

OCEANIA JUNIOR CUP



2019 bLU cRU Oceania Junior Cup SUPPLEMENTARY REGULATIONS

Rounds 1 – 6

Version Final V2
15 February 2019

Changes in Green

Conducted under the jurisdiction of Motorcycling Australia Limited

Round	Venue	Date	Permit	Venue Licence
Official Test	Phillip Island, VIC	2 – 3 February 2019	MA 1990	181031
1	Wakefield Park Raceway, NSW	22 – 24 March 2019	MA 1992	180625
2	Broadford State Motorcycle Complex, VIC	5 – 7 April 2019	MA 2113	MV 12481
3	Morgan Park Raceway, QLD	5 – 7 July 2019	MA 1994	180930
4	Winton Motor Raceway, VIC	6 – 8 September 2019	MA 1995	TBC
5	Phillip Island Circuit, VIC	4 – 6 October 2019	MA 1996	181031
6	Sydney Motorsport Park, NSW	1 – 3 November 2019	MA 1997	TBC

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1. ANNOUNCEMENT

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The bLU cRU Oceania Junior Cup (hereafter called "OJC", will be conducted under the General Competition Rules (hereafter called "GCRs") contained in Motorcycling Australia's (hereafter called "MA") "2019 Manual of Motorcycle Sport" (www.moms.org.au).

The bLU cRU Oceania Junior Cup will run in conjunction with the Australian Superbike Championship (hereafter called "ASBK") and MotoStars. Competitors are advised to read the Supplementary Regulations for both Championships.

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 OJC will run under MA Permits as stated on Page 1 of these Supplementary Regulations. The competitors must be accepted into the OJC Program and hold endorsed Junior National Competition Licences (Minimum RR160cc 4-Stroke).

By entering these meetings all parties agree to comply with these rules, regulations, by-laws and instructions.

3. 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

Event information for Round 2 TBC

4. INSURANCE

MA's National Personal Accident Scheme provides basic cover for death and permanent disability. Refer to the MA website (www.ma.org.au) 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.

5. STAFF AND OFFICIALS

<u>Role</u>	<u>Name</u>	<u>Details</u>
MA Operations Director	Martin Port	
MA OJC Contact	Liz Galazkiewicz	Contact pre-event; queries, event administration
OJC Technical Manager	Trevor Manly	Contact on-site; for all technical queries
OJC Coach	Damian Cudlin	Contact on-site; Rider Liaison & Coach
ASBK Race Secretary (R1, 3-6)	Denise Stronach	Contact on-site; sign- on, event admin, protests
MotoStars Race Secretary (R2)	Christie Waterson	Contact on-site; sign- on, event admin, protests
ASBK Clerk of Course (R1, 3-6)	Tom Williams	Contact via Race Secretary only
MotoStars Clerk of Course (R2)	Craig Johnston	Contact via Race Secretary only
ASBK Safety Officer	Simon Maas	
ASBK Chief Technical (R1, 3-6)	Rob Scott	Contact on-site; spot checks, parc ferme, tyre stickers
ASBK MA Steward (R1, 3-6)	Peter Smith	Contact via Race Secretary only
MotoStars MA Steward (R2)	TBC	Contact via Race Secretary only

6. MEDICAL SERVICES

RACESAFE will be in attendance at the Official ASBK Test Day and Rounds 1, 3-6. 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.

Medical Details for Round 2 TBC.

7. ENTRIES

Entry fees are included in the fee for OJC. Entries will be completed by Motorcycling Australia via Ridernet.

It is the responsibility of the competitor and parent/guardian to ensure that the competitor's RiderNet profile is up to date.

To access Ridernet visit <http://bit.ly/Ridernet-Member-Login>

7.1 Event Entry Withdrawal

As per the OJC agreement each rider is required to attend each event on the 2019 calendar unless medically or disciplinary suspended.

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, accompanied by a medical certificate.

There are no refunds for any Entry Withdrawal.

7.2 Garaging

Garage fees are included in the fee for OJC. Competitors will be allocated garage space at the discretion of MA. Garage requests with other competitors will not be accepted. The OJC garage can only be used for OJC Competitors and bikes participating in the OJC.

