



**MOTORCYCLE RACING CLUB OF W.A INC**  
Presents the  
**2020 WA STATE ROAD RACING CHAMPIONSHIP**  
**AND SERIES SUPPLEMENTARY REGULATIONS**  
Incorporating the WA Junior State Road Race Championship

<b>MCRCWA Championship Rounds</b>					
<b>5 April</b>	<b>7 June</b>	<b>26 July</b>	<b>9 August</b>	<b>20 September</b>	<b>11 October</b>
<b>Junior State Championship Rounds</b>					
<b>5 April</b>	<b>7 June</b>	<b>21 June</b>	<b>9 August</b>	<b>12 September</b>	<b>11 October</b>

<b>State Championship Classes</b> Superbike Supersport Sidecar Production Juniors (and 2-stroke Juniors)	<b>State Series</b> C-Grade Superbike C-Grade Supersport B-Grade Series C-Grade Production	<b>Support Classes</b> Clubman 1000 & 600 Naked Cup Golden Era (P5/P6/P7 combined) 125GP
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**EVENT INFORMATION**

- 1) ANNOUNCEMENT:** The Motorcycle Racing Club of W.A. Inc. (Herein MCRCWA) will conduct 6 (six) rounds of the 2020 WA State Championships, including support races between Barbagallo Raceway and Collie Motorplex on the above dates (in addition to Wanneroo International Kartway for Juniors).
- Each round structure will be announced in the Event specific Supplementary Regulations.
- The intention is for each round to offer 3 legs (races) per class plus 2 practice or qualifying sessions, refer to the Event specific Supplementary Regulations.
- 2) CIRCUIT DESCRIPTION** Barbagallo Raceway is located approximately 50 kilometres North of Perth on Wattle Ave East in Wanneroo. The circuit is approximately 2.5km in length and racing is clockwise.
- Collie Motorplex is located approximately 200 kilometres South of Perth on Powerhouse Road in Collie. The long circuit 2.66km in length and racing is anti-clockwise.
- Wanneroo International Kartway is located approximately 50 kilometres North of Perth on Wattle Ave East in Wanneroo. This circuit will only be utilised for the Junior class. Circuit length is approximately 1025 meters and racing is anti-clockwise.
- Cockburn International Kartway is located approximately 30 Kilometres South of Perth on Gemma Road in Cockburn. This circuit will only be used for the junior class. Circuit length is approximately 1070 meters and racing is clockwise.
- 3) JURISDICTION:** Meetings will be run under Permit numbers issued by MA/MWA. Permit numbers will be announced within the event supplementary regulations.
- Track licences and relevant permits will be announced within the event supplementary regulations.
- Meetings will be open for competition to holders of current MA Senior and endorsed Junior National Licences. Riders with licences issued by other Federations and with a current FIM licence are eligible to enter, provided they have start permission from their Federation and have satisfactory insurance. One day competition licence holders may be considered at the promotor's discretion in accordance with 3.6 of the GCRs.
- Meetings will be held under the Motorcycling Australia General Competition Rules, State Championship regulations and these state championship and series supplementary regulations, event supplementary regulations and any other final instruction or technical documents.
- MWA Steward, Clerk of Course, Race Secretaries and Technical Scrutineer will be announced in the event specific supplementary regulations.

## ENTRY INFORMATION

- 4) **CLOSING DATE:** 2 weeks prior to each round – refer to Round Specific Supplementary Regulations.
- 5) **LATE ENTRY:** Late entries may be accepted at the promoter's discretion. Contact the MCRC Office prior to the closing date to make alternative arrangements.
- 6) **ENTRIES TO:** **Online** through [Ridernet](#).  
Otherwise;  
**Post:** ATTN: Race Secretary, Motorcycle Racing Club of WA (Inc)  
P.O. BOX 116, WANNEROO 6946  
**Email:** PDF form from website to [admin@mrcrwa.com.au](mailto:admin@mrcrwa.com.au)
- 7) **ENTRIES TO CONSTITUTE A CLASS** Refer to MWA 2020 Road Racing State Championship Regulations for minimum entry requirements. For non-championship classes, seven (7) starters is the prescribed minimum number of entries.  
  
