



2018 Australian Superbike Championship Supplementary Regulations Rounds 2-7

V4
23 May 2018

Changes reflected in green

Australian Championship Classes:

Superbike Rounds 1-7
Supersport Rounds 1-7
Supersport 300 Rounds 1-7
Supersport 300 Women's (within Supersport 300 class) Round 1-7
F1 and F2 Sidecars Rounds 2, 6, 7

Club Challenge and Support Classes:

YMF R3 Cup at Rounds 1, 2, 5, 6, 7
GP Juniors Cup Rounds 2, 5, 6
Club Challenge Classes Rounds 4, & 5

Superbike Masters Round 7

Conducted under the jurisdiction of Motorcycling Australia Limited

Round	Venue	Date	Permit	Venue Licence
Official Test	Phillip Island, VIC	30-31 January 2018	MA 1960	191016
1	WSBK Phillip Island, VIC	22-25 February 2018	MA 1961	191016
2	Wakefield Park Raceway, NSW	16-18 March 2018	MA 1962	21040
Official Test	The Bend Motorsport Park, SA	3-4 April 2018	MA 1963	020418
3	The Bend Motorsport Park, SA	19-22 April 2018	MA 1964	180418
4	Hidden Valley Raceway, NT	28 June - 1 July 2018	MA 1965	170623
5	Morgan Park Raceway, QLD	17-19 August 2018	MA 1966	301017
6	Winton Motor Raceway, VIC	7-9 September 2018	MA 1967	190318
7	Phillip Island Circuit, VIC	12-14 October 2018	MA 1968	080917

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1. Announcement

The Australian Superbike Championship (hereafter called "ASBK"), will be conducted under the General Competition Rules (hereafter called "GCRs") contained in Motorcycling Australia's (hereafter called "MA") "2018 Manual of Motorcycle Sport" (www.moms.org.au).

These 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. **Junior National Licence holders will not be eligible for the Superbike Masters Class.** One Event licences will only be accepted for the Club Challenge classes at Rounds 4, 5, and **Superbike Masters at Round 7. One event licences can be purchased through Ridernet at the time of entry. Non-Australian citizens or Non-permanent residents of Australia are not eligible for a One Event Licence.**

It is the responsibility of the competitor to provide proof of eligibility to the Race Secretary at Sign-On. The following items are required to prove eligibility: proof of practical competence, proof of knowledge of the rules, proof of a club membership, and ambulance cover. To prove competency in riding, you will need to provide proof of holding an MA licence within the last 10 years OR a current road licence OR proof of having attended an accredited training school.

If you have not held an MA licence in the past 10 years, you will need to complete a knowledge test.

Riders with licenses from Motorcycling New Zealand (MNZ) are eligible to enter, provided they have a valid Start Permission. An International Meeting Number (IMN) will be issued if a rider from a Federation other than MNZ wants to enter. Once an IMN is issued, all riders that do not hold a Motorcycling Australia licence will require a current FIM licence and a valid Start Permission from their Federation.

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

The following rounds will be run in conjunction with host clubs.

Round 4 - Top End Road Racing Association (TERRA)

Round 5 - Motorcycle Sportsmen of QLD

Round 7 - Hartwell Motorcycle Club

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

5. Event Information

Refer to the ASBK website www.asbk.com.au one week prior to each round for event documents such as:

- Final Instructions
- Entry lists
- Garage allocation
- And any updates to these Supplementary Regulations

6. Insurance

MA's National Personal Accident Scheme provides basic cover for death and permanent disability. Refer to 2018 GCRs 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, Series Chief Technical Officer and Race Secretary are outlined in the 2018 GCRs. Officials are subject to change.

MA Steward	Peter Smith
Series Clerk of Course	Tom Williams
Series Deputy Clerk of Course	Gary Bleazby
Series Deputy Clerk of Course	Paul Hinds
Series Race Secretary	Denise Stronach
Series Chief Technical Officer	Rob Scott
Series Deputy Chief Technical Officer	Gino Coyle
Chief Pit Lane Marshal	Sam Phillips
Series Tyre Scrutineer	Jan Higgins
Series Chief Timekeeper/Computime	Scott Laing
Starter/Finisher	Brendan Ferrari

8. Medical Services

RACESAFE will be in attendance at Rounds 2-7. 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 the 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, Supersport, and Supersport 300 classes. Contact your SCB for your current Road Race grading. For the purpose of the 2018 ASBK Series, a rider's grading will be that as at 31 January 2018.

9.1. Classes

Championship class rules will be as per Chapter 9 of the 2018 Manual of Motorcycle Sport.

- Superbike
- Supersport
- Supersport 300

Supersport 300 Women's (within the Supersport 300 class)

Eligible Supersport 300 models as at 1st January 2018:

Kawasaki Ninja 300
Honda CBR 250
Honda CBR 300
Yamaha R3
KTM RC390
Benelli 302

Other brands and models may be approved upon request and this list updated throughout the year. Contact MA for more information.

10. Club Challenge and Support Classes

An ASBK host club may provide a Club Challenge class of their choice at their respective round.

YMF R3 Cup - class and technical rules are provided in Appendix B.

Sidecar Championship - class rules provided in the Australian Sidecar Championship Supplementary Regulations www.ma.org.au

GP Juniors Cup - class rules and specs provided in the GP Juniors Cup Supplementary Regulations www.ma.org.au

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

Superbike Masters – refer to Appendix F

11. Juniors Age Restrictions

Please refer to the Manual of Motorcycle Sport for further information (9.8.0.9; 9.9.0.10; 9.8.0.11; & 9.8.1).

