



2019 Australian Superbike Championship Supplementary Regulations Rounds 2-7

Final Version 7
20 August 2019
Additions in Green

Australian Championship Classes:

Kawasaki Superbike Rounds 2-7

Motorsports TV Supersport Rounds 2-7

YMI Supersport 300 Rounds 2-7

Supersport 300 Women's (within Supersport 300 class) Round 2-7

F1 and F2 Horsell Consulting Sidecars Rounds 2, 5, 6

Support Classes:

YMF R3 Cup at Rounds 2, 4, 5, 6, 7

Oceania Junior Cup at Rounds 2, 4, 5, 6, 7

Superbike Masters Rounds 4 and 7

Conducted under the jurisdiction of Motorcycling Australia Limited

Round	Venue	Date	Permit	Venue Licence	IMN
Official Test	Phillip Island, VIC	2 - 3 February 2019	MA 2090	181031	191/43
1	WSBK Phillip Island, VIC	21 - 24 February 2019	MA 2091	181031	191/44
2	Wakefield Park Raceway, NSW	22 - 24 March 2019	MA 2092	180625	191/45
3	The Bend Motorsport Park, SA	26 - 28 April 2019	MA 2093	180418	191/46
4	Morgan Park Raceway, QLD	5 - 7 July 2019	MA 2094	180930	191/47
5	Winton Motor Raceway, VIC	6 - 8 September 2019	MA 2095	190420	191/48
6	Phillip Island Circuit, VIC	4 - 6 October 2019	MA 2096	181031	191/49
7	Sydney Motorsport Park, NSW	1 - 3 November 2019	MA 2097	190533	191/50

Contact Details:

Motorcycling Australia
PO Box 2162, Gladstone Park VIC, 3034
T: 03 9684 0500
asbk@ma.org.au
www.asbk.com.au

Event Contact:

Liz Galazkiewicz
T: 03 9684 0503
roadrace@ma.org.au



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1. Announcement

The Australian Superbike Championship (hereafter called "ASBK"), will be conducted under the General Competition Rules (hereafter called "GCRs") contained in Motorcycling Australia's (hereafter called "MA") "2019 Manual of Motorcycle Sport" (www.moms.org.au).

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

2. Jurisdiction

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

Junior National Licence holders will not be eligible for the Superbike Masters Class. One Event licences will only be accepted for the Superbike Masters. One event licences can be purchased through Ridernet at the time of entry.

Non-Australian citizens or Non-permanent residents of Australia are not eligible for a One Event Licence.

One Event Competition Licence is subject to the conditions outlined in the MoMS 3.6.0.1 b) c) d) e).

International competitors require an FIM Licence (including New Zealand), issued by their respective FMN, and must furnish both a Start Permission and an FIM Licence. The FIM Licences that will be accepted for The Event are Annual International Circuit Racing Meetings Licence and One Meeting International Circuit Racing Meetings directly linked to the IMN for the Round.

3. WSBK Round 1

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

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

4. Host Clubs

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

Round 4 - Motorcycle Sportsmen of QLD

Round 6 - Hartwell Motorcycle Club

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

5. Event Information

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

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

6. Insurance

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

7. Senior Officials

The roles and duties of the Clerk of Course, Series Chief Technical Officer and Race Secretary are outlined in the 2019 GCRs. Officials are subject to change.

MA Steward Round 1	Verlaine Bell
MA Steward Rounds 2-7	Peter Smith
Series Clerk of Course	Tom Williams
Series Deputy Clerk of Course	Gary Bleazby
Series Deputy Clerk of Course	Peter Black
Series Race Secretary	Denise Stronach
Series Chief Technical Officer	Rob Scott
Series Deputy Chief Technical Officer	Gino Coyle
Chief Pit Lane Marshal	Sam Phillips
Series Tyre Scrutineer	Jan Higgins
Series Safety Officer	Simon Maas
Series Chief Timekeeper/Computime	Scott Laing
Starter/Finisher	Brendan Ferrari

8. Medical Services

RACESAFE will be in attendance at Rounds 2 - 7. RACESAFE will provide medical doctors and Sports Medicine Service.

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

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

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



9. Class Specification, Grading & Eligibility

9.1. Classes

Championship class rules will be as per Chapter 8 of the 2019 Manual of Motorcycle Sport.

- Kawasaki Superbike
- Motorsports TV Supersport
- YMI Supersport 300 | Supersport 300 Women's (within the YMI Supersport 300 class)

9.2 Grading

Road Race grading is an eligibility consideration for Kawasaki Superbike, Motorsports TV Supersport, and YMI Supersport 300 classes.

Accurate grading will be required for 2019.

Contact your SCB for your current Road Race grading.

For the purpose of the 2019 ASBK Series, a rider's grading will be that as at 31 January 2019.

Competitors who did not compete in ASBK in 2018 will be required to submit race results from Club and State events

9.3 Eligibility

Eligible YMI Supersport 300 models as at 1st January 2019:

- Kawasaki Ninja 300
- Kawasaki Ninja 400 (Refer to Appendix B)
- Honda CBR 250
- Honda CBR 300
- Yamaha YZF-R3
- KTM RC390
- Benelli 302

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

10. Support Classes

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

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

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

Superbike Masters – refer to Appendix F

11. Juniors Age Restrictions

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

12. YMF R3 Cup

Please refer to Appendices C, D & E.