If there is fewer than the required number of starters in a class, those races may not attract Championship points/awards as is applicable.  
  
If insufficient entries are received in any class, the decision to run or cancel a class, or to combine events and redistribute any awards etc. will be at the discretion of the Promoter.
- 8) **FEES:** **Entry Fees for events will be advertised in the event specific supplementary regulations.**  
  
Hire of one transmitter is included in entry fees.  
  
Timing Brackets available for purchase separately at \$10 ea, additional transmitter hire is \$15 per unit.
- 9) **CROSS ENTRY:** A cross entry occurs when a competitor enters a second class that they are eligible to compete in using the same machine/s in both classes. The competitor must make every effort to compete. No additional charge.
- 10) **2<sup>nd</sup> MACHINE ENTRY:** Second machine entry occurs when a second motorcycle of varying capacity is entered into a second class. Additional Pit bay fees may apply, refer item 17.
- 11) **MEDICAL CLEARANCE:** Any rider, who is transported to hospital, via ambulance or private vehicle from an event, recommended to attend hospital or is advised by a medical practitioner that they require a medical clearance certificate before taking part in any further event will have their license suspended until such time as they supply a medical clearance indicating that the **rider is fit to participate in motorcycling activities** to their SCB – Motorcycling WA or the Race Secretary/ Steward at a MA permitted race meeting.  
  
Ambulance cover is compulsory as a condition of your license and must be maintained for the duration of your license.
- 12) **ENTRIES OPEN TO:** Entry is open to holders of current Senior or Junior National Competition Licenses issued by M.A. and it's SCBs. Riders must be financial members of an MA affiliated club. One day Competition License holders may be considered at the promoter's discretion.
- 13) **ACCEPTANCE:** The Promoter reserves the right to reject and/or cap entries, subsequent entries will be waitlisted. Cross nominations may be rejected if a class is oversubscribed.  
  
If a field is oversubscribed at close of entries, then qualifying times will determine a race start. Bonafide non qualifiers (as advised by Clerk of Course) will receive a credit voucher value of \$100 in lieu of part entry fee payment.  
  
The promoter reserves the right to request proof of previous road race experience and verification of Competition License testing and approval. If this cannot be provided, entry may not be accepted.  
  
All riders and machines must comply with the 2020 Manual Of Motorsport – referred to within this document as GCRs and meet the eligibility requirements of their class.  
  
Solo competitors must be capable of a minimum lap time of **115%** of the fastest rider.  
  
Sidecar teams must be capable of a minimum lap time of **130%** of the fastest rider.

- 14) CANCELLATION OF ENTRIES:** No refund will be given unless notification from entrant/competitor is received in writing 7 days prior to the race meeting, or a relevant medical certificate is produced dated less than 7 days from the meeting. If no medical certificate is provided and the withdrawal is within 7 working days of the round, any refund is at the sole discretion of the promoter. \$20 of the entry fee will be withheld for administrative costs.
- 15) RIDER NOTIFICATIONS:** A rider or nominated representative must OFFICIALLY scratch from events and notify the Race Secretary in writing (forms are available in the race office). Failure to scratch may incur a penalty from the Clerk of Course or Steward. There is no entry fee refund for a scratching.
- 16) DUMMY GRID:** Access is available to competitors/pit crews/officials only as marked.  
Enclosed footwear required. This is a strictly no smoking area. No children (under 16) allowed.
- 17) PIT BAY ALLOCATION:** Carport fees are included in round entry fees and will be pre-allocated for the meeting, with **2 bikes allocated per carport**. If you wish to have a full carport to yourself or have an additional motorcycle, then an additional \$20 is required.  
Competitor teams/groups wishing to pit together must apply **in writing** to be considered. Email requests to [admin@mrcrwa.com.au](mailto:admin@mrcrwa.com.au). **Verbal requests will not be accepted.**  
Power leads must comply with workplace safety requirements, with leads subject to walking traffic requiring protection. MRCRWA take no responsibility for competitors or crews who do not meet the Australian Standards and Occupational Health and Safety Act.  
Power is provided in pit-bays for tyre-warmers only, the use of additional high-power use items may trip power supplies and should avoided. If additional items are to be powered, a generator is highly recommended to be used.
- 18) SMOKING** For safety reasons, smoking is not permitted in any of the pit bays, garages, Pit Paddock, Pit Lane or at the riders briefing. This applies to all and is not limited to competitors, their crew members and guests.