7.3 Cross and Second Entry

Cross Entry and Second Entry discount fees are not applicable to OJC Competitors. Any entry into additional ASBK or MotoStars classes will be at the full cost to the competitor.

The OJC garage cannot be used for other classes; competitors must purchase additional space to garage from.

The OJC machines cannot be used for other classes or events

7.4 Timing Transponder

One timing transmitter allocated per rider with their entry. Timing transmitter is only applicable to OJC and may not be used for other classes.

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 per day 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.

8. JUNIOR AGE RESTRICTIONS

Please refer to the Manual of Motorcycle Sport for further information (8.8 Eligibility: Juniors).

9. CREW LICENCE

At minimum one attending parent/guardian per competitor is required to obtain a Crew Licence. A Senior National Licence will also be accepted in place of a Crew Licence. All parent/guardians must Sign-On at each Round at the Race Secretaries Office.

10. MACHINE ELIGIBILITY

- 10.1 Only the Yamaha R15 V2.0 model as supplied by the OJC will be permitted for the OJC.
- 10.2 Each OJC Competitor will be provided the use of one (1) machine for the duration of each event. The same machine will be utilised for the duration of the season.
- 10.3 The machine remains the property of the OJC and cannot be removed from the event by the competitor.
- 10.4 No technical modifications are permitted to the OJC machine.

11. COMPETITOR RESPONSIBILITIES

11.1 All competitors are required to:

- Participate in every event on the calendar;
- Keep their team uniform and Riding Gear in a flawless, clean and presentable condition at all times;
- Complete all fitness and medical programmes as directed by MA;
- Obtain MA's prior authorisation to any interview;
- Act lawfully and in compliance with MA policies including:
 - *the MA Member Protection Policy;*
 - *the MA Anti-Doping Policy;*
- Not act in a manner that is immoral or unbecoming or that may otherwise prejudice or damage the public image or goodwill of MA, any MA sponsor or the sport of Motorcycling;
- Transport leathers, helmet, boots, gloves, and OJC team gear to each round;
- On-site Friday to Sunday for each Round (including Round 2). Thursday is not compulsory, but highly recommended where possible at Rounds running with ASBK as track walks and coaching activities will take place. A OJC schedule will be sent to all competitors prior to the round, which will outline all commitments for the week-end;
- Attend seminars, media activities, appearances, and other activities as part of the OJC Academy. A OJC promotional schedule will be sent to all competitors prior to the round, which will outline all commitments for the weekend;
- Attend all Riders Briefings as detailed in the Event Final Instructions or as advised by OJC;
- Sign MA indemnity and Sign-On each day at the Race Secretary's Office;
- Bring bike, leathers, gear and helmet to be checked at Technical Inspection;
- Collect tyre stickers from Technical Inspection;

11.2 Dress Code

Competitors will be supplied with an OJC Team Uniform. Competitors are required to wear OJC Polo and closed toed shoes when not in leathers. OJC Hats are required to be worn for any rider on the podium. No private sponsors are permitted on the team uniform or in conjunction with the uniform during events or activities associated with the OJC.

Competitors are reminded that they are representing the OJC and the many sponsors that support the OJC. Please ensure you are always on your best behavior and a positive representation of the brand.

12. PARENT/GUARDIAN RESPONSIBILITIES

All Parents and/or Guardians are required to:

- Ensure all Competitor Responsibilities are met
- Sign-On each day at the Race Secretary's Office
- Ensure bike is re-fueled
- Drop Belly Pan for Technical Inspection when required
- Adhere to the technical guidance provided by Ohlins, Pirelli, and Technical Team.
- Removal and installation of the wheels for the mandated Friday afternoon (post practice) tyre change. A tyre changing service will be available to remove and install the tyres on the rims.
- Removal and installation of the wheels to change tyres from dry to wets (when appropriate)
- Checking the tyre pressures and adhering to the technical advice provided
- Managing the fitment of tyre warmers and adhering to the technical advice provided
- Lubricating and clearing the chain
- Reporting any faults to the technical team
- Changing the external gearing, as supplied by the program
- The repair of minor crash damage (technical support will be on hand, where required, to guide you). Significant crash damage will be supported by the technical team