13. Entrant Licences

Entrant licences will be enforced in 2019 for all teams. An entrants licence allows the team to enter on behalf of a competitor, protest on behalf of a competitor, and be listed in the program as an entrant. The team must nominate the entrant licence representative at the start of the year. An entrant licence is optional for privateer competitors, but will be required if the competitor wishes someone else to act on their behalf.

14. Crew Licences

Crew licences will be optional for crew members, friends or family members supporting competitors in or around events and offers PA coverage that will see them receive the same benefits as MA Licensed riders. Holders of crew licences will be required to sign an indemnity and sign-on the first day of the event.

Please note, at minimum one Oceania Junior Cup parent or guardian must be the holder of a Crew Licencee or Senior National Competition Licence. Refer to Oceania Junior Cup Sup Regs.

15. Entries

Entries will open for Rounds 2-7 forthwith. Method of entry will be via Ridernet and the links are available at www.asbk.com.au.

It is the responsibility of all competitors to ensure their Ridernet profile is up to date.

15.1. Entries to Constitute a Class

To constitute a class for the purpose of Australian Championship please refer to GCR 8.3.2.2.

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

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



15.2. Conditions of Entry

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

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

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

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

15.3. Entry Withdrawal

For the withdrawal of an entry to be valid it must be made in writing at least 10 working days prior to the first day of the round in question. A withdrawal under this criteria will receive a refund, however \$20 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded.

If you are withdrawing within 10 working days of the first day of a round, this needs to be completed in writing and accompanied by a medical certificate. A refund will be granted once this is received and \$20 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded.

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

15.4 Track Capacities

Maximum number of bikes permitted on the track for each circuit in this championship are as follows:

Circuit	Classes	Practice/ /Qual	Races
Phillip Island	SBK/SSP	48	40
	Other solo classes	50	42
Wakefield Park	SBK/SSP	38	32
	Other solo classes	40	34
The Bend Motorsport Park	SBK/SSP	57	48
	Other solo classes	57	48

Morgan Park	SBK/SSP	40	34
	Other solo classes	43	36
Winton Raceway	SBK/SSP	42	35
	Other solo classes	45	38
Sydney Motorsport Park	SBK/SSP	52	44
	Other solo classes	52	44

15.5. Reserve Riders

In the event that more riders have qualifying times within the 112% cut-off than are permissible in races, a reserve system will be utilised.

Riders whose qualifying times put them within the 112% cut-off but outside the permissible number on the grid for races will be classed as reserves.

If a qualified rider withdraws, the reserve rider with the next fastest qualifying time will then be eligible to race, starting from rear of grid.

With or without withdrawals, any remaining reserve riders may wait in pit lane at a location they are directed to, ready to go onto the track.

After the sighting lap is completed, if the grid capacity's maximum number of bikes have not left pit lane and there are no further qualified riders waiting to start the warm-up lap from pit exit, the next reserve rider may join the warmup lap from pit lane, and so on until the grid capacity is reached. In this instance, any qualified riders who do not take part in the warm-up lap may not start the race if reserves have already been allowed on track in their absence. This includes any rider who has completed the sighting lap but not the warm-up lap.

Any reserves permitted to start the race will take positions at the rear of the grid for the race start, in order of their qualifying times.

15.6 Entry Closing Dates

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

Last chance entries, which will be considered at the discretion of MA, will incur a late fee of \$100.00, competitors will not be listed in the event program and preferred garage allocation will not be available. Must be received by 12:00 PM on the dates listed in the "Last Chance Closing Date" table below.

Last Chance entries for the Pre-Season Official ASBK Test Day will incur a \$50.00 late fee.



Rd	Closing Date	Last Chance Closing Date
Test	18 January 2019	29 January 2019
1	18 January 2019	refer Phillip Island Circuit
2	8 March 2019	15 March 2019
3	12 April 2019	18 April 2019
4	21 June 2019	28 June 2019
5	23 August 2019	30 August 2019
6	20 September 2019	27 September 2019
7	18 October 2019	25 October 2019

Class	Fee (incl. RACESAFE Levy)
Superbike	\$475.00
Supersport	\$465.00
Supersport 300	\$390.00
Oceania Junior Cup	Included in Series Entry
YMF R3 Cup	\$375.00
Superbike Masters	\$375.00
Friday Practice	\$160.00
Cross Entry	Discount of \$140.00
Full Carport	\$80.00
Marquee	TBC

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

15.7 Fees

Official ASBK Test Phillip Island GP Circuit:

Entry Fee includes garage hire as allocated by MA, first timing transponder, and Racesafe Rider Levy

One Day - \$400 per competitor

Two Day - \$800 per competitor

Note: Entry for Oceania Junior Cup included in Series Entry

Round 5 Winton Motor Raceway:

Class	Fee (incl. RACESAFE Levy)
Superbike	\$475.00
Supersport	\$465.00
Supersport 300	\$390.00
Oceania Junior Cup	Included in Series Entry
YMF R3 Cup	\$375.00
Sidecars	\$375.00
Friday Practice	\$160.00
Cross Entry	Discount of \$140.00
Full Pit Lane Garage	\$180.00
Full Off Pit Lane Garage	\$100.00

Round 2 Wakefield Park Raceway:

Class	Fee (incl. RACESAFE Levy)
Superbike	\$475.00
Supersport	\$465.00
Supersport 300	\$390.00
Oceania Junior Cup	Included in Series Entry
YMF R3 Cup	\$375.00
Sidecars	\$375.00
Friday Practice	\$160.00
Cross Entry	Discount of \$140.00
Full Pit Lane Garage	\$180.00
Full Off Pit Lane Garage	\$100.00
Full Carport	\$80.00