## RIDER ELIGIBILITY

- 19) RIDER** Entry is open to holders of current National Competition Licenses issued by M.A. and its SCB's. Riders must be financial members of an MA affiliated club.
- CLUBMAN:** Is open to current C, D and Novice riders. Once a competitor has won a "Clubman Round" **they will not be eligible** to re-enter this event. At the discretion of the Competitions Committee a winner **may** be allowed to re-enter (i.e. round won in rain, not a normal front runner). As riders can be graded out of this class they are encouraged to cross-enter in the Superbike or Supersport classes where eligible. Competitors may be identified as ineligible to enter at the discretion of the promoter upon review of their performance.
- Naked Cup:** Is open to current C, D and Novice riders.
- B-Grade Series:** Is open to current B and select C grade riders (C graders at Clerk of Course's discretion) on machines meeting Superbike or Supersport requirements.

## CLASS DEFINITION

- 20) MACHINE:** All machines must comply with the 2020 GCRs 8.9 (General Rules), 8.11 (Machine & Rider Identification), 8.14 (Sound Emissions), 8.15 (Fuel), 8.16 (Engines) and 8.17 (Frames & Parts).  
**All machines must have brake caliper mounting bolts lockwired.**
- General Competition Rules (GCRs) available at:** [www.ma.org.au](http://www.ma.org.au)
- All classes refer to GCR 8.4 for detailed capacity requirements.**
- SUPERBIKES:**  
4-stroke engines, with a capacity of nominally not less than 750cc nor greater than 1300cc and complying with the 2020 GCR MOMS 8B, 8C, 8D and 8.18.
- SUPERSPORT:**  
4-stroke engines with a capacity of nominally not less than 400cc nor greater than 750cc and complying with 2020 GCR MOMS 8B, 8C, 8D and 8.19.
- CLUBMAN 600:**  
Is open to 600cc 4-cylinder bikes, 750cc 2-cylinder bikes & 675cc 3-cylinder bikes.
- CLUBMAN 1000:**  
Is open to 601cc to 1000cc 4-cylinder bikes and 751cc to 1300cc 2/3-cylinder bikes.

**B-GRADE:**

Is open to bikes meeting wholly Superbike or Super sport requirements.

**PRODUCTION:**

Open to the below models, post 2008, complying with GCR MOMS 8C, 8D and 8.21:

- Yamaha R3,
- Ninja 250/300,
- Ninja 400, (subject to MCRC Ninja 400 technical requirements)
- Honda CBR 250
- Honda CBR 300
- KTM 390
- Benelli 302
- Suzuki GSXR 250

**125GP:**

125GP machines are to meet GCR MOMS 8C, 8D and 8.22

**JUNIORS**

The WA Junior State Road Racing Championship is for junior competitors on ≤160cc 4-stroke motorcycles meeting GCR sections 8b, 8C, 8D and 8.28.

The '2-stroke' WA Junior Road Race Series is for junior competitors on ≤85cc 2-stroke motorcycles meeting GCR 8.27 meeting GCR sections 8b, 8C, 8D and 8.27.

Refer to the 2020 GCRs and the MCRCWA WA Junior State Road Racing Championship Technical Regulations for more details.

