

# OCEANIA JUNIOR CUP



## 2021 bLU cRU Oceania Junior Cup SUPPLEMENTARY REGULATIONS

### Rounds 1 – 6

Version – V1  
01 February 2021

Changes in Green

Conducted under the jurisdiction of Motorcycling Australia Limited

Round	Venue	Date	Permit	Venue Licence
1	Phillip Island Circuit, VIC	18-21 February 2021	MA 2441	201030
Coaching Program	Winton Motor Raceway, VIC	23-24 February 2021	MA 2451	200609
2	Winton Motor Raceway, VIC	12- 14 March 2021	MA 2442	200609
3	Wakefield Park Raceway, NSW	16-18 April 2021	MA 2443	200627
4	Morgan Park Raceway, QLD	20-22 August 2021	MA 2445	200929
5	TBC	October 2021		
6	Symmons Plains Raceway, TAS	4- 7 November 2021	MA 2447	200621

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The bLU cRU Oceania Junior Cup (hereafter called "OJC", will be conducted under the General Competition Rules (hereafter called "GCRs") contained in Motorcycling Australia's (hereafter called "MA") "2021 Manual of Motorcycle Sport" ([www.moms.org.au](http://www.moms.org.au)).

The bLU cRU Oceania Junior Cup will run in conjunction with the Australian Superbike Championship (hereafter called "ASBK"). Competitors are advised to read the ASBK Sporting Regulations and ASBK Competitor Information Kit, and the ASBK Round 1 Supplementary Regulations.

These Supplementary Regulations may be updated in the format of Final Instructions.

## 2. JURISDICTION

The OJC will run under MA Permits as stated on Page 1 of these Supplementary Regulations. The competitors must be contractually accepted into the OJC Program and hold endorsed Junior National Competition Licences with Road Race Up to 85cc 2-stroke & 160cc 4-stroke or Road Race Production 250cc to 500cc 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](http://www.asbk.com.au) one week prior to Rounds 1, 2, 3, 4 and 6 for event documents such as:

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

Further event document information will be provided on Round 5 in due course.

## 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](http://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

<b><u>Role</u></b>	<b><u>Name</u></b>	<b><u>Details</u></b>
OJC Category Manager	Martin Port	MA Operations Director
OJC Team Coordinator	Michael Belotti	Contact pre-event; queries, event administration
OJC Operations Coordinator	Dave Gow	Contact on-site; for all coordination and logistics
OJC Technical Officer	Trevor Manly	Contact on-site; for all technical queries
OJC Coach	Damian Cudlin	Contact on-site; Rider Liaison & Coach
ASBK Race Secretary	Denise Stronach	Contact on-site; sign- on, event admin, protests
ASBK Race Director	Tom Williams	Contact via Race Secretary only
ASBK Safety Officer	Simon Maas	
ASBK Chief Technical	Rob Scott	Contact on-site; spot checks, parc ferme, tyre stickers
MA Steward	Peter Smith	Contact via Race Secretary only
ASBK Clerk of Course	Paul Hinds	Contact via Race Secretary only

## 6. MEDICAL SERVICES

RACESAFE will be in attendance at the OJC Rounds 1, 2, 3, 4 and 6. RACESAFE will provide medical doctors and Sports Medicine Service.

Further information will be provided on Round 5 medical in due course.

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](http://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 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 Pitbox**

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

### **7.3 Cross and Second Entry**

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

The OJC pitbox cannot be used for other classes; competitors must purchase additional space to pit 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 provided are 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 (7.8 Eligibility: Juniors).

## **9. CREW LICENCE**

At minimum one attending parent/guardian per competitor is required to obtain a Crew Licence (maximum 3 crew members). A Senior National Licence will also be accepted in place of a Crew Licence. Only those with a Crew Licence will be permitted on the signaling wall. All crew 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 media, 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;
- For OJC Rounds 2, 3 and 4 it is compulsory to be onsite Friday to Sunday. Thursday is not compulsory, but highly recommended where possible as track walks and coaching activities will take place.
  - For OJC Round 1 and 6 it is compulsory to be onsite Thursday to Sunday.
  - For OJC Round 5, further information will be provided in due course.
  - For the Official OJC Coaching Program it is compulsory to attend both days.
  - An OJC specific 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;
- Read the ASBK Sporting Regulations and complete the relevant section of the ASBK Competitor Information Kit

### **11.2 Competitor Dress Code**

Competitors and one nominated crew 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 and Crew are required to wear the OJC uniform and closed toed shoes when not in leathers. No private sponsors are permitted on the team uniform or in conjunction with the uniform during events or activities associated with the OJC.