Round 6 Phillip Island GP Circuit:

Class	Fee (incl. RACESAFE Levy)
Superbike	\$515.00
Supersport	\$505.00
Supersport 300	\$420.00
Oceania Junior Cup	Included in Series Entry
YMF R3 Cup	\$405.00
Sidecars	\$405.00
Friday Practice	\$160.00
Cross Entry	Discount of \$140.00
Full Pit Lane Garage	\$350.00
Full Off Pit Lane Garage	\$150.00

Round 3 The Bend Motorsport Park:

Class	Fee (incl. RACESAFE Levy)
Superbike	\$515.00
Supersport	\$505.00
Supersport 300	\$420.00
Friday Practice	\$160.00
Thursday Afternoon Practice	\$75.00
Cross Entry	Discount of \$140.00
Full Pit Lane Garage	\$300.00
Marquee	\$150.00

Round 7 Sydney Motorsport Park:

Class	Fee (incl. RACESAFE Levy)
Superbike	\$515.00
Supersport	\$505.00
Supersport 300	\$420.00
Oceania Junior Cup	Included in Series Entry
YMF R3 Cup	\$405.00
Superbike Masters	\$405.00
Friday Practice	\$160.00
Cross Entry	Discount of \$140.00
Full Pit Lane Garage	\$300.00
Full Carport	\$100.00

Round 4 Morgan Park Raceway:



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

All fees are inclusive of GST.

15.8 Cross Entry and Second Entry

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

Note: Cross entry discount is not available for Oceania Junior Cup Competitors

15.9 Garaging

All competitors are required to affix their name and class to the front of their garage/carport/marquee at each round.

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

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

Competitors have the option to be pitted in a marquee/pit tent. It is the responsibility of the competitor to provide the structure which must meet all Occupational Health & Safety, and Australian Engineering Standards. The temporary structure must be pegged and/or secured to concrete blocks in a designated area. Each structure must be of a 3x3m dimension and have at least two bikes in it.

MA takes no responsibility for structures causing damage due to being secured insufficiently.

If the competitor does not have a shade structure, a garage will need to be hired, unless prior permission is granted by MA.

15.10 Garage Sharing

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

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

16. 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 may result in the circuit breakers interrupting the power supply. Should you require a higher than regular power output, it is highly recommended that arrangements be made to hire a generator. Noise restrictions apply to generators and excessively noisy units will be banned from use at events.

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

17. Timing

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

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



17.1. Transmitter Deposit

A \$50 refundable deposit per transmitter is required upon their collection. The deposit may be left in cash, or by providing a valid credit card number (which can be retained for the series). All competitors will be responsible for all costs to repair or replace a transmitter supplied to them by Computime. The cost of a replacement transmitter is \$600.

Failure to return a transmitter on the Sunday of each round or at the end of an Official Test will incur a fee of \$25 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.

17.2. Transmitter Bracket

Transmitter mounting brackets are not provided with the rental transmitters. Riders may purchase brackets from Computime when collecting transmitters at a cost of \$10 to be paid in cash at the [Event](#).

18. Passes

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

For Round 1 refer to WSBK support class supplementary regulations.

18.1. Pass Allocation

All Rounds (excluding Round 1)

Kawasaki Superbike and [Motorsports TV](#) Supersport - Five per competitor

YMI Supersport 300 and Horsell Consulting Sidecars – four per competitor

Superbike Masters – three per competitor

Oceania Junior Cup – two per competitor

18.2. Entrant Licence Pass Allocation

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

18.3. Additional Passes

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

Weekend Pass - \$25

Sunday Only - \$20

Saturday Only - \$10

18.4 Admission Charges

Refer to [ASBK.com.au](#) or the Final Instructions

18.5 Lost or Mislplaced Passes

In the situation where competitors/teams have lost passes they will be required to purchase new entry passes.

19. Vehicle Access

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

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

19.1. Vehicle Passes

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

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

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

19.2. Large Transporter

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

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

Large transporters must be registered with ASBK at the beginning of the season, but no less than two weeks prior to each round. ASBK requires the transporter's make, model, size and registration number, driver name and contact number and the competitor/s that will be using it. These details will be recorded via Ridernet at the time of entry.

20. 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.

20.1. 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

20.2. Decals

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

20.3. ASBK Logo Patch

All ASBK competitors will be required to run an ASBK Logo patch on their leathers in 2019. The required placement is on the upper chest just below the shoulder. Competitors have the option to run on the right or left side. The .ai and .eps version of logo are available by emailing roadrace@ma.org.au. The patch must be a minimum of 10 centimetres wide by 3.5 centimetres high. A sew on patch is also available. This will be distributed at the Pre-Season Official Test.

Competitors who choose not to run the ASBK Logo patch on their leathers while contesting a round of the ASBK forfeit their right to any prizemoney as set out in item 54.5 Prize Money of these Supplementary Regulations.

20.4. Licence and Protective Gear

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

20.5. Eligibility Checks

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

Competitors in all classes must return their machines directly to the technical inspection impound (Parc Ferme) area immediately after each practice, qualifying and race.

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

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

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

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

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

21. Machines and Riders

All machines entered must comply with the 2019 GCRs.

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

22. Change of Machine

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

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

light) change of machine is prohibited for the duration of that race.