12. YMF R3 Cup

Please refer to Appendices B, C & D

13. Competitor Registration Form

All competitors and teams are required to complete the 2018 ASBK Competitor Registration Form, regardless of class or number of rounds. Entry will not be accepted until a completed Registration Form is on file. To download the 2018 ASBK Registration Letter and Registration Form visit ASBK.com.au.

14. Entrant Licences

Entrant licences will be enforced in 2018 for all teams. An entrants licence allows the team to enter on behalf of a competitor, protest on behalf of a competitor, and be listed in the program as an entrant. The team must nominate the entrant licence representative at the start of the year. An entrant licence is optional for privateer competitors, but will be required if the competitor wishes someone else to act on their behalf.

15. Entries

Entries will open for Rounds 2-7 in January 2018. Method of entry will be via Ridernet and the link will be available at www.asbk.com.au. It is the responsibility of all competitors to ensure their Ridernet profile is up to date.

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

15.1. Entries to Constitute a Class

To constitute a class for the purpose of Australian Championship please refer to GCR 9.3.2.2.

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 re-distribute any awards, prize money, etc, will be at the discretion of MA. Fees already paid for that round will be refunded in the event the class is cancelled completely.

15.2. Conditions of Entry

The lodgement 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 **exclude** any entered rider who does not meet the above criteria.

15.3. 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 first day of the round in question. A withdrawal under these criteria will receive a refund however, \$20 of the entry fee will be withheld for administrative costs **and all credit card and processing fees will not be refunded.**

If you are withdrawing within 10 working days of the first day 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 and \$20 of the entry fee will be withheld for administrative costs **and all credit card and processing fees will not be refunded.**

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.

15.4. Entry Closing Dates

Entries must be received by MA before 5pm on the dates listed in the "Closing Date" table below.

Last chance entries, which will be considered at the discretion of MA, will incur a late fee of \$100.00, competitors will not be listed in the event program and preferred garage allocation will not be available.

Rd	Closing Date	Last Chance Closing Date
2	2 March 2018	9 March 2018
3	6 April 2018	13 April 2018
4	15 June 2018	22 June 2018
5	3 August 2018	10 August 2018
6	24 August 2018	31 August 2018
7	28 September 2018	5 October 2018

Entries received passed the closing date will not be given garage preferences or be listed in the program.

15.5. Fees

Entry Fees for Rounds 2, 3, 5, 6, 7:

Class	Fee (incl. RACESAFE Levy)
Superbike	\$475.00
Supersport	\$465.00
Supersport 300	\$375.00
YMF R3 Cup	\$375.00
GP Juniors Cup	\$140.00
Sidecars	\$375.00
Club Challenge	TBC per round

Superbike Masters	\$325.00
Friday Practice	\$140.00
Thursday Practice	\$50.00

One timing transmitter allocated per rider with their entry fee, all additional timing transmitters are an additional cost of \$15 and are required to be indicated on the entry form. An additional transmitter may not be available unless indicated on the entry.

Garage fees are additional.

All fees are inclusive of GST.

Entry Fees for Round 4 (Hidden Valley):

Class	Fee (incl. RACESAFE Levy)
Superbike	\$237.50
Supersport	\$232.50
Supersport 300	\$187.50
Club Challenge	\$250.00
Friday Practice	\$100.00
Thursday Practice	\$50.00

One timing transmitter allocated per rider with their entry fee, all additional timing transmitters are an additional cost of \$15 and are required to be indicated on the entry form. An additional transmitter may not be available unless indicated on the entry.

Garage fees are additional.

All fees are inclusive of GST.

15.6. Cross Entry & Second Entry

\$140 discount per class. The primary entry fee will be based on the class with the higher entry fee. An additional timing transmitter is not included with a cross or second entry.

16. Garaging

Garage | Carport | Marquee Fees

Rd	Type	Fee	Type	Fee
2	Half Garage	\$80	Full Carport	\$50
3	Half Garage	TBC	Marquee*	TBC
4	Half Garage	\$50	Marquee*	Free
5	Full Carport	\$75	Half Carport	\$40
6	Half Garage	\$80	Full Carport	\$50
7	Half Garage	\$150	Green Paddock Garage	\$120

*Marquee space is a full marquee, single space

Any full garages will be allocated at the discretion of ASBK and will be charged an additional fee.

Competitors with late entries will not be given priority in garage allocations.

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, unless prior permission is granted by MA.

16.1. Garage Sharing

Competitors may nominate who they would like to share a garage with, however not all requests can be met.

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.

17. Electrical Power

Power leads must comply with the relevant Australian Standard and safety legislation and are not to be placed on the ground or in dangerous positions. Fines and possible exclusion from the event may apply.

No power lead shall exceed 32 metres in length. All connection plugs must be of a bonded type or made of transparent material. Power leads used to power transporters/vans from garages and marquees must be elevated a minimum of 2.4 metres at the lowest point and secured to stable supports not more than three metres apart. Power leads must be supported from structures by insulated hooks. Power leads subject to vehicle traffic must be protected. All power leads must be isolated when not in use.

Only power boards with individual switches are to be used. Double adapters and domestic multi-outlet power boards must not be used on site.

Portable Residual Current Device (RCD) boxes shall be used to distribute power directly to equipment and not as an adapter to extend the length of power leads or for multiple distribution of power leads. RCDs shall have a current electrical tag affixed.

Earth leakage protection is not required to be fitted to single phase generators which comply with AS 2790 and which have a stamped plate to that effect affixed to them.

Damaged electrical equipment must be tagged "out of service" and removed from the working areas.

Any electrical equipment fitted with a flexible lead and plug top must have a current electrical tag affixed.