- Keeping the bike and equipment clean at all times
- Keeping the riding gear clean at all times
- No personal sponsors are permitted on the bike, leathers, helmet and uniform
- Cover the cost for crash damage, once the initial \$1,000.00 limit has been reached
- Signing in and out of the bike and equipment at each calendar event
- Replace knee sliders and toe sliders as required at Rider's expense – a discounted price has been arranged for replacement gear
- Replace damaged riding gear at Rider's expense – a discounted price has been arranged for replacement gear
- If damaged leathers can be repaired, a repair service will be made available at Rider's expense – a discounted price has been arranged for leather repairs
- The Rider must be accompanied by at least one of their parents or a legal guardian at every calendar event
- Meet deadlines laid out by MA for Academy projects

Competitors, Parents and Guardians are reminded that incidents of bullying or inappropriate behaviour will be taken seriously and consequences will apply.

13. AWARDS AND PRIZES

13.1 Trophies will be awarded at each round for 1st, 2nd, and 3rd round place getters.

13.2 Trophies will be awarded at the end of the year for overall 1st, 2nd, and 3rd place getters.

13.3 Link International Prize for season overall result:

1st Place Oceania Junior Cup - \$3000 retail in Link Products

2nd Place Oceania Junior Cup - \$2000 retail in Link Products

3rd Place Oceania Junior Cup - \$1000 retail in Link Products

13.4 Asia Talent Cup Selection Event

Five places in the Asia Talent Cup Selection Event. Recipients determined by MA. Decisions regarding Asia Talent Cup Selection Events will be made on a variety of factors including, but not limited to: on track performance, completion of assignments, meeting deadlines, attendance, willingness to learn, competitor growth throughout the season and behaviour of both competitors and parents/guardians. Competitor responsible for all costs related to the Selection Event.

13.5 Red Bull Rookies Cup Selection Event

TBD places in the Red Bull Rookies Cup Selection Event. Recipients determined by MA. Decisions regarding Red Bull Rookies Cup Selection Events will be made on a variety of factors including, but not limited to: on track performance, completion of assignments, meeting deadlines, attendance, willingness to learn, competitor growth throughout the season and behaviour of both competitors and parents/guardians. Competitor responsible for all costs related to the Selection Event.

14. PODIUM RESENTATIONS

Competitors finishing in the top three must attend podium presentations. Please refer to the Supplementary Regulations for ASBK and MotoStars for Podium Presentation details.

15. SPONSOR DECALS

All sponsor decals will be supplied in the correct location on the motorcycle and leathers. No private sponsors are permitted on the motorcycle nor the leathers.

Riders are permitted to attach approved personalised name stickers to the screen of their bike and to the lower back of their leathers

16. ENTRY PASSES

Each competitor will be allocated:

- (2) two x passes per event plus (1) one x car park sticker for ASBK.
- (5) five x passes for MotoStars

Additional passes may be purchased from the Race Secretary, refer to ASBK or MotoStars Supplementary Regulations for further details.

17. RIDER NUMBERS

Allocated to competitors for the entire season as per confirmation email received.

18. RACE KIT DETAILS

Competitors will be allocated garage space in pairs. Race Kits will need to be signed in and out by parents/guardians. Shared items will be signed by both competitor's parents/guardians.

18.1 Items Allocated Per Competitor

- 1 x Race prepped YZF-R15
- 1 x Set Tyre Warmer
- 1 x Front and 1 x Rear Stand
- 1 x Chair
- 1 x Pit board
- 1 x Set of Pirelli Tyres per round
- 1 x Spare rims
- External rear sprocket kit
- Fuel as required

18.2 Items Allocated per pair (2 x competitors)

- 1 x Trestle table
- 2 x Power cords/boards
- 1 x Basic tool kit
- Oil, chain cleaner, chain lube and cleaning material
- 1 x fire extinguisher

19. 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 competitor to ensure compliance with local, state, or territory laws, regulations or codes.

20. TYRES

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

20.1 Allocation

Each competitor is allocated:

- 7 sets (front and rear) of Pirelli Moto3 slick tyres – one set per Calendar Event.
- 1 set (front and rear) of Pirelli wets for the season.
- Additional wets can be purchased through Pirelli at the Competitor's cost.