23. Change of Rider

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

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

Notification must be given in writing along with a completed entry form, which is to be presented to the Race Secretary of the round. The replacement rider is to produce a current licence and full riding gear for technical inspection.

24. Rider Numbers

The following table outlines the required colour for competitor numbers and plates. Number size, font, advertising and finish must comply with the 2019 GCR 8.11.1, and 8.11.3.

Only 2-digit and 3-digit numbers are eligible. Double zero and numbers 1-9 with zero in front are not eligible numbers.

Refer to GCR 8.13.1.1 for the allocation of numbers 1-10 in each class. YMI Supersport 300 will take precedence over YMF R3 Cup.

Stylised numbers may be used if approved by MA. Please contact roadrace@ma.org.au to submit stylised numbers for consideration.

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

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

24.1. Number Allocation

All competitors must apply for a number in their respective classes. Rider Number applications and the most current list of Allocated numbers can be found on ASBK.com.au.



Numbers are first come, first serve and issued at the discretion of MA.

Top ten riders overall for their class in the 2018 ASBK Championship who return to compete in the same class in 2019 have the right to carry the number that corresponds to their overall finishing position in the 2018 championship and are encouraged to do so. A Rider Number application must be completed.

25. Sponsor Decals

By entering the 2019 ASBK, competitors agree to carry the required ASBK and class sponsor decals (in the required position) in all practice, qualifying and race sessions.

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

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

26. Race Format

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

Class	Qualifying	Races
Kawasaki Superbike	1x timed practice, Q1/Q2	2
Motorsports TV Supersport	2	2
YMI Supersport 300	2	3
YMF R3 Cup	2	3
Oceania Junior Cup	2	3
Horsell Consulting Sidecar Championship	1	3
Superbike Masters	2	3

Will be confirmed in the Final Instructions and schedule

26.2 Race Format Round 3

Race format for the combined ASBK/ARRC Round (ASBK Round 3) will include practice on Friday and Qualifying Sessions. Saturday Qualifying Sessions and one (1) race per class and Sunday two (2) races for all classes.

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

27. 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.

27.1 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.

27.2 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.

27.3 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.

27.4 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.

27.5 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.

28. Event Schedule

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

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

29. Practice

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

30. Unofficial Practice

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

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

Round 2: Wednesday, 13 March 2019

Round 3: Wednesday, 17 April 2019

Round 4: Wednesday, 26 June 2019

Round 5: Wednesday, 29 August 2019

Round 6: Wednesday, 25 September 2019

Round 7: Wednesday, 20 October 2019

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

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

31. Qualifying/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. If the number of qualifiers exceeds the grid limit, positions will be allocated on a descending basis of times.

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

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

31.1 Kawasaki Superbike Qualifying

Kawasaki Superbike Qualifying will follow the format of two separate sessions, Qualifying 1 and Qualifying 2. Entry into Q1 or Q2 will be based on times achieved in Timed Practice.

This will determine grid positions for all Kawasaki Superbike races.

31.2 Kawasaki Superbike Qualifying format and tyre usage:

Friday: "Free Practice" is as per normal – tyres as per item 34.4

Saturday: "Timed Practice" determines the competitors into Q1 and Q2 – tyres will be marked.



Fastest nine (9) competitors in Timed Practice go into Qualifying 2.

The remainder go into Qualifying 1.

Qualifying 1 – 15 mins – tyres are to be marked.

Fastest three (3) competitors in Qualifying 1 have the option of entering into Qualifying 2– no extra tyres are allocated for these riders. The remainder will be allocated grid positions from 13th back, in descending order of times.

Qualifying 2 – 15 mins – tyres are to be marked.

If one of the fastest three (3) competitors from Q1 does **not** opt to go into Q2, they will be allocated 12th grid position automatically.

If two (2) of the fastest three (3) competitors in Q1 do not go into Q2, they will be allocated 12th and 11th grid position in order of their Q1 times.

If all of the fastest three (3) competitors in Q1 do not go into Q2, they will be allocated 12th, 11th and 10th grid position in order of their Q1 times.

If any one of top nine (9) do not go into Q2, they will be allocated 12th grid position and behind anyone from Q1 who did not enter Q2.

If more than one of top nine (9) do not go into Q2, they will be allocated 12th, 11th etc in order of timed practice results.

Results of Qualifying 2 will determine grid positions from Pole (1st) through to 12th.

32. Point Scoring

Points are awarded in accordance with the 2019 GCRs. The winner of each class shall be the competitor amassing the highest number of points over the scheduled number of races.

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

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

33. Start Procedure (Road Racing)

The start procedure is as per the 2019 GCRs.

33.1. 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.

33.2. 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.

34. Tyres – All Classes

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

34.1. Tyre Homologation

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

All tyres for Kawasaki Superbike, Supersport, YMI Supersport 300, and YMF R3 Cup must be commercially available to all competitors and be selected from the MA 2019 ASBK tyre homologation list available on the MA website – www.ma.org.au.

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

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

Below are the number of tyres allowed for all qualifying sessions and races for each round. This includes Kawasaki Superbike "Timed Practice." Competitors in each class are permitted the maximum number of tyres stated below. Combination of front vs rear tyres used within the overall allocation shall be at the competitors' discretion. Tyre allocation is specific to Rounds 2, 4, 5, 6 and 7.