While all paddock garages and marquees will have fitted power points, the use of high demand items such as tyre warmers, battery chargers, cooling fans, urns & cooking implements and urns may result in the circuit breakers interrupting the power supply. Should you require a higher than 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.

MA takes no responsibility for competitors and teams who do not comply with the Australian Standards and Occupational Health and Safety requirements. It is the responsibility of the Team to ensure compliance with local, state, or territory laws, regulations or codes.

18. Timing

Red coloured Mylaps/AMB timing transmitters will be used at all rounds. Competitors that have purchased their own transmitter(s) must indicate this on their entry form – no other transmitter may be used (including orange coloured Mylaps MX transmitter).

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

18.1. Transmitter Deposit

A \$50 refundable deposit per transmitter is required upon their collection. The deposit may be left in cash, or by providing a valid credit card number (which can be retained for the series). 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 \$600.

Failure to return a transmitter on the Sunday of each round or at the end of an Official Test will incur a fee of \$25 which will be taken from the deposit. Non-return of the transmitter within a week of the event, will incur the loss of the remaining deposit, and the competitor will then be billed to replace the transmitter within 2 weeks of the conclusion of an event.

18.2. Transmitter Bracket

Transmitter mounting brackets are not provided with the rental transmitters. Riders may purchase brackets from Computime when collecting transmitters at a cost of \$10 to be paid in cash at the Race Meeting.

19. 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.



19.1. Pass Allocation

All Rounds (excluding Round 1)

Five per competitor (this includes rider pass, mechanic pass and guest passes)

19.2 Entrant Licence Pass Allocation

One hard card pass will be allocated to valid Entrant Licence holders. An annual indemnity and confirmation of receipt must be signed by the Entrant. If lost, hard cards will not be replaced.

19.3 Additional Passes

Additional one day tickets can be purchased for \$15 each, two-day entry for \$20 each by electing on the entry form or at the race secretary's office.

19.4 Admission Charges

TBC per Round and **advised in the final instructions**

19.5 Lost or Misplaced Passes

Each competitor/team will be required to sign a statement to verify they have received their passes. In the situation where competitors/teams have lost passes they will be required to purchase new entry passes.

20. 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.

All cars (including rental cars) will be required to be parked outside of the pits or in a designated area.

20.1. 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 day. These vehicles will require a valid parking pass.

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 ASBK.

20.2. 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 ASBK at the beginning of the season, but no less than two weeks prior to each round. ASBK requires the transporters make, model, size and registration number, driver name and contact number and the competitor/s that will be using it. These details will be recorded on the ASBK 2018 Competitor & Team Registration Form available from www.asbk.com.au

21. Technical Inspection

Classes will be allocated a time slot in the same order as the practice sessions as per the event schedule. Technical Inspection times will be advised with the Final Instructions. If Thursday evening technical inspection is to be held, it will be advised in the Final Instructions. There will be no technical inspections 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 technical inspection.

21.1. Submitting for Technical Inspection

- 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

21.2. Decals

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

21.3. ASBK Logo Patch

All ASBK competitors will be required to run an ASBK Logo patch on their leathers in 2018. The required placement is on the upper chest just below the shoulder. Competitors have the option to run on the right or left side. The .ai and .eps version of logo are available by emailing roadrace@ma.org.au. The patch must be a minimum of 10 centimetres wide by 3.5 centimetres high. A sew on patch is also available. This will be distributed at the Pre-Season Official Test.



Competitors who choose not to run the ASBK Logo patch on their leathers while contesting a round of the ASBK forfeit their right to any prizemoney as set out in item 56.5 Prize Money of these Supplementary Regulations.

21.4. Licence and Protective Gear

The competitor's current competition licence and full riding gear must be presented at technical inspection. All competitors must submit their leathers and boots, and produce their helmets, gloves and back protector for checking.

21.5. 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 technical officers before participating again.

Competitors in all classes must return their machines directly to the technical inspection 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 2018 GCRs, the Series Chief Technical Officer 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 Technical Officer. 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.

After each qualifying session and race at each round, any or all motorcycles used will be impounded at the discretion of the Series Chief Technical Officer for up to 30 minutes.

At ASBK events the Technical Inspection Area (Technical Inspection Bay) including the Parc Ferme is clearly marked and is a restricted access area. When in use, entry into Parc Ferme is restricted to authorised personnel only.

The only persons permitted to enter Parc Ferme when motorcycles are being held after practice or racing are:

Race Officials;

A total of three (3) team personnel per motorcycle, including the rider;

This can include the rider, team manager and one technician, or the rider and two technicians,

This applies until the motorcycles are released by the ASBK Technical Staff.

No other persons are permitted to enter the Parc Ferme unless authorised by ASBK Technical Staff.

Only the following equipment is permitted to be brought into Parc Ferme:

Front & Rear bike stand;

Tyre warmer/warmers;

Tyre pressure gauge;

Pyrometer for measuring tyre temperature;

A cap and drink bottle.

It is a requirement that when entering Parc Ferme riders align their motorcycles in queues of single file or as instructed by technical staff

Failure to comply with any direction from ASBK Technical Staff whilst in Parc Ferme will result in a penalty being imposed on the rider.

Team members and authorised personnel are not permitted to enter the designated technical inspection 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 Series Chief Technical Officer that they may enter.

Competitors who finish in the top three will be instructed by the Series Chief Technical Officer to move directly to Parc Ferme located at the podium for the duration of the presentation. Only the competitor and one mechanic/team member will be permitted in Parc Ferme once access has been granted.

Please refer to Appendix E for the Parc Ferme and Podium Layout.

Note; At the discretion of the Series Chief Technical Officer, engine sealing may take place during Technical Inspection. Competitors must ensure their machine is capable of having the engine sealed if required.

