

OCEANIA JUNIOR CUP



2019 bLU cRU Oceania Junior Cup SUPPLEMENTARY REGULATIONS

Rounds 1 – 6

Version - Final V5
20 August 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 2090	181031
1	Wakefield Park Raceway, NSW	22 – 24 March 2019	MA 2092	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 2094	180930
4	Winton Motor Raceway, VIC	6 – 8 September 2019	MA 2095	190420
5	Phillip Island Circuit, VIC	4 – 6 October 2019	MA 2096	181031
6	Sydney Motorsport Park, NSW	1 – 3 November 2019	MA 2097	190533

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1. ANNOUNCEMENT

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

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 OJC Category Manager	Martin Port	MA Operations Director
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.

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 transponder allocated per rider with their entry. Timing transponder is only applicable to OJC and may not be used for other classes. The timing transponder position has been set and must not be moved. Should the transponder be found to be moved from its set position the rider will be disqualified from the results of the last on track activity.

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. An OJC schedule will be sent to all competitors prior to the round, which will outline all commitments for the weekend;
- Attend seminars, media activities, appearances, and other activities as part of the OJC Academy. An 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 and apply from Technical Inspection as instructed;

11.2 Competitor Dress Code

Competitors will be supplied with an OJC Team Uniform which must be worn for the duration of the Event – while onsite Thursday to Sunday – and any off-site promotional activity as stipulated. Competitors are required to wear the OJC uniform and closed toed shoes when not in leathers. OJC Hats are required to be worn by 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.

Ontrack riding gear as stipulated by the OJC program must be worn at all times when a rider is not in uniform – including Helmet, Boots, Gloves and Leathers.

A first-time breach of the above dress code will result in exclusion from the next on track activity

A second-time breach of the above dress code will result in exclusion from the remaining on track activities for the round.

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.

11.3 Support Team Dress Code

Parents and/or Guardians and/or Team representatives who choose to wear brands in direct conflict with the OJC program or its partners will not be permitted to enter:

- The OJC pit area including the Pit Box
- The OJC Parc Fermé
- The OJC Podium area
- Attend any OJC coaching or promotional activity

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 Öhlins, 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
- Keeping the bike and equipment clean at all times
- Keeping the riding gear clean at all times
- No personal sponsors or personal brandings 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 per sponsors brand specification) 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 are 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 are responsible for all costs related to the Selection Event.

13.6 Oceania Junior Cup 2020 Selection Process

2019 OJC competitors who wish to participate in the 2020 program will be required to register their interest via the asbk.com.au OJC Register Your Interest page. The leading eligible top 18 MA approved 2019 OCJ competitors will have priority in the selection process and will not be required to participate in the selection event. The remaining MA approved OJC competitors will be entitled to participate in the 2020 OJC Selection Event and will be joined by any new candidates who have been shortlisted.

Decisions regarding OJC 2020 Selection Process, and the eligible top 18 MA approved 2019 OCJ competitors, 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.

Any breach of the above factors or any rules, regulations or OJC contractual agreements during the course of the 2019 season may impact the competitor's participation in the 2020 OJC program.

Competitors are 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 or personal branding are permitted on the motorcycle, helmet nor leathers.

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

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

Rider Numbers are 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

Only the tyres, either slicks or wets, as provided by the OJC program are permitted. Coating, modifying, changing or altering the characteristics of the original design of tyres is prohibited.

20.1 Allocation

Each competitor is allocated:

1. 7 sets (front and rear) of Pirelli Moto3 slick tyres – one set per Calendar Event.
2. 1 set (front and rear) of Pirelli wets for the season.
3. Additional wets can be purchased through Pirelli at the Competitor's cost.

