy and Timing Levy, cross entries and second entries.

Multiple entry of the one machine in the same class is not permitted

8.1 Earlybird Entries- \$250 paid by credit card via Ridernet

8.2 Late Entries - \$100 late entry via applicable from 15 June 2018 at 5:01pm AEST

8.3 Cross Entry

A cross entry occurs when a competitor enters a class that they are eligible to compete in using the same machine/s in both classes. A competitor must make every effort to compete.

8.4 Second Entry

A second entry occurs when a competitor enters a second machine into a second class.

8. Entry Closing Dates

Entries close 15th June 2018

Late entries close 22nd June 2018

10. Passes

Entry to Hidden Valley Raceway, passes will be provided

Access to the parking and pit area is free

Enclosed footwear is to be worn by All persons within the Pit Area and Pit Lane

11. Entry Withdrawal

For the withdrawal of an entry to be valid it must be made in writing no later than the closing date of Late entries. A refund or transfer of entry fee will be granted in accordance with TERRA refund policy available from www.terra.org.au

12. Classes of Competition

12.1 **1000cc Superbike (SBK)** - To be fitted with a four stroke engine with a capacity not less than 748cc or greater than 1000cc for four cylinder and no greater than 1300cc for 2 cylinder or fitted with a 2 stroke engine not exceeding 500cc. 600cc machines are eligible at the discretion of TERRA.

12.2 **600cc Supersport (SSP)** - To be fitted with a four stroke engine with a capacity not exceeding 636cc for four cylinder, 675cc for 3 cylinder and 750cc for 1 and 2 cylinder engines or fitted with a 2 stroke engine not exceeding 250cc.

12.3 **Clubman** - Open to all machines. A minimum lap time of 1min 21.00 sec will be set for this class. Any rider to complete laps in 3 x races at a time less than that will be regraded to the class their machine is eligible for.

12.4 **CBR300 Cup** - 300cc Honda CBR300 only. Eligibility and Technical Specifications attached in Appendix A

12.5 **Superlites** – Two (2) stroke machines (Non GP style) with a capacity not exceeding 250cc and four (4) stroke machines with a capacity not exceeding 500cc. Entry to this class is at the discretion of TERRA and/or Clerk of Course. This class will be run in conjunction with CBR300 Cup. In certain circumstances Classes of competition may be changed at the discretion of TERRA and/or Clerk of Course.

13. Points and Pointscore

Points will be allocated as follows

1st - 25, 2nd - 20, 3rd - 18, 4th - 17, 5th - 16, 6th - 15, 7th - 14, 8th - 13, 9th - 12, 10th - 11, 11th - 10, 12th - 9, 13th - 8, 14th - 7, 15th - 6, 16th - 5, 17th - 4, 18th - 3, 19th - 2, 20th - 1

The winner of each class shall be the rider amassing the highest number of points over the scheduled number of races. There will be no point awarded for pole position of any class or sub-class.

14. Grades

There will be NO rider grades issued for the 2017 TERRA Championship. Eligibility for superlites and Clubman shall be based on lap times and is at the discretion of TERRA.

15. Machines

All machines entered must comply with current GCR's and any supplementary Regulations for Road Racing competition.

Multiple entry of the same machine in one class of competition is not permitted. A maximum of two machines can be entered for one class of competition.

16. Change of machines

Any rider may change machines prior to 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. IE where a rider has more than 1 machine entered into a class.

* A rider may not change to a machine which has not been officially scrutineered for that round.

17. Race Distances/Format

17.1 Motor Sports NT (MSNT) Club Challenge

SSP/SBK classes will be combined and will consist of

- 1 x Qualifying session
- 3 x 8 lap races

17.2 Motorcycling Australia NT (MANT) Club Challenge

Clubman and CBR300 classes will be combined and consist of

- 1 x qualifying session
- 3 x 8 lap races

Note : requirement for the slower (bottom) 25% of riders in the combined Clubman/CBR300 class to wear a Hi Vis vest to distinguish them from faster riders and alert other riders of a slower riders presence.

Qualifying will determine the starting grid position for race 1 of all classes. A progressive grid will then apply.