22. Machines and Riders

All machines entered must comply with the 2018 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.

23. 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 technically inspected 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 or non-homologated tyres will apply.
- Once a race has commenced, (commencement of the race is determined by the extinguishing of the red light) change of machine is prohibited for the duration of that race.

24. 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 and the following:

Notice of change of rider or change of passenger is to be given in writing to the Race Secretary of the meeting and approved by the Clerk of Course. New passenger for Sidecar competitors must provide proof of experience.

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 technical inspection.

25. Rider Numbers

The following table outlines the required colour for competitor numbers and plates. Number size, font, advertising and finish must comply with the 2018 GCR 9.11.1, and 9.11.3. Only 2-digit and 3-digit numbers are eligible. Stylised numbers may be used if approved by MA. Please contact roadrace@ma.org.au to submit stylised numbers for consideration.

Superbike	White background, black numbers
Supersport	White background, mid-blue numbers
Supersport 300	Reflex blue background, white numbers
YMF R3 Cup	Reflex blue background, white numbers

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

25.1. Number Allocation

All competitors must apply for a number in their respective classes. Rider Number applications and the most current

list of Allocated numbers can be found on ASBK.com.au. Numbers are first come, first serve and issued at the discretion of MA.

Top ten riders overall for their class in the 2017 ASBK Championship who return to compete in the same class in 2018 have the right to carry the number that corresponds to their overall finishing position in the 2017 championship and are encouraged to do so. A Rider Number application must be completed.

26. Sponsor Decals

By entering the 2018 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.

27. Race Format

27.1 Race Format Rounds 2, 4, 5, 6, and 7

Class	Qualifying	Races
Superbike	2	2
Supersport	2	2
Supersport 300	2	3
YMF R3 Cup	2	3
GP Juniors*	TBC	TBC
Sidecar Championship	1	3
Club challenge*	TBC	TBC
Superbike Masters	2	3

*TBCs will be confirmed in the final instructions and schedule

27.2 Race Format Round 3

Race format for the combined ASBK/ARRC Round (ASBK Round 3) will include Thursday practice, Friday and Saturday Qualifying Sessions and a three (3) race format for all categories. Race one will be on Saturday and races two and three on Sunday.

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



28. Race Stoppages

Where a race has been stopped with less than three laps completed by the ~~entire field~~ **leader of the race**, riders will be directed to the starting grid where they will receive instructions regarding a restart. The original grid positions will be used for the restart.

Where a race has been stopped with three or more laps but less than 2/3 (two-thirds) of the race distance completed by the ~~entire field~~ **leader of the race**, riders will be directed to the starting grid where they will receive instructions on their new grid positions. The grid position for the new race will be determined by the order that competitors crossed the finish line of the last full lap of the stopped race. The race distance will be equal to the balance of the stopped race distance.

The final race classification will be determined by the position and number of laps of each rider that crossed the finish line at the end of the restarted race.

Where a rider enters their garage or leaves pit lane between a race stoppage and a restart without instruction from the Clerk of Course, that rider will be considered to have withdrawn from the race.

If a race has been red flagged and declared null and void as per the MoMS, the Clerk of Course or Steward may deem it necessary to abandon that race altogether. If circumstances permit, it may then be replaced with a rescheduled race, which will be considered a new race. In this event all competitors who were originally eligible for the original race may take part in the new race. That is, if they were non-starters in an earlier attempt to run the race that was declared null and void, or if they were involved in any way in the red flag incident(s) they are still eligible for the new race. Any penalties applied from earlier attempts to start will no longer be applicable.

Where a race has been red flagged, the competitor(s) causing the red flag, as determined by the Clerk of Course or Steward, will be excluded from any restart of the stopped race or results if the race is declared.

For any other competitor to be eligible for a restart of the stopped race, they must not have failed to start, been excluded, lapped or retired from the stopped race prior to the last full lap being completed by the ~~entire field~~ **leader of the race**.

29. Event Schedule

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

For the purpose of drug and alcohol testing, the commencement of the meeting will be deemed to be 7:00 AM, with the completion of the meeting for the participant being when the participant has vacated the venue at the conclusion of the race meeting.

30. Practice

An official practice day for all classes will be held on the Friday of each round.

31. 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 1: Wednesday, 14 February 2018

Round 2: Wednesday, 7 March 2018

Round 3: Tuesday, 10 April 2018

Round 4: Tuesday, 19 June 2018

Round 5: Wednesday, 8 August 2018

Round 6: Wednesday, 29 August 2018

Round 7: Wednesday, 3 October 2018

Official Practice days within this period may be approved at the discretion of MA.

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

32. Qualifying/Grid Positions

As per the 2018 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.

Unless otherwise advised by the Clerk of Course, no participating bikes are to be taken into garages during a qualifying session.

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.

If entries received exceed the maximum the track licence permits for practice, then priority for all class entries will be accepted on a first received basis, with an exception made for the top three (3) in last season's championship.

33. Point Scoring

Points are awarded in accordance with the 2018 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.

One (1) Pole Point will be awarded to the Superbike, Supersport, and Supersport 300 classes for pole position.

34. Start Procedure (Road Racing)

The start procedure is as per the 2018 GCRs.

34.1. Jump Starts

The 2018 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.

34.2. Warm up-lap

Competitors will be given one (1) sighting and one (1) warm-up lap for each event, (this includes the Clubman Challenge classes) 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.

35. Tyres – All Classes

Coating, modifying, changing or altering the characteristics of the original design of tyres is prohibited for all classes.

35.1. Tyre Homologation

Homologated tyre rules will apply to Australian Championship classes and the YMF R3 Cup.