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

34.3 Dry Tyre Allocation Round 3

Kawasaki Superbike	8 tyres
Supersport	8 tyres
YMI Supersport 300	4 tyres

34.4 Tyres for Practice and Warm-ups

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

34.5 Tyre Marking

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

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

Tyre Sticker Fitting Instructions;

1. Check that the tyres you intend to use are homologated
2. Circle compound marking with a paint pen.
3. Ensure all tyre stickers are attached to the left side of the tyre.
4. Clean the tyre sticker area thoroughly to help with adhesion.
5. Apply the tyre sticker to the tyre by peeling the backing paper back.
6. Firmly rub the sticker with your finger to ensure adhesion.
7. Peel the paper from the front of the sticker repeating step six (6) to confirm the tyre sticker is securely on the tyre.

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

34.6 Wet Tyre Usage

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

Competitors may use wet tyres in any race and qualifying sessions without penalty. Refer to Chapter 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.

34.7 Tyre Changes in Race Stoppages

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

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

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

35. Change of Tyres

35.1. Prior to Race

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

35.2. With Permission

Provided the times achieved in a qualifying session are within the 112% cut-off, if a tyre is changed, with permission from the Series Chief Technical Officer before or during any of the qualifying sessions or before a race, the competitor will lose that qualifying session's times, and/or start all races from the rear of the field, except for a Tyre Defect, information below.



35.3. Without Permission

Provided the times achieved in a qualifying session are within the 112% cut-off, if a change of tyre is **not** permitted by the Series Chief Technical Officer and the competitor elects to change the tyre with another approved tyre, the competitor may be given permission to start their next race and subsequent races that tyre is used in from the rear of the field.

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

35.4. Tyre Defect

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

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

35.5. Used Tyres

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

36. Riders & Team Managers 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 **event**.

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

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

Where a rider does not sign in before the rider goes out on track, a penalty will apply.

Only those on Pit Wall in the Signalling area and Pit Lane with Entrant, Crew or Senior National Licence will be covered under MA's personal accident insurance coverage. To purchase a crew licence visit the MA Ridernet Member Login Page.

All competitors, parents/guardians of junior competitors, entrants and crew licence holders are required to sign-on the first day of their arrival on-site and have their licence cited. Copies of the indemnity will be available for those who wish to have a copy.

37. Track Description

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

37.1. Track Inspection

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

37.2. Track Dissatisfaction

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

38. Noise Emissions

All machines must comply with noise emissions and testing procedures as per the 2019 GCRs.

Noise testing may take place at any time at the discretion of the Series Chief Technical Officer or the Clerk of Course. Refer to the 2019 GCRs for testing protocols.

39. Fuel (Road Racing)

Please refer to the 2019 GCRs. Fuel for all machines, unless otherwise specified:

Must be Unleaded fuel available on demand from a Bowser at five separate Service Stations in any five Australian States or Territories, and

- i) No more than 100 RON,
- ii) Contain no additives other than those added at the point of manufacture except for lubricating oils for 2-Stroke machines



- iii) Be readily available in Australia and,
- iv) Comply with the "Fuel Quality Standards Act 2000".

MA homologated fuel is not allowed.

GCR 8.15 applies to this championship.

Ethanol fuel blends are not permitted.

40. Fuel Load Requirements

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

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

41. Fuel Storage, Availability & Disposal

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

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

No waste of any kind is to enter the storm-water drains in the paddock area. There are designated marked drums in the paddock area that are provided for waste oil and other fluid waste. Fuel waste disposal drums are not for used bike parts, tyres, oil filters etc.

42. Pit Lane

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

42.1. Pit Lane Entry

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

42.2. 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.

42.3. Pit Lane Wall & Lap Boards

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

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

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

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

43. Pre-Race Media Grid

43.1 YMI Supersport 300 Pre-Race Media Grid Refer to Appendix G.

43.2 Kawasaki Superbike and Motorsports TV Supersport

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

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

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

43.2.1 Fluids

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

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

43.2.2 Tyre Warmers

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



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

43.2.3 Equipment Removal

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

44 Riding of Motorcycles in the Paddock

There is a fixed speed limit at all rounds of 6 km/h in the designated lanes of the pit paddock area. Competitors who break the speed limit or ride outside of designated areas will be penalized in accordance with the 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.

44.2 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.

45 Team Dress

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

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

45.2 Minimum Requirements

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

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

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

46 Smoking

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

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

47 PAYG Withholding

The PAYG Withholding affects the payment of prize monies. If you do not provide an ABN or declare the sport is a hobby, MA must withhold 48.5% of prize monies over \$50.00 which is otherwise payable to you.

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

48 General Competition Rules

The General Competition Rules are contained within the "2019 Manual of Motorcycle Sport" The 2019 GCRs are the rules utilised for the ASBK series. MA may at any time provide a written clarification of any rules it deems require clarifying. Any such clarification will be deemed as being an addition to the 2019 GCRs and will be accepted as being the updated rules the series is conducted under.

49 Disclaimer

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

50 Media & PR Commitments

All competitors are required to have an MA headshot photo. Photos will begin at the Official ASBK Test and must be completed by the end of your first round.

A competitor entering the series after Round 2 must provide a headshot photo or liaise with ASBK media staff to organise a headshot photo. At times throughout the season ASBK may request competitors to make appearances representing themselves, their teams and ASBK.

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



Failure to attend an appearance without notice or an appropriate reason may result in a fine, or other penalty.