In exceptional circumstances the race distance and/or format may be altered by Clerk of Course with consultation of TERRA

18. Official Practice

Official Practice will be available to all competitors on the Friday prior to competition

19. Event Schedule

To be confirmed by ASBK

In exceptional circumstances the race schedule may be altered by Clerk of Course with consultation of Race Secretary and/or TERRA

20. Timing

Timing transmitters will be used at each round. Competitors that have purchased their own transmitter from AMB must indicate the serial number at the time of entering the event. Competitors that have not purchased their own transmitters may hire one from TERRA at a cost of \$25. Hire to be paid by EFT to TERRA. Any competitor that does not register a lap time with electronic timing will be relegated to Rear of Field for the subsequent race

21. Circuit Description



Hidden Valley Raceway is a 2.8km tarmac track operating in a anti-clockwise direction.

21.1 Pit lane

Pit Lane is part of the track and as such riding of a motorcycle will only be permitted in the race direction.

Pit Lane is limited to 40km/h

Pit garage aprons are limited to slow walking pace.

Persons under the age of 12 years are NOT permitted in the Pit Apron or Pit Lane

21.2 Pit Lane Working

Machines are permitted to be stationary and worked on inside the allocated Pit garage ONLY. All crews are to keep pit lane clear at all times

ALL persons within the Pit area are required to wear enclosed footwear.

21.3 Pit Lane Wall and Lap Boards

NO persons are permitted on pit wall at the start of a race. Once the field has passed the start line team members will be allowed on the pit wall.

NO Persons under the age of 12 years are permitted within the pit wall.

21.4 Track Dissatisfaction

Any competitor who is not satisfied with any aspects of the track can raise their concerns with the Clerk of Course. If those concerns cannot be resolved, the competitor will be invited to withdraw from the meeting.

22. Scrutineering

All machines entered into the competition must have successfully passed a machine examination prior to taking part in practice, qualifying or racing. Riders are to present all safety gear for inspection prior to taking part in practice, qualifying or racing.

Once a machine has been successfully examined a passed decal will be placed on the front of the motorcycle. NO machine is to enter the track at any time without a passed decal.

NOTE: ANY machine that is involved in an accident during practice, qualifying or racing whether it is transported or ridden back to the pits is to be re-presented for inspection prior to re-entering the competition. It is the responsibility of the rider to re-present their machine for inspection.

If the riders machine and safety equipment has NOT been inspected and passed by close of scrutineering, it is the responsibility of the RIDER to inform the Chief Scrutineer.

23. Sponsor Decals

By entering the TERRA Championship competitors agree to carry Round and/or class

sponsor decals in the required position. Machines will not be passed at scrutineering or permitted on track if decals are not correctly displayed or if found to have gone on track may be black flagged during the session or race.

24. Start Procedure (Road racing)

24.1 Starts

All events shall be from a clutch start. Where lights are in place racing will commence when the red light is extinguished. If lights are inoperable then the green flag will be used to commence the race.

24.2 Sighting Lap

All competitors will be given 1 sighting lap prior race start. Competitors who elect not to ride or miss the sighting lap must start the race from pit lane after the field has passed pit lane exit.

During the sighting lap there will be no practice starts and/or weaving.

Riders returning to pit lane after the commencement of the sighting lap without the approval of the Clerk of Course, will be required to start the race from Pit Lane after the field has passed.

24.3 Jump Starts

Each machine must remain stationary within its grid position until the start signal is given. A jump start occurs when there is any movement from the machine or the machine is not in its nominated grid position when the field is in the starters control prior to the start signal being shown.

A 10 second penalty or possible exclusion from the event if deemed dangerous will apply to any competitor committing a false start. The penalty will be adjudicated by the appointed judge and in conjunction with the Clerk of Course. The penalty shall be as soon as practicable be notified to the competitor or their representative.

24.4 Finishing a Race

A competitor must complete 75% of the race and receive the chequered flag whilst crossing the finish line on track. Pit lane in this situation is not considered on track.

25 Cameras

Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted SUBJECT TO ASBK APPROVAL

26 Fuel

Please refer to the current GCR's

27 Tyres

Tyre choice is at riders discretion. Coating, modifying, changing or altering the characteristics of the original design of tyres is prohibited in all classes

28 Wet Tyre usage

The use of wet weather tyres is permitted once the clerk of the Course has declared a "Wet Race"

29 Number plates

Must have figures which are clearly visible at a distance of 20 metres with a Minimum height of 140mm. The following fonts are acceptable. Refer to Current GCR's for further information

Arial Rounded Bold

1234567890

Varsity

1234567890

Super Normal

1234567890

30 Noise

All machines must comply with the noise emissions and testing as per the current GCR's. Testing may take place at any time at the discretion of the chief scrutineer or clerk of course.