All tyres for Superbike, Supersport, Supersport 300, and YMF R3 Cup must be commercially available to all competitors and be selected from the MA 2018 ASBK tyre homologation list available on the MA website – www.ma.org.au.

Tyres in each class will be required to be approved by MA. Direct any tyre homologation queries to roadrace@ma.org.au

35.2. Dry Tyre Allocation Rounds 2, 4, 5, 6, and 7

Below 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. Tyre allocation is specific to Rounds 2, 4, 5, 6 and 7.

Superbike	7 tyres
Supersport	6 tyres
Supersport 300	4 tyres
YMF R3 Cup	4 tyres

35.3 Dry Tyre Allocation Round 3

Superbike	8 tyres
Supersport	8 tyres
Supersport 300	4 tyres

As per Round 1.

35.4 Tyres for Practice and Warm-ups

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

35.5 Tyre Marking

Once technical inspection has issued your tyre marking stickers it then becomes the responsibility of the rider/team to apply stickers as per instructions provided. Tyre stickers will be checked at random throughout the round at the discretion of the Series Chief Technical Officer.

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

Tyre Sticker Fitting Instructions;

1. Check that the tyres you intend to use are homologated
2. Circle compound marking with a paint pen.
3. Ensure all tyre stickers are attached to the left side of the tyre.
4. Clean the tyre sticker area thoroughly to help with adhesion.
5. Apply the tyre sticker to the tyre by peeling the backing paper back.
6. Firmly rub the sticker with your finger to ensure adhesion.



7. Peel the paper from the front of the sticker repeating step six (6) to confirm the tyre sticker is securely on the tyre.

NOTE: Tyre Stickers are the responsibility of the rider and or team. If the tyre sticker is not attached correctly, are lost, stolen or damaged the penalties listed above will apply. Machines are inspected for tyre stickers after qualifying and racing.

35.6 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 and qualifying sessions without penalty. Refer to Chapter 9 in the GCRs.

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 or qualifying session is declared wet by the Clerk of Course then competitors can change to wet tyres without penalty. These need not have stickers applied.

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.

35.7 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 Technical Officer 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.

36. Change of Tyres

36.1. 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 new race) for safety reasons. Prior to changing a tyre, permission must be obtained from the Series Chief Technical Officer.

36.2. With Permission

Provided the times achieved in a qualifying session are within the 115% cut-off, if a tyre is changed, with permission from the Series Chief Technical Officer 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 a Tyre Defect, information below.

36.3. Without Permission

Provided the times achieved in a qualifying session are within the 115% cut-off, if a change of tyre is not permitted by the Series Chief Technical Officer 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 that 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.

36.4. 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 Technical Officer. 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.

36.5. 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.

37. Riders & Team Managers Briefing

A compulsory rider, team managers and nominated guardians 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, team managers and guardians 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 day's briefings are held.

37.1. Rider, Team Manager, Team Personnel and Entrant Sign-On

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

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

All team members requiring access to pit lane, the signalling area or the grid must present to the Race Secretary Office and sign an indemnity. A max of 3 wristbands per rider will be issued (excluding the rider).

No wristbands will be issued without presenting to the Race Secretary office and signing an indemnity.

38. Track Description

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

38.1. 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.

38.2. 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.

39. Noise Emissions

All machines must comply with noise emissions and testing procedures as per the 2018 GCRs.

Noise testing may take place at any time at the discretion of the Series Chief Technical Officer or the Clerk of Course. Refer to the 2018 GCRs for testing protocols.

40. Fuel (Road Racing)

Please refer to the 2018 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 9.15 applies to this championship.
- Ethanol fuel blends are not permitted.

41. Fuel Load Requirements

All competitors are required to carry sufficient fuel for an additional three laps on top of the race distance fuel load for each race. This is to prevent further delays in the event of a first lap restart.

Competitors must be able to return to the start line without the need to refuel. If a rider is not carrying sufficient fuel and is required to refuel during a race stoppage, they will then be required to start the race from pit lane.

42. 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.

43. Pit Lane

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

43.1. Pit Lane Entry

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

43.2. 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.

43.3. 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 signalling 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 competitors 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.

44. Pre-Race Media Grid

Pre-Race Media Grids will take place for both Superbike and Supersport races on Sunday. 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.

The pre-race media grid is compulsory for all riders. The pit lane will stay open for 3 minutes and as such it may be possible to complete more than one sighting lap. A second sighting lap will only be permitted by riding through pit lane.

44.1. 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 what 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.

44.2. 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.

44.3. 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.

45. 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 2018 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.

45.1. 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. Persons found using any of the prohibited items in the Paddock will receive a fine of no less than \$500 at the discretion of the Steward, in the case of support personnel the fine will be issued to the Competitor and/or Team. To avoid fines, penalties, injuries and/or confiscation of these items, please do not bring them to the circuit.

46. 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.

46.1. Minimum Requirements

- Enclosed footwear is required in pit lane, paddock, pit bays/garages, technical inspection 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.

47. 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.



48. 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.

49. General Competition Rules

The General Competition Rules are contained within the "2018 Manual of Motorcycle Sport" The 2018 GCRs are the rules utilised 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 2018 GCRs and will be accepted as being the updated rules the series is conducted under.

50. 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.

51. Media & PR Commitments

All competitors are required to have an MA headshot photo. Photos will begin at the Pre-Season Official Test and must be completed by the end of your first round. A competitor entering the series after Round 2 must provide a headshot photo or liaise with ASBK media staff to organise a headshot photo. At times throughout the season ASBK may request competitors to make appearances representing themselves, their teams and ASBK.

A competitor must give 48 hours' notice in writing to ASBK staff 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 result in a fine, rear of grid start, or other penalty.