20.2 Tyre Changes

1. 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.
2. 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, including the Friday of the next event.
3. Competitors who approach the Series Chief Technical Officer with a request to change a tyre/s for reasons of safety from Saturday, and are granted permission, can revert to the Friday practice tyre/s (replacing the unsafe tyre/s), however they will need to use these tyre/s for the remainder of Saturday and Sunday and following event's Friday official practice session.
4. Competitors who approach the Series Chief Technical Officer with a request to change their tyre/s for reasons of safety on Friday, and are granted permission, can use their allocated round set of tyres in advance but must use both the new front and rear tyres. However, they will not be allocated any additional set of tyres and will need to use these tyres for the remainder of Friday, Saturday, Sunday and the following event's Friday official practice session. The tyres must be marked at the time they are changed.
5. Competitors who approach the Series Chief Technical Officer with a request to change their tyre/s for reasons of safety, following the approval of the Series Chief Technical officer, can purchase additional tyre/s at their own cost however they will receive a penalty of back of grid start for all remaining races. The tyre/s must be marked at the time they are changed.
6. 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. WEIGHT BALLAST

Prior to the commencement of each round, OJC competitors will be required to be weighed. The weighing process will take place at a time and place as set out in the event schedule.

All OJC competitors must be weighed prior to the commencement of any on track activity. Any OJC competitor found not to have been weighed prior to commencing any on track activity will be excluded from the entire round.

All OJC competitors will be required to have the following gear on during the weighing process:

- OJC Leathers – fitted, with the top open and hanging off the shoulders and knee sliders removed
- Skins – fitted
- Boots – fitted
- Gloves – fitted
- Helmet – not fitted during the weighing process

Additional back brace – not required for the weighing process

Any OJC competitor found to be manipulating the results of the weighing process to gain an unfair advantage will be excluded from the entire round.

Weight ballast will be managed at each round through predefined fuel amounts in the fuel tank. The grouping of each competitor will be based on a set formula calculated on the average weight of all those competitors contesting that round.

Fuel amounts will be split as follows:

- Level 1: A minimum level of fuel required to participate as per point 22. FUEL
- Level 2: A minimum of 6 liters of fuel must be carried prior to each on track session
- Level 3: A minimum of 9 liters of fuel must be carried prior to each on track session
- Level 4: A minimum of 12 liters of fuel must be carried prior to each on track session

It is the responsibility of the competitor to ensure the correct amount of fuel is placed in the fuel tank. Should a competitor exceed the level as stipulated, fuel may not be removed from the tank without prior approval from the OJC technical team.

All fuel measurements will be checked by the OJC technical team prior to the commencement of each session. No competitor will be permitted to participate in any on track session without the specified amount of fuel. Should any fuel measurements be manipulated by a competitor after being checked and approved by the OJC Technical team will result in disqualification from the round.

Once the fuel levels have been checked by the OJC Technical Team engines will not be permitted to be started prior to any on track session until riders have been instructed by the OJC Category Manager. Failure to comply may result in a penalty.

22. FUEL

Fuel will be supplied for all OJC competitors **and only this fuel may be used**. 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. Should a rider not start from pit lane they will be removed from the race results.

23. 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.

24. 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.

25. 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 signaling 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.

26. 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 (roadrace@ma.org.au)

27. 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.

28. 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.

28.1 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.

Competitors will be given one (1) combined 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.

29. FLAGS AND SIGNALS

As per the 2019 GCRs

30. RACE FORMAT

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

30.2 Each competitor shall participate in one (1) x official practice, one (1) x qualifying and three (3) x races at the MotStars Round.

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

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

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

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

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

31. RACE STOPPAGES

Where any 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.

31.1 Less than 3 Laps completed

Where a race has been stopped with less than three laps completed by the leader of the race, all competitors who are able to continue will be directed to the starting grid where they will receive instructions regarding a restart. Any

machine involved in the incident which returns to the grid under its own power and is deemed by the Clerk of Course or Chief Technical Officer (or Scrutineer) as unsafe to continue will be removed from the grid.

The original grid positions will be used for the restart.

The race distance will be full race distance, or less, as advised.

The Clerk of Course will review the incident and any competitor or competitors determined as causing the red flag, may be excluded from the race restart and/or race results. If the review is completed during the restarted race, the competitor(s) determined to have caused the race stoppage will be penalized. This may include the competitor being shown a black flag and/or disqualification from the race.

For any other competitor to be eligible for a restart of the stopped race they must have participated in the original race start, must have not been excluded, or retired (as defined below) from the stopped race prior to the last full lap being completed by the leader of the race.

31.2 Greater than 3 laps - Less than 2/3 race distance completed.

Where a race has been stopped with three or more laps but less than 2/3 (two-thirds) of the race distance (rounded down to a whole lap) completed by the leader of the race, all riders competing at the time of the race stoppage and able to continue will be directed to the starting grid where they will receive instructions on their new grid positions.