**NAKED CUP MACHINES.**

Refer to MCRCWA Naked Cup Technical Requirements. Generally open to all "Naked" production motorcycles.

**SIDECARS:**

Open to Formula 1, Formula 2 and Period 5 machines and complying with 2020 GCR sections 8C, 8D, 8.23, 8.24 & 8.25. Period 5 also must comply with 9.23.6 oil containment & underside protection.

**GOLDEN ERA (PERIOD 5, 6 AND PRE-MODERN):**

Is open to all pre-modern, period 5 and 6 machines as per below table. Machines must fully comply with GCRs 9.5, 9.6, 9.7, 9.9, Section 9D and 9.16. With Period 5 machines to meet 9.20, and Period 6 machines to meet 9.21.

*Table 1 - Golden Era Eligibility. Refer 9.3.0.1 GCRs. \*Period 7 is not yet an official MA period.*

<u>Period</u>	<u>Name</u>	<u>Date Range</u>
Period 5	Forgotten Era	1 <sup>st</sup> January 1973 to 31 <sup>st</sup> December 1982
Period 6	New Era	1 <sup>st</sup> January 1983 to 31 <sup>st</sup> December 1990
Period 7*	Pre-Modern	1 <sup>st</sup> January 1991 to 31 <sup>st</sup> December 1997

**21) SPECIAL REQUIREMENTS:**

**SPONSORS DECALS (as applicable):** By entering the 2020 Championship and Series competitors agree to carry the required Class sponsor's decals (in the required position) in all qualifying and race sessions. Decals will be available from the Scrutineering Bay and Race Office on race morning and are to be correctly displayed at all events.

**RACE NUMBERS:** As per GCR 8.11.

ASBK Competitors may use ASBK Regulations upon approval **prior** to the event from the Promotor (MCRCWA).

**RAIN LIGHT (Optional but recommended for wet weather racing)**

Motorcycles may have a functioning red light mounted at the rear of the machine. This light may be switched on any time the motorcycle is on the track or being ridden in the pit lane and the session has been declared WET.

All lights must comply with the following:

- a) Lighting direction must be parallel to the machine Centre line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the Chief Scrutineer. In case of dispute over the mounting position or visibility, the decision of the Chief Scrutineer will be final.
- c) Power output/luminosity equivalent to be approximately: 10-15 W (incandescent), 0.6-1.8 W (LED).
- d) The output must be continuous – no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
- e) Safety light power supply may be separated from the motorcycle.
- f) The Chief Scrutineer has the right to refuse any light system not satisfying this safety purpose.