52. 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 on-board cameras. On-board cameras can only be used for recording vision and sound from the race. On-board camera footage recorded at any ASBK event must be made available to ASBK Officials. On board cameras cannot be part of/or be used as on board telemetry or a data recording system. Helmet cameras are

not permitted unless the camera is integrated into the helmet by design of the manufacturer. Approval from Motorcycling Australia for an integrated helmet camera is required. On board Camera Permission Forms will be available from the Race Secretary. Applications can be lodged at the Race Secretary's office at each round. Once complete the application form needs to be taken to technical inspections with the camera mounted. Technical Officers will then approve or decline the application. 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.

53. 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 their trophy.

Television and on-track 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 may be required.

The ASBK Night of Champions Dinner will be held at Silverwater Resort on Sunday, 14 October 2018.

54. Circuit Camping

There is no camping allowed at any circuit unless otherwise specified in the Final Instructions of each round. Sleeping in buses, trailers, and vehicles at the circuit is subject to confirmation by ASBK on a round by round basis. A fine will be issued to persons found to be sleeping at the circuit, in the case of support personnel the fine will be issued to the competitor and/or team.

55. Travel Subsidy

Travel subsidies will be available to competitors who have entered and competed in a minimum of four rounds (excluding Round 1) of the ASBK Championship, one of which must include Round 4, Hidden Valley NT.

Competitors who meet the above criteria will be eligible for a \$500 travel subsidy payment on receipt of a valid application form.

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



Travel subsidy applications will be accepted after Round 5 based on the opening and closing dates below. Please note that competitors may not submit an application until they have complete 4 rounds (excluding Round 1 and including Round 4).

Travel subsidies will be paid directly to entrants (with valid entrant licences) for competitors on their team. It is the responsibility of the competitor and the entrant to then further organise payment.

Applications Accepted:

1. Monday, 20 August - COB Thursday, 30 August.
2. Monday, 10 September - COB Thursday, 20 September.
3. Monday, 15 October - COB Friday, 2 November.

Applications received after COB Friday, 2 November will not be eligible for the Travel Subsidy.

56. Awards, Contingencies & Support

56.1. Round & Series Trophies

Round and Series trophies will be presented to the top three place getters in each categorised class.

56.2. Manufacturer's Cup

Series trophies will be awarded to the leading manufacturer in Superbike

56.3. Superbike Rookie's Cup

Points scoring is based on overall Superbike points. A rookie is determined as their first full season competing in the Superbike class.

56.4. Prize Money

Australian Championship classes will be awarded prize money by MA each round for Rounds 2-7.

Prize money will be paid directly to entrants (with valid entrant licences) for competitors on their team. It is the responsibility of the competitor and the entrant to then further organise payment.

Superbike -

1 st	\$1000
2 nd	\$600
3 rd	\$350
4 th	\$300
5 th	\$250
6 th	\$200
7 th	\$150

8 th	\$100
9 th	\$75
10 th	\$50

Supersport -

1 st	\$800
2 nd	\$500
3 rd	\$300
4 th	\$250
5 th	\$200
6 th	\$150
7 th	\$100
8 th	\$75

Supersport 300

1 st	\$600
2 nd	\$450
3 rd	\$250
4 th	\$200
5 th	\$150
6 th	\$100

Prize money for the YMF R3 Cup will be paid by Yamaha Racing. Competitors will need to contact John Redding 03 9761 5871 or YRD@bigpond.com

57. Anti-Doping

57.1. Anti-Doping Policy

All competitors, team managers, mechanics, officials and support personnel are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, as carried out by the Australian Sports Anti-Doping Authority. Refer the 2018 GCRs.

57.2. Anti-Doping Hotline

If any doubt exists over banned substances it is recommended competitors, team managers, mechanics or officials 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.

58. Alcohol Testing

All competitors, team managers, mechanics, officials and support personnel are advised that random breath-testing may take place throughout the round. Refer to the 2018 GCRs for details.

The carrying or consumption of alcoholic beverages in the paddock, pits or pit lane areas is prohibited.




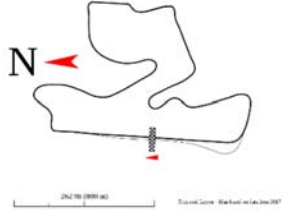

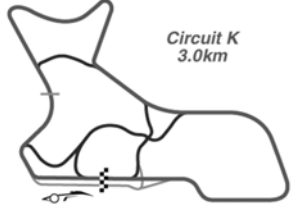
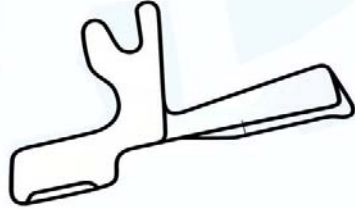

59. Code of Behaviour

MA's Code of Behaviour applies to all competitors, team managers, mechanic, team members, officials and parents/guardians and is contained within MA's Member Protection Policy. Refer to the 2018 GCRs.