When a hat is to be worn by Competitors and Crew it must be the OJC uniform hat.

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 by either the Competitor or the nominated Crew may result in exclusion from the next on track activity.

A second-time breach of the above dress code may 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 pre-qualifying 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. Regular cleaning process must be followed
- 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 parent or a legal guardian at every calendar event. The nominated Pattern or Guardian must hold a current MA Crew or Senior National Licence
- Meet deadlines laid out by MA for Academy projects
- Read the ASBK Sporting Regulations and complete the relevant section of the ASBK Competitor Information Kit

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 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> round place getters.

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

**13.3 Link International Prize for season overall result:**

1<sup>st</sup> Place Oceania Junior Cup - \$3000 retail in Link Products

2<sup>nd</sup> Place Oceania Junior Cup - \$2000 retail in Link Products

3<sup>rd</sup> Place Oceania Junior Cup - \$1000 retail in Link Products

**13.4 Asia Talent Cup Selection Event**

Five places have been secured in the Asia Talent Cup Selection Event. Recipients will be determined by the OJC selection Committee. 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.

Those riders selected will be attending as OJC nominated riders and as such will be required to represent the OJC brand and its sponsors, including wearing OJC uniforms and riding gear during the course of the selection event.

**13.5 Red Bull Rookies Cup Selection Event**

Two places have been secured in the Red Bull Rookies Cup Selection Event. Recipients will be determined by the OJC selection Committee. 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.

Those riders selected will be attending as OJC nominated riders and as such will be required to represent the OJC brand and its sponsors, including wearing OJC uniforms and riding gear during the course of the selection event.

**13.6 Oceania Junior Cup 2022 Selection Process**

2021 OJC competitors who wish to participate in the 2022 program will be required to register their interest via the [asbk.com.au](http://asbk.com.au) OJC Register Your Interest page. Those eligible for pre-selection and have been approved will have priority in the selection process and will not be required to participate in the selection event. The remaining MA 2021 OJC competitors will be entitled to participate in the 2022 OJC Selection Event and will be joined by any new candidates who have been shortlisted.

Decisions regarding OJC 2022 Selection Process, and the pre-approved 2021 OJC 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 or contractual obligations, during the course of the 2021 season may impact the competitor's participation in the 2022 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:

- Rounds 1-4, 6 – two (2) x passes per event plus one (1) x P2 car park pass
- Round 5, further information will be provided in due course

Additional passes may be purchased from the Race Secretary, refer to ASBK 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 pitbox 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

## 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.

All tyres must be collected at the set times through the Pirelli tyre support program during the course of the event and signed for at the point of collection. Tyres sourced through other suppliers, even if they are the same make and model, will not be permitted.

### **20.1 Allocation**

Each competitor is allocated:

1. 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 if pre-approved by the Series Chief Technical Officer.

### **20.2 Tyre Changes**

1. A new set of slicks will be fitted at Round 1 at the commencement of the 2021 season.
2. A new set of tyres will be fitted for the 2-day training camp. The Competitor must take the used set of slicks home after a race weekend.
3. A compulsory one-time slick tyre change will take place on Friday afternoon from Round 2 at the conclusion of official practice. This set of slick tyres will be used for the Saturday/Sunday programme of that round, and Friday official practice of the next round. The Competitor must take the used set of slicks (as used Friday) home after a race weekend.
4. Each new slick tyre must be marked prior to the commencement of any track activity on Saturday and the same set of marked slick tyres must be used for the remainder of the Event, including the Friday of the next event.
5. Competitors who approach the Series Chief Technical Officer with a request to change slick tyres for reasons of safety from Saturday, and are granted permission, can revert to the Friday practice slick tyres (replacing the unsafe slick tyres), however they will need to use these slick tyres for the remainder of Saturday and Sunday and following event's Friday official practice session.