20.2 Tyre Changes

- A compulsory one-time dry tyre change will take place on Friday afternoon at the conclusion of official practice. This set of tyres will be used for the Saturday/Sunday programme of that round, and Friday official practice of the next round. The Rider must take the used set of slicks (as used Friday) home after a race weekend.
- Each new tyre must be marked prior to the commencement of any track activity on Saturday and the same set of marked tyres must be used for the remainder of the Event.
- It is the Rider's responsibility to determine when to change from slicks to wets based on track conditions
- Competitors who approach the Series Chief Technical Officer with a request to change their tyre for reasons of safety, and are granted permission, can revert to the Friday practice tyres however they will need to use these tyres for the remainder of Saturday and Sunday.
- Competitors who approach the Series Chief Technical Officer with a request to change their tyre for reasons of safety, following the approval of the Series Chief Technical officer, can purchase a new set of tyres at their own cost and will receive a penalty of back of grid start for all remaining races.
- 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.

20.3 Tyre Marking

Once Technical Inspection has issued your tyre marking stickers it then becomes the responsibility of the competitor/parent 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 tyre in qualifying will be loss of the qualifying session's times. The penalty for using an unmarked tyre in a race will be exclusion from the results of the race.

20.4 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 competitor and parent/guardian. 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.

20.5 Wet Tyre Usage

For the purposes of OJC 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 8 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.

20.6 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

21. FUEL

Fuel will be supplied for all OJC competitors. The fuel is only available for the OJC program and may not be used in any other motorcycle in any other class.

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.

22. SPARE PARTS

Each competitor will be allocated a budget of \$1000 for spare parts.

A range of spare parts will be carried by the OJC Technical Manager, such as levers, handlebars, foot pegs and brackets, genuine and race kit parts, spare race fairings. All spares must be obtained through the OJC Technical Manager and each competitor will have an account tracking their spares usage.

23. RIDERS' BRIEFING

A compulsory rider, team manager, junior parent/guardian, and entrant 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, junior parent/guardians and entrants 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.

24. PASSES

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

OJC Competitors are allocated (2) two ASBK passes per competitor. Children under 16 are free.

Additional tickets can be purchased for Rounds 2, and 4-7 via the Race Secretary once on-site. Prices are as follows:

- Weekend Pass - \$25
- Sunday Only - \$20
- Saturday Only - \$10

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.

25. TEMPORARY GUARDIAN FORM

Any parent or guardian who is not attending the race meeting with their child must nominate a temporary guardian by completing the temporary guardian form available on ma.org.au. A copy of this must be sent to MA (road-race@ma.org.au)

26. TECHNICAL INSPECTION

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.

27.1 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

27.2 Decals:

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

27.3 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.

27.4 Eligibility Checks

Eligibility checks can take place at any time during the round. Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by the 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 2019 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 will be sealed at the commencement of the season. 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. Failure to present machines used will result in the matter being referred to the Clerk of Course for further action.

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.

At ASBK Events 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.

26 STARTS

All starts will be by clutch. Where lights are in place, the start will be when the red light is extinguished. Where no lights are in place, the start will be by the raising of the Australian flag; as specified in Supplementary Regulations provided by the event promoters.

All race starts will be static grids. The position competitor qualifies is the grid position for all races.

26.1 Jump Starts

The 2019 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.

26.2 Warm up-lap

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

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

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

27 FLAGS AND SIGNALS

As per the 2019 GCRs

28 RACE FORMAT

28.1 Each competitor shall participate in official practice, two (2) x qualifying and three (3) x races at ASBK Rounds.

28.2 Each competitor shall participate in one (1) x official practice, one (1) x qualifying and three (3) x races at the Moto-Stars Round.

. The final number of practice sessions, qualifying sessions and the length of the races will be advised in each Event Final Instructions

28.2 OJC competitors will have a warm-up lap only at each Round. No sighting lap.

28.3 Points score format will be as per *2019 GCRs*

28.4 Ties on overall placing at all Rounds will be decided as per *2019 GCRs*

28.5 Ties in overall series results will be decided as per *2019 GCRs*

29 RACE STOPPAGES

Where a race has been stopped with less than three laps completed by 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 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 finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap.

The race distance will be equal to the balance of the stopped race distance, or less, as advised.

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 covered more than 2/3 (two-thirds) but less than the full race distance by the leader of the race, and it is stopped and declared by the Clerk of Course, the final race classification will be determined by the finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap.