60. Electronic Communications and Social Media Policy

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

Appendix A. – Circuit Description

<p>Round 2 – Wakefield Park</p> <p>Address: 4770 Braidwood Rd, Turraville NSW 2580</p> <p>Circuit details: approx. 2.2km, clockwise</p>	
<p>Round 3 - The Bend Motorsport Park</p> <p>Address: Mallee Highway & Dukes Highway, Tailem Bend SA 5259</p> <p>Circuit details: approx. 4.95, clockwise</p>	
<p>Round 4 – Hidden Valley Raceway, NT</p> <p>Address: Hidden Valley Road, Berrimah NT 0828</p> <p>Circuit details: approx. 2.87 km, clockwise</p>	
<p>Round 5 – Morgan Park Raceway</p> <p>Address: Old Stanthorpe Road, QLD 4370</p> <p>Circuit details: approx 2.967km, clockwise</p>	
<p>Round 6 – Winton Raceway</p> <p>Address: 41 Fox St, Winton VIC 3673</p> <p>Circuit details: approx. 3.0km, clockwise</p>	
<p>Round 7 - Phillip Island Grand Prix Circuit</p> <p>Address: Back Beach Road, Phillip Island VIC 3922</p> <p>Circuit details: approx. 4.445 km, anti-clockwise</p>	



Appendix B. – YMF R3 Cup Class Rules



YMF R3 CUP CLASS RULES

1 MACHINE AND RIDER IDENTIFICATION

- 1.1 Background colour must be reflex blue with white numbers (this configuration will be acceptable in the Supersport 300 Class for competitors that wish to cross enter).
- 1.2 Numbers will be allocated via the ASBK Rider Number Application.
- 1.3 Series sponsor decals will be required on number plates and will be listed in the Final Instructions.
- 1.4 Stylized numbers may be used with prior approval of MA.
- 1.5 The following decals are mandatory for YMF R3 cup: YMF, YMI, Yamaha, and R3. Decal kits are available from YRD (John Redding 03 9761 5871 or YRD@bigpond.com). Size and location of series decals are provided in Appendix D.

2 FUEL

- 2.1 Fuel as per GCRs for Road Race (GCR 9.15).

3 TYRES

- 3.1 As per MA homologated tyre list for the YMF R3 Cup Class. A maximum of four (4) tyres for all qualifying and races.

4 MACHINE USAGE

- 4.1 A competitor can only present one machine for technical inspection for the R3 Cup class. This machine must be used for the entire duration of the event.
- 4.2 Where a competitor may wish to cross enter with the SS300 class and has two or more machines available, that competitor must nominate only one machine to be used to compete in the YMF R3 Cup class for the entire event.
- 4.3 The Series Chief Technical Officer may give permission for a spare machine to be used if the competitor's primary machine cannot be repaired safely in the available time.

5 ECU

- 5.1 Any rider competing in the YMF R3 Cup may be requested to exchange ECUs before or between races, at the discretion of the Series Chief Technical Officer.

6. ENGINE SEALING

- 6.1 All machines must have provision for the placement of sealing wire.
- 6.2 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Series Chief Technical Officer of the meeting.
- 6.3 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.



Appendix C. – YMF R3 Cup Technical Rules



YMF R3 CUP TECHNICAL RULES

1 MACHINE ELIGIBILITY

1.1 Yamaha R3 machines only.

1.2 All machines must be fitted with Australian Design Rule (ADR) compliance plates for the particular machine.

2 TYRES

2.1 Tyres must be as per the homologation list and will be listed in the Supplementary Regulations attached.

3 COMPULSORY MODIFICATIONS

3.1 The following must be removed:

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

4 PERMITTED MODIFICATIONS

4.1 The following may be replaced or modified:

- a) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original.
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame.
- c) Spark plug type.
- d) External gearing and chain, but not chain pitch.
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM calliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.
- f) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM.
- g) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.
- h) Rear suspension damping units and springs.



- i) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp.
- j) The Top Triple Clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or Clip On Handlebars, provided it is of the same offset as OEM clamp.
- k) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- l) Air filter element.
- m) 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.
- n) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions.
- o) Key start ignition barrel and associated cables.
- p) Fuel tank filler cap assembly providing there is no modification to fuel tank required.
- q) Throttle assembly and cables may be replaced with those similar to OEM.

4.2 The following may be removed:

- a) OEM top rear chain guard,
- b) Pollution system,
- c) The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

5 PERMITTED ADDITIONS

5.1 The following may be added:

- a) Fuel injection/ignition control units that plug into the original electrical connectors with no modification to the wiring harness or additional connections to other sensors. Standard OEM ECU must be retained and operative.
- b) Steering damper.
- c) Frame protective sliders,
- d) Radiator guards.