Any machine involved in the incident which returns to the grid under its own power and is deemed by the Clerk of Course or Chief Technical Officer (or Scrutineer) as unsafe to continue will be removed from the grid.

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 by the Clerk of Course.

The Clerk of Course will review the incident and any competitor or competitors determined as causing the red flag, may be excluded from the race restart and/or race results. If the review is completed during the restarted race, the competitor(s) determined to have caused the race stoppage will be penalized. This may include the competitor being shown a black flag and/or disqualification from the race.

For any other competitor to be eligible for a restart of the stopped race, they must have participated in the original race start, and must have not been excluded, or retired (as defined below) from the stopped race prior to the last full lap being completed by the leader of the race.

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. If the race cannot be restarted and is declared (and ½ points awarded), 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.

31.3 2/3 race distance or more completed

If a race has covered more than 2/3 (two thirds) of the race distance (rounded down to a whole lap) but less than the full race distance by the leader of the race, and it is stopped and declared by the Clerk of Course, all riders competing at the time of the race stoppage (Active Riders – see below) will be directed to return to the pits. 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.

The Clerk of Course will review the incident and any competitor or competitors determined as causing the red flag, may be excluded from the race results.

For any other competitor to be included in the results of a declared race, they must have participated in the original race start, must have not been excluded, or retired (as defined below- Actively competing) from the stopped race prior to the last full lap being completed by the leader of the race.

31.4 Abandoned 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.

31.5 Definitions

Actively competing

For the purposes of these regulations “active” and “actively competing” at the time of a red flag, are defined as:

- the rider riding on track, or
- attempting to repair/restart their machine, or
- attempting to rejoin the track or
- returning to or already in pit lane.

The Clerk of Course will be the sole judge of whether a rider is actively competing, and no appeal is possible against this decision.

Competitors who have been lapped at time of a Red Flag

Any rider who had been lapped at the time of the red flag may be considered to be actively competing. To be eligible to re-start, the competitor must have completed at least 75% of the laps completed by the leading competitor at the time of the red flag and the rider and machine must return to pit lane and be prepared to re-start the race from pit lane exit. (Any rider or machine returning to their pit box (Garage) at the time of the red flag will be considered retired from the race). If in the previous part of the race the rider has been lapped by one or more laps, the rider will re-start the race (from pit lane exit) and will be released after a penalty of 10 seconds multiplied by the number of lapped laps is served, after pit exit is opened.

Competitors in Pit Lane at time of a Red Flag

Any rider located in the Pit Lane at the time of the red flag may be considered to be actively competing. To be eligible to re-start, the competitor must have completed at least 75% of the laps completed by the leading competitor at the time of the red flag and the rider and machine must be located on the pit lane at the time of the red flag. (Any rider or machine having entered their pit box (Garage) during the race or located in their pit box at the time of the red flag, will be considered retired from the race).

If in the previous part of the race the rider has been lapped by one or more laps, the rider will re-start the race from pit lane exit. The rider will be released after a penalty of 10 seconds multiplied by the number of lapped laps is served, after pit exit is opened.

Cause of Incident

If any doubt exists as to the cause of an incident or who was responsible for a race to be stopped, or scheduling prevents an effective investigation to occur at the time, the Clerk of Course will allow all riders, subject to the safety of their machine, to participate in any restarted race.

A review to establish the cause of an incident or who was responsible for a race to be stopped can be conducted at any time.

Participation in the restarted race does not preclude a rider being excluded from the results and as a review of the incident may occur after the restart, further penalties may occur after any review.

32. 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.

33. OFFICIAL PRACTICE

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

34. 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.

35. 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.

36. 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.

37. PIT LANE

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

37.1. Pit Lane Entry

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

37.2. 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.

37.3. Pit Lane Wall & Lap Boards

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

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

Only 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.

38. 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.

38.1. 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.

39. OCEANIA JUNIOR CUP TECHNICAL TEAM

The OJC Technical Team will consist of Manager and 3-6 Technical crew. Motorcycles and kits will be transported and set up by the OJC Technical Team. Pre-event maintenance will be conducted by the OJC Technical Team, as well as support for major crash damage. The OJC Technical Team will be setup in the OJC garages and all spare parts allocation and fueling will go through the OJC Technical Team.