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.

In all cases, 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 or to be included in the results of a declared 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 leader of the race.

30 EVENT SCHEDULE

The timetable for each individual round will be notified 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 the Friday of the Race Meeting, with the completion of the meeting for the participant being when the participant has vacated the venue at the conclusion of the race meeting.

31 OFFICIAL PRACTICE

An Official Practice day will be held on the Friday prior to each Round

32 UNOFFICIAL PRACTICE

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

Participation in State and Club Championships events will be permitted at each respective round venue within the 8 days prior, including any open practice event associated with said round.

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

- **Round 1: Wednesday, 13 March 2019**
- Round 2: Wednesday, 27 March 2019
- **Round 3: Wednesday, 26 June 2019**
- **Round 4: Wednesday, 28 August 2019**
- **Round 5: Wednesday, 25 September 2019**
- **Round 6: Wednesday, 23 October 2019**

Official Practice days not associated with a State or Club Championship within this period may be approved at the discretion of MA.

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

33 QUALIFYING AND GRID POSITIONS

As per the 2019 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 112% 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.

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

34 TRACK INSPECTION

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

All competitors will be required to attend a track walk as instructed. The inspection must be done on foot and competitors are reminded that service vehicles may be in operation on the circuit at this time.

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

35 PIT LANE

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

36.1. Pit Lane Entry

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

36.2. 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.

36.3. 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 two team members per competitor with the correct MA supplied pit lane identification wristband will be allowed in pitlane 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.

36 RIDING 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 2019 GCRs at the discretion of the Clerk of Course. Speeds will be checked with a radar gun or in pit lane with the timing loops.

37.1. Pit Bikes and Bicycles

Riding of motorised pit bikes is prohibited in the paddock area. This includes, skateboards, rollerblades, scooters, mini-bikes, motorbikes, quad bikes or trail bikes being used by adults or children.

The use of bicycles in the paddock is available at some circuits. Approval for bicycles will be advised in the final instructions of any such round. The use of bicycles includes the use of a correctly fitted helmet meeting Australian Standards.

Persons found using any of the prohibited items or failing to follow these regulations 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.

37 OCEANIA JUNIOR CUP TECHNICAL TEAM

The OJC Technical Team will consist of Manager and 3-5 Technical crew. Motorcycles and kits will be transported and set up by the OJC Technical Team. Pre-event maintenance will be conducted by the team, as well as support for major crash damage. Trevor will be setup in the OJC garages and all spare parts allocation and fueling will go through the Technical Team.

38 DAMAGE TO MOTORCYCLE

The OJC is a one bike category. Should extensive damage be caused to a competitor's motorcycle and the OJC Technical Team determines the bike is not repairable at the event, a spare bike will be available as a short-term solution. Should the damage be so extensive the motorcycle is not repairable at all, a replacement motorcycle will go against the competitor's spare parts budget.

Competitors who approach the Series Chief Technical Officer with a request to use a spare bike for reasons of safety, following the approval of the Series Chief Technical Officer, will receive a penalty of back of grid start for all remaining races.

Riders changing motorcycles must use the tyres that they have had marked for that event. Penalties for using unmarked or non-homologated tyres will apply.

39 DAMAGE TO GEAR

Should damage be caused to the rider's leathers, Ricondi will be on site with a leather repair service at the rider's cost. Should extensive damage exist, a spare set of leathers can be purchased at the OJC discounted price.

Should damage occur to a helmet and the competitor does not have a spare AGV helmet, Link International will carry spare K-1 Helmets in a variety of sizes which can be purchased at the OJC discounted price.

40 SUSPENSION

Only the suspension provided as part of the OJC Race Kit can be used. No modifications are permitted except where external adjusters provided.

41 GEARING

External gearing is the responsibility of the parent/guardian and have a choice between three gearing options: 46, 47 and 48 tooth rear sprockets as per the OJC gearing kit.

42 JUNIOR PROTESTS

Refer to MoMS Chapter 6.2.4

43 ANTI-DOPING

43.1 Anti-Doping Policy

All competitors, crew, mechanics, and parents/guardians 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 to www.ma.org.au

43.2 Anti-Doping Hotline

If any doubt exists over banned substances it is recommended to 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 and/or awards may be delayed by MA until the results of the tests are known. Check the anti-doping list often as it is updated regularly.