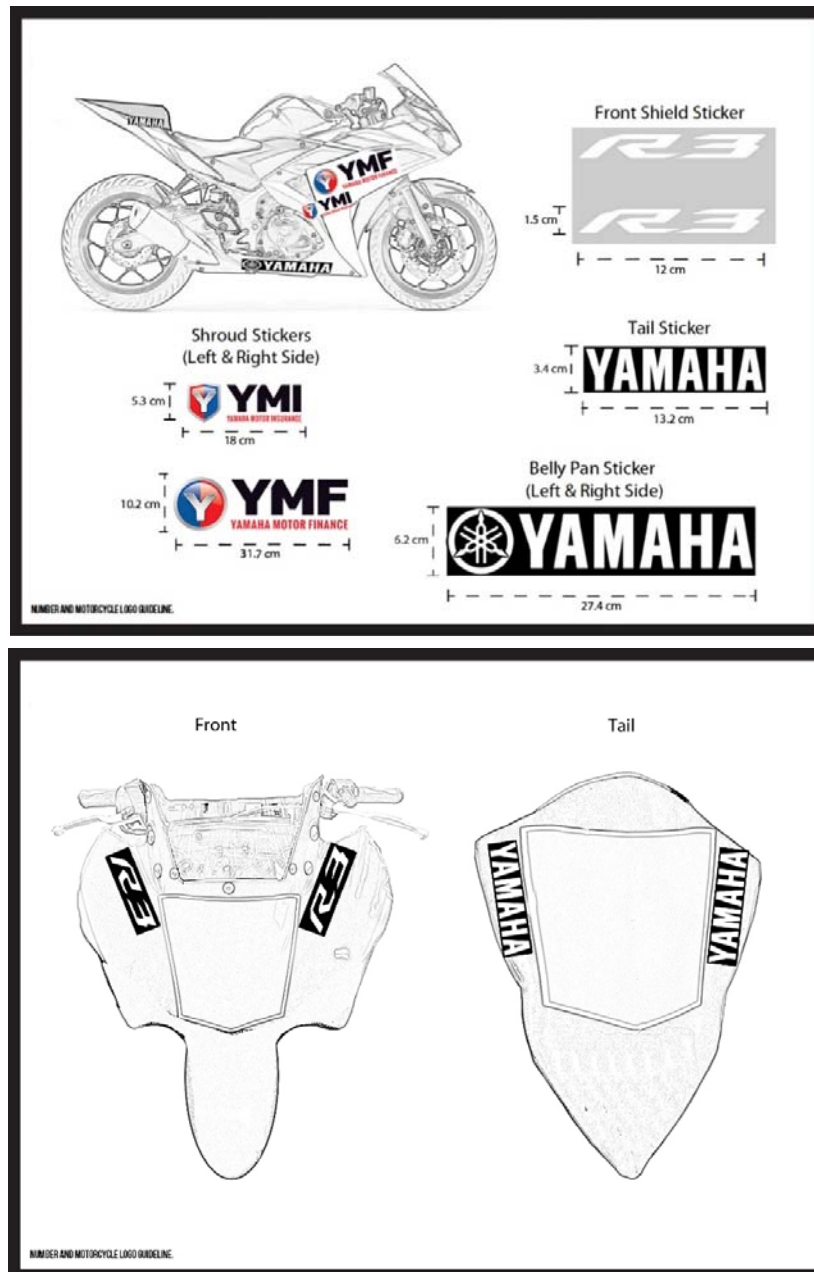
6 COMPULSORY ADDITIONS

6.1 Engine case protectors as per GCR's for Road Race.

Appendix D. – YMF R3 Cup Decal Placement

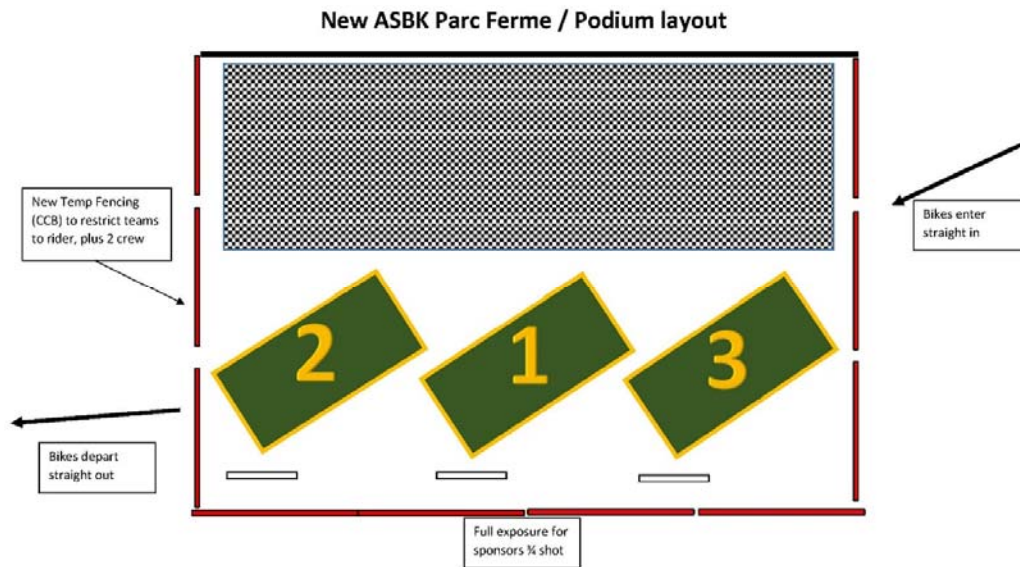


YMF R3 CUP DECAL PLACEMENT



Please contact John Redding to purchase YMF R3 Cup Decal Kits: 03 9761 5871 or YRD@bigpond.com

Appendix E. Parc Ferme Setup





Appendix F. Superbike Masters Class and Technical Rules

Classes:

P5 Formula 1 (Any Period 5 machine using a non-road based production frame *1).

P5 Unlimited

P6 Formula 750

P6 Formula 1300

***1** : XR69, MotoMartin, McIntosh, Motoplast, CMR, DGR, Spondon, etc etc , for clarification on particular frames contact Pip Harrison

A Current MA Log book will be required for this event.

All Rules: As per the 2018 GCRS

Competitors in the P5 classes to fit a Belly Pan capable of holding 3 litres no rain holes / plugs required (you can remove the belly pan for a wet race) .

Any P5 competitor opting not to fit a Belly Pan will be excluded from any further involvement in the event, if their machine distributes any fluids onto the race surface.

For clarification: All Period 5 machines: use of Flat Slide Carburettors, Radial Master Cylinders or 4 piston brake front callipers are not permitted. (i:e Island Classic International Specification Machines)

All 4 classes compete in the one race.

Minimum number of entries is 12 in total.

(Should there become insufficient entries in this class of competition, the decision to run or cancel the class will be at the discretion of the ASBK Operations Group and subject to MA approval).

Friday Schedule; (optional)

3 x Free Practice.

Friday practice is \$140.

Saturday Schedule

2 x Qualifying sessions

1 x Race, of 5 laps

Sunday Schedule

2 x Races of 5 laps each.

Subject to change if required for scheduling.

Technical Enquires: pip@ma.org.au Pip Harrison, National Technical Manager