## TYRE INFORMATION

- 22) TYRE RULES:** Refer to the [2020 WA State Road Racing Championship Homologation Tyre List](#).
- ALL CHAMPIONSHIP CLASSES**  
Tyres must comply with the WA State Road Racing Championship Homologation Tyre List. Only one set of tyres shall be used for all races at each round. There is no restriction on wets once the race has been declared wet.
- Tyre choice for non-championship classes is open.
- “Wets” are deemed to be moulded (not cut) treaded tyres. Homologation is not required for wet tyres.
- Rider choice of an unsuitable tyre compound for the first race will not be sufficient reason to change tyres for the second and third race.
- 23) MARKING OF TYRES:** **CHAMPIONSHIP CLASSES**  
The Chief Scrutineer or nominee will mark both tyres on each motorcycle after the first race of the round. Competitors are to return to their Pit Bays via the Scrutineering Bay at the end of all events.
- 24) CHANGING OF TYRES:** **CHAMPIONSHIP CLASSES**  
The rider can change a tyre for reasons of safety upon application to the Technical Scrutineer who will be the sole judge to approve the change.
- If a tyre or tyres are changed with the approval of the Technical Scrutineer, then the competitor/s will start the next leg from the back of the grid.
- If the Technical Scrutineer refuses approval and the competitor elects to change the tyre, or tyres, that competitor must start subsequent races for the remainder of the round from the rear of the starting grid, **20 seconds after the starting signal**, under separate start orders.
- In the case of competitors changing machines for the next leg, the tyres used must be the ones used in the previous leg unless the above applies.
- 25) WET TYRE USAGE:**  
For all classes the use of wet tyres is only allowed when the track has been declared wet by the Clerk of Course.
- 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, qualifying, practice or warm-up session is declared wet by the Clerk of Course then competitors can change to wet tyres without penalty. These need not be presented for marking.
- 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.
- 26) Tyre Disposal**  
Tyres must not be left at the circuit for disposal. It is the competitor’s responsibility to remove tyres from the circuit and dispose of same. A penalty will be enforced.
- 27) FUEL** **As per 2020 MOMS 8.15 – Appendix C.**  
**FUEL WARNINGS and HANDLING** refer to MOMS Appendix C 4 and 4.3
- 28) NOISE EMISSIONS** **As per 2020 MOMS 8.14 – Appendix C.**
- 29)TIMING TRANSPONDERS:**  
  - 1) Competitors must fit a mandatory timing transmitter bracket (available for purchase from the race office).
  - 2) Timing transmitters are issued on race day from the Race Office.
  - 3) Once the timing transmitter is transferred to the competitor, it is the competitor’s responsibility for any repairs and/or replacement cost of the transmitter if damaged or lost.
  - 4) It is the competitor’s responsibility to return the transmitter at the end of the days racing to the Race Office
  - 5) Timing transmitters must be fitted for all practice, qualifying and race sessions.
- 30) RIDING IN PIT PADDOCK**  
By Order of M.A. there is to be “no riding of motorcycles in the pit paddock”. The riding of competition motorcycles will only be allowed in the designated areas at walking pace. Helmets are to be worn.
- No skateboards, rollerblades, scooters, pushbikes, minibikes, balls or frisbee’s allowed in pit lane.

## EVENT INFORMATION

### 31) OFFICIAL SCRUTINEERING:

**Held on the day of the event as stated in round Supplementary Regulations.** All machines and competitors must be scrutineered prior to commencing practice, qualifying or racing.

**Solo machines** must be presented to the Scrutineering Bay (refer event specific Supplementary Regulations) with the belly pan removed and available for inspection. Bikes must not be hot for the morning inspection.

**Sidecar's** will be Scrutineered in their pit bays. All sidecars are required to remove bodywork prior to presenting machines to the Machine Examiner. Bodywork must be available to the scrutineer for inspection. Sidecar competitors must present gear at the scrutineering bay as per below.

All sidecar machines must be fitted with an oil containment as per GCR's 8.23.6, 8.24.4 and 8.25.2

**All machines will be randomly checked at scrutineering for radiator additives.** Please refer to GCRS 8.17.1.10.

All competitors must present wearing their riding leathers & boots and present helmet, gloves and back protector for Inspection at Scrutineering Bay unless advised otherwise in the event specific supplementary regulations. Any competitor not doing so may not be checked.

**Competitors found to be using non-scrutinised/approved gear may be excluded from events at the discretion of the Clerk of Course.**

**Any equipment failing scrutineering will not be returned until the end of the event.**

Current MA Competition License and Club Membership card must be presented at rider sign-on.

Competitors in any class wishing to run an On Board Camera must present the camera mounted to the machine at the time of the machine being officially examined. Required Registration paperwork must be also presented at this time.

### 32) ON BOARD CAMERAS

The use of on-board cameras must be registered with at the Race Office. A complete Application Form then is to be presented with bike (with camera mounted) for Chief Scrutineer for inspection and approval.

Refer to Camera Mounting Rules at [www.mcrcwa.com.au/competition](http://www.mcrcwa.com.au/competition).

Camera's mounted on helmets are not allowed at events promoted by the MRCWA.