51 Images - Advertising & Endorsements

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

Competitors must seek permission from MA regarding the use of private on-board cameras. On-board cameras can only be used for recording vision and sound from the race. On-board camera footage recorded at any ASBK event must be made available to ASBK Officials. On board cameras cannot be part of/ or be used as on board telemetry or a data recording system. Helmet cameras are not permitted unless the camera is integrated into the helmet by design of the manufacturer. Approval from Motorcycling Australia for an integrated helmet camera is required. On board Camera Permission Forms will be available from ASBK. Applications can be lodged via ASBK. All On board camera approval is subject to final inspection by the ASBK Chief Technical Officer. In the event of any incident MA have the right to request a copy of the recorded footage.

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

52 Presentations & Interviews

Trophy presentation will be throughout Sunday for the round. Refer to the schedules in the Final Instructions for each round.

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

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

Top 3 Kawasaki Superbike Class riders at the conclusion of qualifying will be required to attend an interview.

The ASBK Night of Champions Dinner will be held in Sydney on Sunday, 3 November 2019.

53 Circuit Camping

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

54 Awards, Contingencies & Support

54.2 Round & Series Trophies

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

54.3 Manufacturer's Cup

Series trophies will be awarded to the leading manufacturer in the Kawasaki Superbike Class

54.4 Superbike Rookie's Cup

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

54.5 Elite Roads Superbike Pole Position Award

A \$500 cheque will be presented to the Superbike Pole Position winner at Rounds 2-7.

The winner will be required to attend the podium for a photo.

54.5 AGV Veloce Award

YMI Supersport 300 fastest qualifier awarded an AGV Veloce S helmet.

54.6 AGV Extreme Standards Award

YMI Supersport 300 top placed female competitor awarded an AGV Veloce S helmet.

54.7 Prize Money

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

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

Kawasaki Superbike Class -

1 st	\$1000
2 nd	\$600
3 rd	\$350



4 th	\$300
5 th	\$250
6 th	\$200
7 th	\$150
8 th	\$100
9 th	\$75
10 th	\$50

Motorsports TV Supersport Class

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

YMI Supersport 300 Class

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

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

55 Anti-Doping

55.2 Anti-Doping Policy

All competitors, team managers, team members, crew, mechanics, officials and parents/guardians 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 the 2019 GCRs.

55.3 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 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 event will be deemed to be Thursday, 7:00 AM, of the event with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event.

56 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 event will be deemed to be Thursday, 7:00 AM, of the event with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event.

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

57 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.

58 Electronic Communications and Social Media Policy


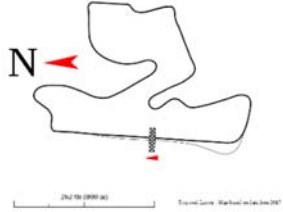
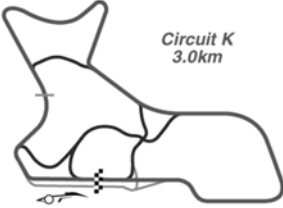



MA's Electronic Communications and Social Media Policy applies to all competitors, team managers, team members, mechanics, crew, officials and parents/guardians.

59 YMI Supersport 300 Technical Addition

In addition to the introduction of the Ninja 400, the Yamaha R3, KTM RC390 and Kawasaki Ninja 300 model machines competing in the SS300 class, are now permitted to remove the external airbox snorkel.



Appendix A. – Circuit Description

<p>Round 2 – Wakefield Park</p> <p>Address: 4770 Braidwood Rd, Turrillville NSW 2580</p> <p>Circuit details: approx. 2.2 km, clockwise</p>	
<p>Round 3 - The Bend Motorsport Park</p> <p>Address: Mallee Highway & Dukes Highway, Taillem Bend SA 5259</p> <p>Circuit details: approx. 4.95 km, clockwise</p>	
<p>Round 4 – Morgan Park Raceway</p> <p>Address: Old Stanthorpe Road, QLD 4370</p> <p>Circuit details: approx 2.967 km, clockwise</p>	
<p>Round 5 – Winton Raceway</p> <p>Address: 41 Fox St, Winton VIC 3673</p> <p>Circuit details: approx. 3.0 km, clockwise</p>	
<p>Round 6 – Phillip Island Grand Prix Circuit</p> <p>Address: Back Beach Road, Phillip Island VIC 3922</p> <p>Circuit details: approx. 4.445 km, anti-clockwise</p>	
<p>Round 7 – Sydney Motorsport Park</p> <p>Address: Brabham Dr, Eastern Creek NSW 2766</p> <p>Circuit details: approx. 4.5 km, anti-clockwise</p>	



Appendix B. KAWASAKI NINJA 400 TECHNICAL RULES

1 MACHINE ELIGIBILITY

1.1 These rules and regulations apply to the Kawasaki Ninja 400 contesting the SS300 class at Club, State and National level.

2 COMPULSORY MODIFICATIONS

2.1 The following must be removed:

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

3 PERMITTED MODIFICATIONS

3.1 The following may be replaced or modified:

- a) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original.
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame.
- c) Spark plug type.
- d) External gearing and chain, but not chain pitch.
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM calliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.
- f) Exhaust system; a slip-on muffler is permitted, however the headers, to where the original muffler unit only joins, must remain as OEM.
- g) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp.
- h) The top triple clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or clip on handlebars, provided it is of the same offset as OEM clamp.
- i) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- j) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked.
- k) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions.
- l) Key start ignition barrel and associated cables.
- m) Fuel tank filler cap assembly providing there is no modification to fuel tank required.
- n) Throttle assembly and cables may be replaced.
- o) Front fork oil height and weight.
- p) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.
- q) Rear suspension damping units and springs.
- r) Clutch Plates and Springs**

3.2 The following may be removed:

- a) OEM top rear chain guard,
- b) Pollution system, (Emission Control System)



c) The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

4 PERMITTED ADDITIONS

4.1 The following may be added:

- a) The standard OEM ECU must be retained and will be required to be reprogrammed prior to taking part in any competition.
- b) Steering damper.
- c) Frame protective sliders,
- d) Radiator guards.