40. SUSPENSION

Only the suspension provided as part of the OJC Race Kit can be used. No modifications are permitted except where external adjusters are provided. At no time may the forks be disassembled, or the rear shock be removed by the competitor. Any breach will result in disqualification from the results.

Should a competitor wish to make fork internal adjustments or rear spring adjustments only the OJC Technical Team or the designated Öhlins Technician may execute these changes. These changes will be made at the discretion of the OJC Technical Team.

Fork position adjustments (position of the forks in the triple clamp) are only permitted by the OJC Technical Team

A total of three (3) disassembled combined suspension changes may be made per competitor per round.

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. PERMITTED MECHANICAL ADJUSTMENTS

Only the following adjustments are permitted on the OJC motorcycle by the OJC competitor, Parent/Guardian:

- Front brake lever position
- Clutch lever position
- Rear brake lever position
- Gear shift position
- Foot peg position
- Suspensions adjustments as outlined in point 39
- External swingarm chain adjuster
- Rear external gearing, as outline in point 40

No other mechanical adjustments will be permitted including adjustment of the handlebars, removal of the fairing etc unless executed by the OJC Technical Team or the competitor is specifically instructed to do so.

A breach of the above will be considered tampering of the machine and will result in a penalty.

43. 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.

44. 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.

45. JUNIOR PROTESTS

Refer to MoMS Chapter 6.2.4

46. ANTI-DOPING

46.1 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

46.2 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.

47. 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.

48. 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.

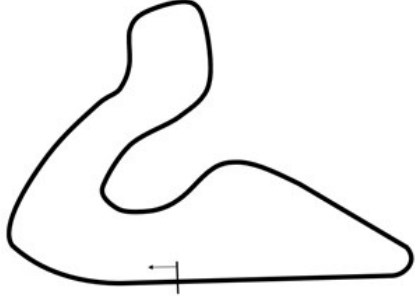
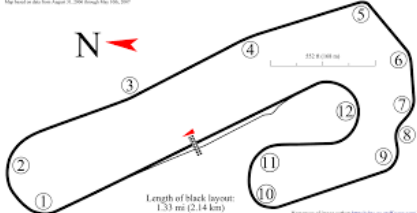
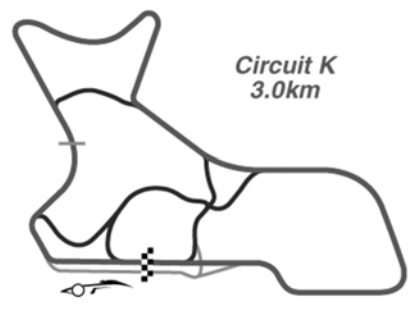
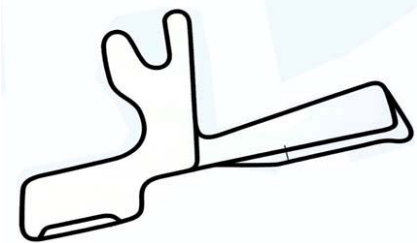
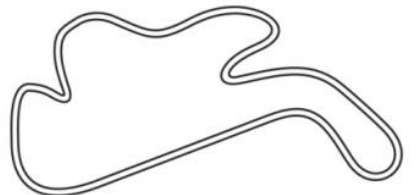
49. ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA POLICY

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

50. 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, Turrillville NSW 2580 Circuit details: approx. 2.2 km, clockwise</p>	
<p>Round 2 – Broadford Motorcycle Complex Address: 260 Strath Creek Road, Broadford, VIC 3658 Circuit details: approx. 2.14 km, clockwise</p>	
<p>Round 3 – Morgan Park Raceway Address: Old Stanthorpe Road, Morgan Park QLD 4370 Circuit details: approx 2.967 km, clockwise</p>	
<p>Round 4 – Winton Raceway Address: 41 Fox St, Winton VIC 3673 Circuit details: approx. 3.0 km, clockwise</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>Round 6 – Sydney Motorsport Park Address: Brabham Dr, Eastern Creek NSW 2766 Circuit details: approx. 4.5 km, anti-clockwise</p>	