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

44 DRUG AND ALCOHOL TESTING

All competitors, team managers, team members, crew, mechanics, officials and parents/guardians are advised that random breath-testing may take place throughout the round. Refer to www.ma.org.au

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

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

45 CODE OF BEHAVIOUR

MA's Code of Behaviour applies to all competitors, team managers, mechanics, crew, team members, officials and parents/guardians and is contained within MA's Member Protection Policy. Refer to www.ma.org.au.

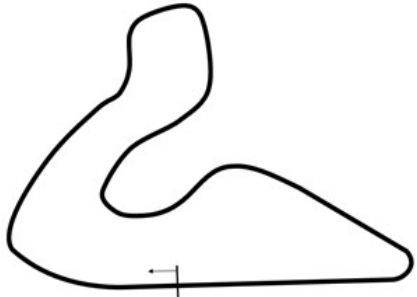
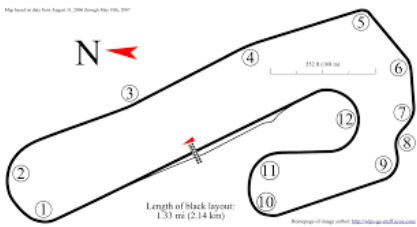
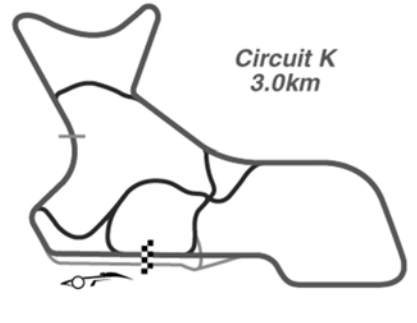
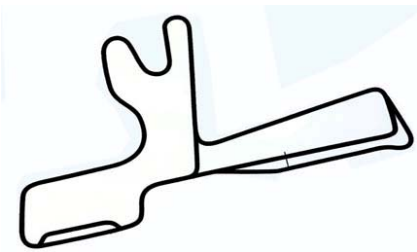
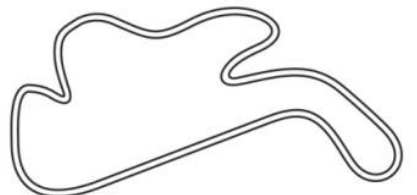
46 ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA POLICY

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

47 HEARING PROTECTION

It is compulsory that Juniors must wear ear protection inside their racing helmet while on track. This will be enforced.

Appendix A. – Circuit Description

<p>Round 1 – Wakefield Park Address: 4770 Braidwood Rd, Tirrannaville NSW 2580 Circuit details: approx. 2.2 km, clockwise</p>	 <p>A simple, irregular track layout with a single loop and a small loop-off to the left.</p>
<p>Round 2 – Broadford Motorcycle Complex Address: 260 Strath Creek Road, Broadford, VIC 3658 Circuit details: approx. 2.14 km, clockwise</p>	 <p>A track layout with 12 numbered corners. It includes a north arrow, a scale bar for 0.5 km, and a note: "Length of black layout: 1.33 mi (2.14 km)".</p>
<p>Round 3 – Morgan Park Raceway Address: Old Stanthorpe Road, Morgan Park QLD 4370 Circuit details: approx 2.967 km, clockwise</p>	 <p>A track layout with a start/finish line and a checkered flag icon. The text "Circuit K 3.0km" is displayed on the right side.</p>
<p>Round 4 – Winton Raceway Address: 41 Fox St, Winton VIC 3673 Circuit details: approx. 3.0 km, clockwise</p>	 <p>A track layout with a start/finish line and a checkered flag icon.</p>
<p>Round 5 – Phillip Island Grand Prix Circuit Address: Back Beach Road, Phillip Island VIC 3922 Circuit details: approx. 4.445 km, anti-clockwise</p>	 <p>A track layout with a start/finish line and a checkered flag icon.</p>

Round 6 – Sydney Motorsport Park

Address: Brabham Dr, Eastern Creek NSW 2766

Circuit details: approx. 4.5 km, anti-clockwise