5 COMPULSORY ADDITIONS

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

5.2 ECU PROGRAMMING

- a) All competitors must have their ECU reprogrammed by having the rev limiter set prior to taking part in any competition.
- b) A cost of \$200 will be incurred by competitors to have the ECU reprogrammed and this must be completed by MA. MA will mark and keep a register of all ECU's and machines that have had the reprogramming completed.
- c) Competitors will be able to send their ECU to MA for the purpose of having their ECU reprogrammed. A self-addressed prepaid return parcel container and the VIN of the machine, riders name and race number must be supplied at this time. **Please find the details on mailing your ECU on the Competitor Info Page of ASBK.com.au**
- d) Alternatively, this service will only be available at rounds of the Australian Superbike Championship (ASBK) if the competitor chooses to have the reprogramming completed there, however it must be completed prior to any on track activity.
- e) Reprogramming will be checked at the discretion of the Chief Technical Officer or at the request of the Steward or Clerk of Course.
- f) Any rider competing in the SS300 class may be requested to exchange ECUs before or between races, at the discretion of the Series Chief Technical Officer.

NOTE:

No other modification other than those listed in these rules and regulations are permitted.

These rules and regulations may be altered from time to time by MA to ensure fair and even competition within the SS300 class.



Appendix C. – YMF R3 Cup Class Rules



YMF R3 CUP CLASS RULES

1 MACHINE AND RIDER IDENTIFICATION

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

2 FUEL

- 2.1 Fuel as per GCRs for Road Race (GCR 8.15).

3 TYRES

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

4 MACHINE USAGE

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

5 ECU

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

6. ENGINE SEALING

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



Appendix D. – YMF R3 Cup Technical Rules



YMF R3 CUP TECHNICAL RULES

1 MACHINE ELIGIBILITY

1.1 Yamaha R3 machines only.

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

2 TYRES

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

3 COMPULSORY MODIFICATIONS

3.1 The following must be removed:

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

4 PERMITTED MODIFICATIONS

4.1 The following may be replaced or modified:

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



- g)** Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.
- h)** Rear suspension damping units and springs.
- i)** Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp.
- j)** The Top Triple Clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or Clip On Handlebars, provided it is of the same offset as OEM clamp.
- k)** Footrests and foot controls, but the replacements must be mounted at the original mounting points.
- l)** Air filter element.
- m)** Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked.
- n)** Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions.
- o)** Key start ignition barrel and associated cables.
- p)** Fuel tank filler cap assembly providing there is no modification to fuel tank required.
- q)** Throttle assembly and cables may be replaced with those similar to OEM.
- r)** External Airbox Snorkel can be modified or removed. No modifications to the construction of the airbox are permitted.

s) Clutch Plates and Springs

4.2 The following may be removed:

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

5 PERMITTED ADDITIONS

5.1 The following may be added:

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

6 COMPULSORY ADDITIONS

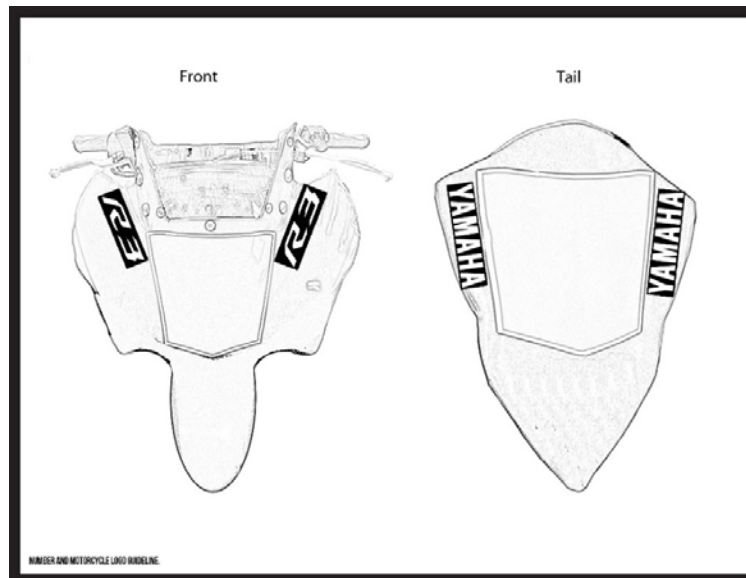
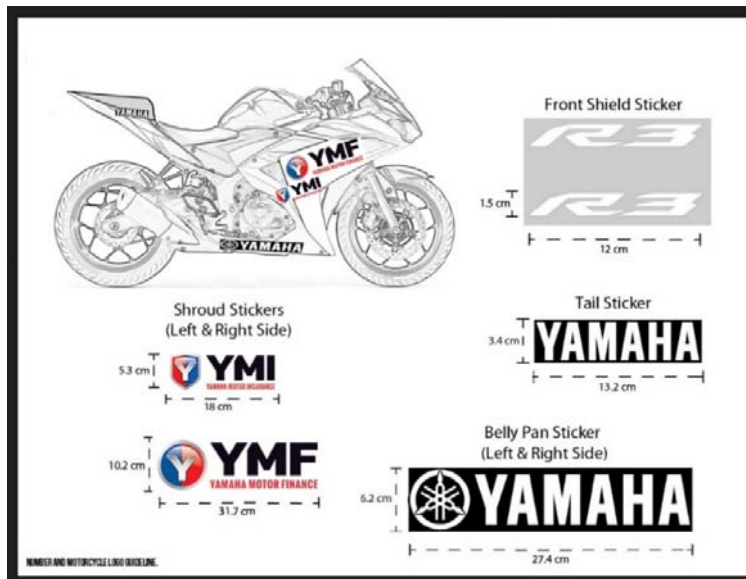
6.1 Engine case protectors as per GCR's for Road Race.