6. Competitors who approach the Series Chief Technical Officer with a request to change their slick tyres for reasons of safety on Friday, and are granted permission, can use their allocated round set of slick tyres in advance but must use both the new front and rear slick tyres. However, they will not be allocated any additional set of slick tyres and will need to use these slick tyres for the remainder of Friday, Saturday, Sunday and the following event's Friday official practice session. The slick tyres must be marked at the time they are changed.
7. Competitors who approach the Series Chief Technical Officer with a request to change their slick tyres for reasons of safety, following the approval of the Series Chief Technical officer, can purchase additional slick tyres at their own cost however they will receive a penalty of back of grid start for all remaining races. The slick tyres must be marked at the time they are changed.
8. Tyres may not be changed during a race stoppage where the Race Director or 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 to apply the stickers as per instructions provided.

Tyre stickers will be checked at random throughout the round at the discretion of the 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 Race Director or Clerk of Course declares the race wet after the sighting lap has commenced.

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

If the Race Director or 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 Race Director or 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, 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. 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](http://ma.org.au). A copy of this must be sent to MA ([events@ma.org.au](mailto:events@ma.org.au))

## **26. TECHNICAL INSPECTION**

Technical Inspection times will be advised with the Final Instructions. If Thursday evening technical inspection is to be held, it will be advised in the Final Instructions. There will be no technical inspections during rider's briefing. Machines entered into the specific class time slot will be given priority and have the right to go ahead of any non-scheduled competitor. Machines entered in the competition must have successfully passed machine examination prior to taking part in any warm-up, qualifying or racing. An MA decal will be placed on the front number plate to indicate it has been examined and passed technical inspection.

### **27.1 Submitting for Technical Inspection:**

- Remove lower fairing and carry it separately
- Remove radiator caps
- Remove belly pans, tape alone will NOT be accepted for sealing of belly pan plug holes

### **27.2 Decals**

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

### **27.3 Licence and Protective Gear**

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

### **27.4 Eligibility Checks**

Eligibility checks can take place at any time during the round. Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by the technical officers, then the machine must be inspected by the OJC Technical Team 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 Race Director or Clerk of Course as per the 2021 GCRs, the 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 Race Director or 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 Race Director or 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 Race Director or Clerk of Course for further action.

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 and two (2) crew

This applies until the motorcycles are released by the 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 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 Chief Technical Officer that they may enter.

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

## **27. 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 2021GCRs 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 Race Director or 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 warm-up lap for each event, unless otherwise stated by the Race Director or 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 Race Director or 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.

## **28. FLAGS AND SIGNALS**

As per the 2021 GCRs

## **29. RACE FORMAT**

**29.1** Each competitor shall participate in official practice, two (2) x qualifying and three (3) x races at Rounds 2- 5.

**29.2** Each competitor shall participate in one (1) x official practice, one (1) x qualifying and three (3) x races at the remaining Rounds.

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

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

**29.5** Points score format will be as per 2021 GCRs

**29.6** Ties on overall placing at all Rounds will be decided as per 2021 GCRs

**29.7** Ties in overall series results will be decided as per 2021 GCRs

## **30 RACE STOPPAGES**

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

### **30.1 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 Race Director, 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

Race Direction 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.

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

#### **Quick Restarts:**

If a stoppage occurs prior to 3 laps being completed by the leader and order can be quickly restored, a "Quick Restart Procedure" may apply.

In this case,

- a "Quick Restart" board will be displayed at the start line.

- Crew 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.

### **30.2 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 Race Director, 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 Race Direction.

Race Direction will review the incident and any competitor or competitors determined as causing the red flag, may be excluded from the race re-run and/or race results. If the review is completed during the re-run 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 start in 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 re-run race. If the race cannot be re-run 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.

### **30.3 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 Race Director or 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.

Race Direction 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.

### **30.4 Abandoned Race**

If a race has been red flagged and declared null and void as per the MoMS, the Race Director, Clerk of Course or Chief 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.

### **30.5 Definition of 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

Race Direction 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 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 of a race that will be re-started, 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 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, Race Direction 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.