### 33) DAMAGED MACHINES:

Machines, which suffer accident damage in practice, qualifying or race sessions, must be re-examined before participating further on the day. The onus is on the rider to have their machine re-scrutineered and a penalty for non-compliance will apply. **This includes bikes which are able to re-join or be ridden back to the pit area.**

### 34) IMPOUND OF MACHINES:

The MCRC reserves the right to inspect and impound any machine on a random basis.

**At the conclusion of the final race for each class at each round, a minimum of the first four machines shall be impounded for 30 minutes in an area to be nominated by the Chief Scrutineer.** Team Members/crew and authorized personnel are not permitted to enter the designated scrutineering impound (parc ferme) area until all machines have entered and come to a stop. Team member/crew and authorized personnel are to wait for instructions by the Chief Scrutineer that they may enter.

### 35) CHANGE OF MACHINE:

Machine changes are allowed on the day of the event, provided that the requested machine has been officially scrutineered and the request is provided in writing to the Race Secretary 10 minutes prior to the next leg and has been approved by the Clerk Of Course and appointed Steward.

Riders should also refer to tyre rules for championship classes if changing machines. Changing of machines is prohibited during races.

### 36) CHANGE OF RIDER, DRIVER OR PASSENGER:

Is allowed on the day of the event and for events conducted over legs provided that:

- a) The substitute rider has already entered on the day
- b) Notice of change is given in writing to the Race Secretary of the Meeting.
- c) The request is approved by the Clerk Of Course and appointed Steward.

A current national licensee who has competed in a national (open) road racing competition as a passenger within 12 months may replace any injured sidecar passenger and 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 Meeting.

The replacement passenger is to produce a current license and full riding gear for scrutineering.

<b>37) EVENT SCHEDULE/ PROGRAMME:</b>	The promoter's reserve the right to alter, delete or vary events in the program subject to the approval of the Clerk Of Course and the Steward of the Meeting. The event schedule and race format will be advised in the round supplementary regulations.
<b>38) CIRCUIT INSPECTION</b>	Competitors are offered the opportunity to walk the track prior to the start of the event. Refer to the round specific Supplementary Regulations for a schedule.
<b>39) RIDERS BRIEFING:</b>	<p><b><u>Held on the day of the event prior to practice/qualifying</u></b>, as stated in the Round Supplementary Regulations. All competitors (and Parents/guardians of Junior riders) are required to attend the Briefing to be held in the designated area and sign the attendance register at the Briefing.</p> <p>Late arrival or failure to attend the Rider's Briefing may result in penalties.</p> <p>Any parent or guardian who is not attending the race meeting with their child <b>must</b> nominate a temporary guardian by completing the temporary guardian form available at <a href="http://motorcyclingwa.org.au">motorcyclingwa.org.au</a>. A copy must be sent to Race Secretary at <a href="mailto:admin@mcrcwa.com.au">admin@mcrcwa.com.au</a> prior to the event.</p>
<b>40) PRACTICE</b>	<p>Are held on the day of the event unless otherwise stated in the event specific supplementary regulations.</p> <p>No rider will be allowed to compete in the program of events until they have participated in official practice.</p> <p>No rider will be permitted to practice in any other but his or her allocated sessions without prior permission from the Clerk of Course. Riders' allocated Practice groups will be notified race morning.</p>
<b>41) QUALIFYING</b>	<p>Qualifying sessions will be held in place of practice for Round 1. See Round 1 Supplementary Regulations for schedule of qualification.</p> <p>Qualifying will determine Grid starting positions for <b>Race one only, Round One, for each category</b>. Remaining legs will be as per finishing order of the previous race, that is, a progressive grid.</p>