31 Anti Doping Policy

All competitors are advised that drug testing may take place in accordance with MA's Anti-doping policy. Refer to GCR's for details.

32 Alcohol Testing

All competitors are advised that random alcohol testing may take place throughout the competition. Refer to GCR's for details. Consumption of alcohol in pit lane or pit garage is prohibited. Pit Garage #1 is excluded from the Pit Area.

33 Smoking

For safety reasons smoking is NOT permitted within the designated pit area or pit lane.

34 Code of Behaviour

MA's Code of Behaviour applies to all competitors, team members, officials and parents and is contained in the MA's Member Protection Policy. Refer to the GCR's for details. Details of these policies are available at www.ma.org.au/index.php?id=123

35 Electronic Communications and Media

MA's Electronic Communications and Social Media Policy Applies to ALL competitors, team members, officials and parents. Details of MA's Policy can be found at www.ma.org.au/index.php?id=1888

36 Awards and Prizes

Championship points will be awarded as per GCR's 'Scoring of all disciplines'
Championship trophies will be awarded to each class where the number of entries constitutes a class at the discretion of TERRA.

Awards and prizes will be given at each round at the discretion of TERRA

37 ASBK Supplementary Regulations

The ASBK Series Supplementary Regulations are required to be read by all competitors. The ASBK Series Supplementary Regulations will supersede these supplementary regulations.

APPENDIX A

38 Cyclone 300 Technical Specifications

MACHINE ELIGIBILITY

- For Honda CBR 300 Motorcycles with factory fitted ADR compliance plates and must have Australian Model VIN numbers only. Grey import bikes cannot be raced in the CBR 300 Cup.
- Machines must comply with MA GCR's and Supplementary Regulations

ENGINE, FUEL INJECTION, GEARBOX, RADIATORS, OIL COOLERS, FRAMES, WHEELS:

- OEM per model and year; No modifications allowed unless otherwise specifically stipulated in these rules.

CLUTCH

- OEM per model and year
- OEM or aftermarket heavy duty springs can be fitted

EXTERNAL GEARING & GEARBOX

- External gearing can be changed or replaced with aftermarket items.
- OEM Per Model Chain pitch must be retained

AIR BOX

- OEM per model and year.
- After market air filter is allowed.

ELECTRICAL

- OEM per model and year Starter motors and alternators must be fitted and operational.
- OEM per model and year Australian ADR model ECU must be retained and be fully operational.
- The ECU may not be psychically modified internally or externally. Factory standard OEM per model and year maximum engine Rev limit/cut out must be retained and operational.
- The wiring harness cannot be modified other than to allow a Lanyard Kill switch to be fitted. No other alterations including no repining of any plugs connected to the ECU / harness from the standard layout for the model and year.
- All electrical components that are to be removed or disconnected must be disconnected at the original factory fitted plug in point.

EXHAUST

- The exhaust may be changed to an aftermarket slip-on item only with OEM headers.

FRAME

- OEM per model & year with factory fitted original compliance plate fitted.
- No modifications allowed to the frame other than the side stand lug that the side stand bolts to, which can be removed / cut off etc *and strengthening and or repairs around the Foot Peg bracket holes can be undertaken as required,*
- Repairs can be made if required providing they don't alter the machines geometry and measurements from the OEM per model and year standard geometry as stated by manufacturer.
- Top standard OEM triple clamp may be replaced by an aftermarket triple clamp, no modifications to geometry allowed.
- SUB FRAME - Original profile must be maintained if repaired.
- SWINGARM - OEM model & year. No alterations allowed except rear stand mounting lugs & chain guard.
- Any sharp edges left by the removal of components must be shrouded by a rolled edge or beading of minimum 3mm diameter.
- Aftermarket faring, screen and instrument mounting brackets can be fitted providing they connect to the faring and frame in the original positions.

SUSPENSION

- **Rear** - Aftermarket shock absorber with ride height adjuster is allowed. If a standard shock is used then internal modifications are allowed. Spring and spring rates can be changed.
- **Front** - standard OEM per model and year tubes. Standard OEM per model and year sliders. Internals including springs, valving, oil levels and viscosity and external adjusters can be fitted.