### **30.6 Race Finishes**

- a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
  - i) To the first to complete the race who will, subject to the results of any protests, be the winner, and
  - ii) Thereafter to each competitor who:
    - Has completed not less than 75% of the race distance,
    - Is still competing in the race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the race being the determinant of placings.
- b) The finish of a race occurs when the chequered flag is displayed to the last competitor,
- c) The finish occurs for each machine when the foremost part of the machine crosses the line,
- d) Where there are two competitors required to be on one machine together, both must finish the race in contact with the machine. On a solo machine the competitor must finish the race in contact with the machine,
- e) In case of a dead heat between competitors for a place:

- i) The places and the awards for those places will be combined,
- ii) The participants in the dead heat will share the places and awards equally,
- iii) The remaining places will be relegated by the number of participants in the dead heat.

### **31 EVENT SCHEDULE**

The timetable for each individual round will be notified in the Final Instructions.

### **32 OFFICIAL PRACTICE**

An Official Practice day will be held on the Friday prior to Rounds 2-4. Practice for Rounds 1 and 6 will be advised.

### **33 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: Monday, 8 February 2021
- Round 2: Wednesday, 3 March 2021
- Round 3: Wednesday, 7 April 2021
- Round 4: Wednesday, 12 August 2021
- Round 5: TBC
- Round 6: Wednesday, 27 October 2021

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.

### **34 QUALIFYING AND GRID POSITIONS**

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 Race Director or Clerk of Course, no participating bikes are to be taken into pit boxes during a qualifying session.

In mitigating circumstances, the Race Director or 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, reserve 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.

### **35 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 Race Director or Clerk of Course if those concerns cannot be resolved, the competitor will be invited to withdraw from the meeting.

### **36 PIT LANE**

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

### **36.1. Pit Lane Entry**

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

### **36.2. Working in Pit Lane**

Machines are permitted to be stationary and worked on in the designated areas to the pit box side of pit lane.

All crews are required to keep the active lane clear at all times. All crew members must wear their issued identification bands on the wrist whilst in pit lane.

### **36.3. Pit Lane Wall & Lap Boards**

No personnel will be allowed against pit wall at the start of a race. Penalties may be issued to crew members found to be on pit wall during a race start.

Once the field has passed the start line, only crew members in control of pit boards are permitted at the pit wall and must be signed on as Competitor Crew.

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 three crew members per competitor with the correct ASBK 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 the race or session has finished all crew members must leave the restricted area immediately to make way for the next class.

## **37 Riding of Motorcycles in the Paddock**

**37.1** Unless, posted otherwise, 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 at the discretion of Race Direction. Speeds will be checked with a radar gun or in pit lane with the timing loops.

### **37.2 Pit Bikes and Bicycles**

- Riding of motorised or electric 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 may be available at some circuits. Approval for bicycles will be advised in the Final Instructions. Where the use of bicycles is approved, this must include 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 at the discretion of Race Direction, in the case of support personnel the fine will be issued to the Competitor and/or Team.

## **38 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 with the support of the OCJ Competitors. Pre-event maintenance will be conducted by the OJC Technical Team, as well as the management of any 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.

## **39 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) combined suspension changes requiring disassembly may be made per competitor per round.

## **40 GEARING**

External gearing is the responsibility of the parent/guardian and have a choice between three gearing options: 45, 46, 47 and 48 tooth rear sprockets as per the OJC gearing kit.

## **41 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.

## **42 DAMAGE/TECHNICAL ISSUES**

The OJC is a one bike category. Should a competitor's bike be deemed inoperable by the OJC Technical Officer and the competitor is unable to continue on their allocated bike during the course of an event, an official request can be made in writing by the competitor to replace their bike with one of the program's available spare bikes.

Should no request be received or remaining spare bike be available the competitor will be forced to withdraw from the event.

### **42.1 Crash Damage**

Should the request be made due to crash damage and the OJC Technical Officer determines the bike is not repairable at the event, a spare bike will be available as a short-term solution. Competitors who approach the OJC Technical Officer with a request to use a spare bike, following the approval of the OJC Technical Officer, will receive a penalty of back of grid start for all remaining races at that event.

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.

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.