## RACE INFORMATION

<b>42) GRID SPACING:</b>	Solos - 3/3 Echelon style grid. Sidecars - 2/2 Echelon style grid.
<b>43) STARTING POSITIONS:</b>	<p>For all events conducted over more than one leg, competitors will be allocated starting positions by finishing order of previous leg.</p> <ul style="list-style-type: none"> <li>• Grid positions for Round 1, race one of each class <u>will be determined by qualifying</u></li> <li>• <u>Remaining legs will be as per finishing order of the previous race.</u></li> <li>• For all remaining rounds leg 1 will start as per finishing order of final leg of previous round.</li> </ul>
<b>44) DNF / DNS STARTING POSITIONS:</b>	<p>Riders who do not start (DNS) or finish (DNF) in a leg will be allocated positions at the rear of the grid for the next leg.</p> <p>When there are multiple DNF's competitors are gridded at the rear of the grid based on their championship/series points.</p>
<b>45) REAR OF GRID PENALTY STARTING POSITIONS:</b>	<p>The penalised rider will be allocated a position at the rear of the grid.</p> <p>When there are multiple penalties competitors are gridded at the rear of their class based on their championship/series points.</p>
<b>46) VACANT GRID POSITIONS:</b>	If a rider is "excluded" or deemed to be a "DNS" for a leg his/her position on the grid will remain vacant.
<b>47) WARM UP LAP:</b>	<p>Competitors will be given one (1) warm-up lap for each event, unless otherwise advised by the Clerk of Course.</p> <p>During the sighting/warm-up lap there will be no practice starts and/or weaving. It is an offence to act in a reckless or dangerous manner whilst competing. Practice starts and/or weaving of any kind will be seen as an offence and penalties will be given.</p> <p>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.</p> <p>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.</p>

- 48) GRIDDING UP:** Following the warm-up lap competitors must form up in grid positions at the start line without assistance. The onus is on the competitor to self-grid. Penalties may be applied for delayed gridding.
- 49) START PROCEDURES:** As per GCR 8.12.6 – The Method of Start will be as follows:
- The Race Official will place competitors in the hands of the Starter.
- 2 minutes prior to the warm up lap commencing a siren will sound along with a pit paddock announcement stating that “Pit exit will open for Race number # \_\_ in 2 minutes”
  - 30 seconds prior to the warm up lap commencing a siren will sound along with an announcement stating that “Pit exit will open for Race number #\_\_ in 30 seconds”.
  - When the pit exit is opened, and the warm up lap has commenced a 30 second countdown will commence. Not less than 30 seconds after pit exit is opened, the siren will sound, and pit exit will be closed.
- Any competitor, who has failed to leave pit lane at this point, will be required to start the race from Pit exit at the direction of the Chief Grid Marshal.
- After completing the warm up lap, riders will grid up in their allocated grid positions and await Starters instructions.
- All Race STARTS will be by clutch and are signalled by the following START PROCEDURE:
1. The Red Flag Start Official leaves front of Grid (Riders standby for start)
  2. Red Light On (Race Start Imminent)
  3. Red Light Off (Start of Race)
- In the event of a start light malfunction, the red light will be replaced by the drop of the National Flag.
- 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.
- Competitors may wait for their next race on pit lane for pit exit to open in their allocated grid placing on the designated dummy grid.
- 50) RED FLAG** When a race is red flagged riders are to return to the main grid and will be given warm up lap/s as determined by the Clerk of Course prior to the re-starting of the race.
- Any time other than a race, upon a red flag, riders are to return to the main grid OR their pit-bay.
- 51) JUMP STARTS:** As per GCR 8.12.9 each machine must remain stationary in its grid position until the start signal is given.
- GCR 8.12.9:** A Jump start occurs when there is any movement from the machine or the machine is not in its nominated grid position when the field is in the starter’s control prior to the start signal being shown.
- A 15 second penalty will apply to any rider committing a jump start. The Official Starter in conjunction with the Clerk of Course will adjudicate the penalty.
- The penalty shall as soon as practicable, be notified to the rider’s representative.
- 52) TRACK RE-ENTRY:** In all areas of the track, competitors must return to the track as close to the point where they left the track as possible, without going “against the flow of traffic”. They must always re-enter the track safely.
- Refer to round Supplementary Regulations for Re-entry after the Chicane and at the rumble strip at Turn 7 and other venue specific requirements. Penalties apply for non-compliance.
- 53) FINISHES:** As per GCR 8.12.10: a competitor finishes an event and qualifies for inclusion in the results if the competitor:
- Completes not less than 75% of the race distance (8.12.12.1); and
  - Is shown the chequered flag on crossing the finishing line.