Appendix E. – YMF R3 Cup Decal Placement



YMF R3 CUP DECAL PLACEMENT



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



Appendix F. Superbike Masters Class and Technical Rules

Classes:

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

P5 Unlimited

P6 Formula 750

P6 Formula 1300

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

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

All Rules: As per the 2019 GCRS

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

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

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

All 4 classes compete in the one race.

Minimum number of entries is 12 in total.

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

Friday Schedule: (optional)

3 x Free Practice.

Friday practice is \$140.

Saturday Schedule

2 x Qualifying sessions

1 x Race, of 5 laps

Sunday Schedule

2 x Races of 5 laps each.

Subject to change if required for scheduling.

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



APPENDIX G: YMI Supersport 300 Media Grids

Commencing at ASBK Round 6, October 2019 at Phillip Island Grand Prix Circuit, the YMI Supersport 300 Championship class will have media grids, similar to those currently taking place for the Kawasaki Superbike and Motorsports TV Supersport classes, but shorter in duration.

At Round 6 – Phillip Island, these will take place for the Sunday races only.

Please see below further details which outline the procedures -

- Each competitor is permitted to have one (1) umbrella person and two (2) other team members on the grid.
- Officials will give the signal when personnel are permitted to enter the grid. All personnel going onto the grid must be signed on at the Race Secretary's office.
- Tools, tyre warmers and stands are permitted on the grid. **Generators are not permitted. Refuelling is not permitted.**
- Tyre changes are permitted but cannot be conducted after the three (3) minute warning and must be completed before the one (1) minute warning. Any competitor conducting tyre change after this time will be removed to pit lane. Failure to move to pit lane when instructed will lead to further penalties and possible exclusion from the race start.
- The only liquids permitted on the grid are drinks in a spill-proof container.
- Pit exit will open and bikes will do a sighting lap.
- Pit exit will remain open for 3 minutes.
- Competitors are permitted to do more than one sighting lap, by returning to pit lane and exiting again, provided they exit pit lane before the 3 minutes is completed. At this point bikes may be changed in pit lane.
- Countdown boards and sirens will notify competitors and teams of the remaining time before pit exit closes.
- Any rider who is in pit lane when pit exit closes after 3 minutes will wait in pit lane and join the warm-up lap after the field has passed and start the race from the rear of the grid.
- If a competitor on the grid needs to have adjustments made in pit lane their machine may be pushed off the grid into pit lane and they will start the warmup from pit lane and the race from the rear of the field.
- When pit lane closes after three (3) minutes of being open, the grid count-down will start. A three (3) minute board and siren will notify all on the grid of the count-down commencing. At this point anyone except riders, their mechanics and essential officials will leave the grid. Equipment will begin to be packed up.
- At two (2) minutes teams will begin to remove tyre warmers and stands.
- At one (1) minute all tyre warmers and stands will be removed and all personnel except riders and essential officials will leave the grid.
- At thirty (30) seconds the field should be ready for warm-up and will be placed in the hands of the starter.
- Warm-up commences. Any riders still in pit lane will be released after the field has passed and will take up position at the rear of the grid for race start.
- After warmup, riders return to their grid positions and the race starts. Any riders still in pit lane will start the race from pit lane on the direction of the pit exit official, after the field has passed. They have until the leader has completed the first lap to exit pit lane. If they have not exited the pit lane before the leader has completed a lap, they will not be permitted to join the race.

Race stoppages:

In the event of a race stoppage, if less than 2/3 of race distance rounded down to whole numbers by the leader has been completed, all competitors will return to the grid. Team personnel will be permitted onto the grid at the direction of officials,



after the field has returned to the grid, and the countdown to warmup will start at 3 minutes, as for the original race start. (Longer delays may mean several minutes on the grid until the 3 minutes countdown begins)

If 3 or more laps but less than 2/3 race distance has been completed by the leader, new grid positions will be allocated, in the finishing order of the last completed lap prior to the stoppage. A new race of the remaining laps of the original race (or less as directed by the Clerk of the Course) will take place to determine the race results.

Any competitor who returned to pit lane without instruction from officials will start the warmup lap from pit lane and the race from the rear of the grid.

Quick restarts:

In the event that an early stoppage occurs (prior to 3 laps being completed by the leader) and order can be quickly restored, a "Quick Restart" may happen. In this case, a "Quick Restart" board will be displayed at the start line. Team members will not be permitted on the grid. Competitors will take their original grid positions and restart the race. In this case there will not be a warmup lap. Race laps may be reduced.

Any competitor who returned to pit lane without instruction from officials will start the race from pit lane.