BRAKES

- External aftermarket lever adjusters can be fitted.
- Aftermarket brakes may be fitted

WHEELS

- OEM per standard base model. Rim Width and size must remain unchanged
- Cush drive, Standard OEM per model
- No race kit, Limited Edition or R specification OEM model light weight or after-market wheels

BODYWORK & HONDA BRANDING

- OEM shape and profile per model and year.
- Aftermarket OEM replica per model and year fairing and seat may be fitted.
- Rear mud guard and number plate bracket can be removed.
- Seat unit may be modified to be single seat unit inclusive of number plates.
- Windscreen may be different profile and size.
- Lower Faring must be sealed and hold a minimum of 3 litres of fluid. It must also have removable plugs for wet races.
- All replacement fairings and seat units etc must be made of fibre glass only. (No Kevlar or carbon fibre)
- The Honda name / logo must appear on both sides of the petrol tank and fairings in an obvious position and be of a size that can be seen clearly at 5 metres. The Honda name / logo stickers will be supplied by the Promoter and must be fitted to all motorcycles competing in the CBR 300 class.

FRONT & REAR NUMBER BOARD OPTIONS:

- Race Number Plates background must be a mid-blue in colour. Numbers must be white in colour as per MA GCR's

PETROL TANK

- OEM per model and year. No metal, alloy or composite can be added or removed. No modifications allowed.
- Standard OEM per model fuel cap retained and operational. No modifications allowed.

FUEL RESTRICTIONS AND SPECIFICATIONS

- As per the 2018 MA GCR's.
- Restricted to Unleaded commercially available Petrol station fuel pump sold petrol with a maximum Octane rating of 98. (No additives can be added to the fuel)

RADIATOR

- Standard OEM per model and Year no modifications.
- AS per GCR 10.15.2.5 The only liquid coolant permitted is water and non-glycol coolants.

TYRES

- Bridgestone S20 tyres only.

OTHER OPTIONAL NON-GENUINE EQUIPMENT THAT CAN BE CHANGED OR FITTED

- Foot pegs, Foot Peg Carriers, Gear levers, Clutch & brake levers.
- Handlebars can be changed to clip on's providing they do not interfere with the body work or the body work requires modification for the clip on's to be used.
- Spark plugs.
- Frame savers
- Chain Guards.
- Approved Lap timing devices allowed. Australian Maximum new RRP as per GCR's.
- Front and rear aftermarket axle stand points can be fitted.
- Heavy duty crash damage resistant engine case ends Mesh Radiator shroud / protectors can be fitted.

RESTRICTIONS & LIMITATIONS

- No Quick Shifters allowed unless standard OEM per model and Year fitment.
- No titanium or carbon fibre, unless standard original OEM part for that model and year or unless used in a replacement exhaust muffler and tail connector pipe to first joint or part of & or as crash resistant crank case end covers.
- Fuel tank capacity may not exceed the manufacturer's original stated Australian model fuel carrying capacity.
- No modifications or alterations allowed that will compromise the structural integrity of the motorcycle.
- Any sharp edges must be covered in such a way so as they cannot be able to inflict injury.
- No Brake light allowed.
- No on board telemetry allowed other than approved series timing transmitters and on board camera's.
- Engine maximum rev limit must be no more than the maximum Australian model factory stated limit.

MANDATORY FITMENT

- Heavy Duty crash damage resistant Crank case end casings & or crash damage resistant covers.
- Engine Sump Plug must be drilled and lock wired.
- Oil filter must be lock wired to frame.
- Brake calliper securing bolts must be drilled and lock wired (split pins in conjunction with lock wiring allowed).
- Radiator cap must be drilled and lock wired
- Lower chain guard fitted in front of the rear sprocket.
- The chain guard must not have *am/* sharp edges and must be designed in such a way as not **to** catch or entangle any object that it comes in contact with it that is moving from **the** front of the bike to **the** rear.
- All breather pipes must vent into the belly pan only.
Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked.

THE FOLLOWING MAY BE REMOVED

- Any pollution gear including air injection systems, and or anti-icing gear
- Any road used gear required for ADR compliance including thermo fans, lights etc. that will not affect the safety, structural or visual integrity of the motorcycle other than what is stated as allowable or not allowable in these rules.
- The side stand frame lug can be removed / cut off etc.

THE FOLLOWING MUST BE REMOVED

- Pillion Pegs, Centre & or side stands
- Horns,
- Traffic indicators, Rear vision mirrors, Registration plate/label holder