### **42.2 Technical Issue**

Should the request be made due to a technical issue, as determined by the OJC Technical Officer and the bike is not repairable at the event, a spare bike will be available as a short-term solution. Competitors who approach the OJC Technical Officer with a request to use a spare bike, following the approval of the OJC Technical Officer

- will receive a penalty of back of grid start for all remaining races at that event if it is deemed by the OJC Technical Officer to have been caused by the competitor's misuse of the bike. The repair costs associated with the repair will go against the competitor's spare parts budget
- will not receive a penalty if deemed by the OJC Technical Officer to be an unforeseen technical issue and not to have been caused by the competitor.

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.

### **43 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 a limited supply of spare K-1 Helmets in a variety of sizes which can be purchased at the OJC discounted price.

It is recommended you carry your own spare helmet.

### **44 JUNIOR PROTESTS**

Refer to MoMS Chapter 6.1.6

### **45 ANTI-DOPING**

#### **45.1 Anti-Doping Policy**

All competitors, team managers, crew members, 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.

#### **45.2 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.sportintegrity.gov.au/](http://www.sportintegrity.gov.au/). When drug testing takes place, the payment of prize money may be delayed by ASBK 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 7:00 AM day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

### **46 DRUG AND ALCOHOL POLICY**

All competitors, team managers, crew members, mechanics, officials and parents/guardians are advised that random breath-testing may take place throughout the round. For the purpose of drug and alcohol testing, the commencement of the event will be deemed to be 7:00 AM, day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

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

### **47 CODE OF BEHAVIOUR**

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

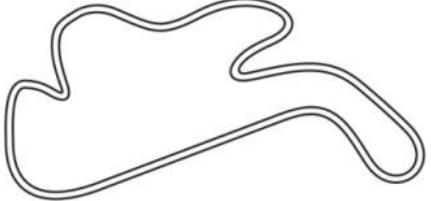
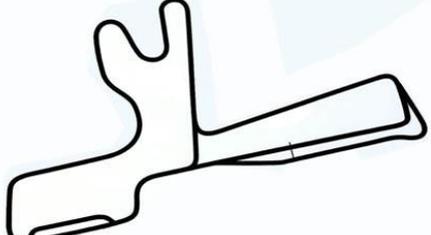
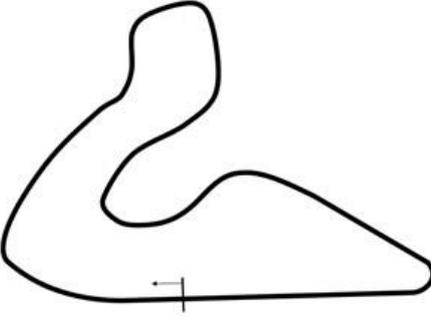
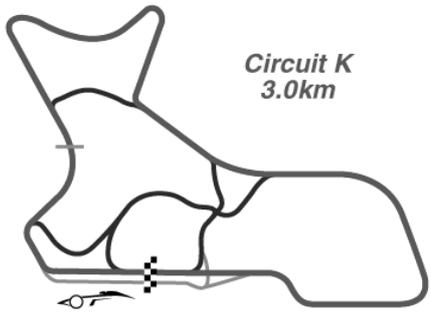
### **48 ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA POLICY**

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

#### **49 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><b>Round 1 – Phillip Island Grand Prix Circuit</b>          Address: Back Beach Road, Phillip Island VIC 3922          Circuit details: approx. 4.445 km, anti-clockwise</p>	
<p><b>Round 2 – Winton Raceway</b>          Address: 41 Fox St, Winton VIC 3673          Circuit details: approx. 3.0 km, clockwise</p>	
<p><b>Round 3 – Wakefield Park</b>          Address: 4770 Braidwood Rd, Turraville NSW 2580          Circuit details: approx. 2.2 km, clockwise</p>	
<p><b>Round 4 – Morgan Park Raceway</b>          Address: Old Stanthorpe Road, Morgan Park QLD 4370          Circuit details: approx 2.967 km, clockwise</p>	 <p style="text-align: right;"><i>Circuit K 3.0km</i></p>
<p><b>Round 5 – TBC</b></p>	
<p><b>Round 6 – Symmons Plains Raceway</b>          Address: 14872 Midland Hwy, Perth TAS 7300          Circuit details: approx. 2.41 km, anti-clockwise</p>	