- 54) EXITING TRACK/  
RETURNING TO PITS:** All competitors & machines are to return to the paddock bays (during or at the end of any session including warm-up, practice, qualifying, racing) via the Machine Scrutineering shed, where they may be stopped by an Official to inspect their tyres/bike.
- 55) STOPPING & RE-RUNNING OF RACES:** **Supplementary to GCR 8.12.12 and 8.12.13**  
If more than three laps, but less than two thirds of the race distance, have been completed, and a Timing System malfunction making times unreliable or unavailable, riders will grid for the re-start as per **GCR 8.12.13.6** and the finishing order of part two of the event will determine results of the race.  
**When a race is red flagged** riders are to return to the main grid & will be given a warm up lap prior to re-starting of the race. If there is a significant delay riders will be sent back to the pits to await further instructions.
- 56) PROTESTS** **Refer to GCR MOMS 6.2.**
- 57) POINTS:** **Points will be allocated to the first 20 (twenty) placegetters in each leg of the Championship in accordance with GCR MOMS 8.12.16.**  
In the event of two or more competitors having identical times in a race (dead heat or combined times in a re-start), points for the places occupied by the competitors shall be combined, then divided equally by the number of competitors involved, and allocated accordingly.
- 58) EVENT AWARDS** **Refer clause 7 of this document and the State Championship regulations for minimum numbers to constitute a class.**
- WA SUPERBIKE STATE CHAMPIONSHIP** *Incorporating C-GRADE SERIES*  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> for Superbike Championship overall & C-Grade Series
- SUPERSPORT STATE CHAMPIONSHIP** *Incorporating C-GRADE SERIES*  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Supersport Championship overall & C-Grade Series
- SIDECAR STATE CHAMPIONSHIP**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Sidecar Championship and 1<sup>st</sup> placed Formula 2
- JUNIOR STATE CHAMPIONSHIP (160cc 4-stroke & 85cc 2-stroke classes)**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> for the Junior Road Race championship 4 stroke class.  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> for the Junior Road Race championship 2 stroke class (subject to entry numbers)
- PRODUCTION Championship**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Production Championship overall & C-Grade Series (**C Grade Series dependent on entries distribution, and may change at the promoters discretion prior to Round 1**).
- B-GRADE SERIES**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall and the 1<sup>st</sup> placed 600.
- CLUBMAN ROUND-BY-ROUND**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall, 1<sup>st</sup> D grader and 1<sup>st</sup> placed 600.
- NAKED CUP ROUND-BY-ROUND**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall and 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> for Naked Cup Lights
- GOLDEN ERA ROUND-BY-ROUND**  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall.

**End of season Championship and Series awards points will accrue over the season, for the following Awards;**

**SUPERBIKE, SUPERSPORT, PRODUCTION, JUNIORS AND SIDECAR State Championship**

1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> place trophies for each class

**SUPERBIKE & SUPERSPORT C-Grade Series**

1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> place trophies for each class (C Grade Riders are eligible for overall class points & trophies)

**B-GRADE Series.**

1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> place trophies.

**MOTORCYCLING  
AUSTRALIA POLICIES**

Competitors, officials, volunteers, Parents/guardians and team members are reminded to refer to and adhere the Motorcycling Australia policies listed below;

- MA Member Protection Policy
- Electronic Communication and Social Media Policy
- MA Anti-Doping Policy (and as carried out by the Australian Sports Anti-Doping Authority)

All policies are available online at <http://www.ma.org.au>

If a competitor has any doubts over banned substances it is recommended they contact the Drugs in Sport Hotline on 1800 020 506 or visit [www.asada.gov.au](http://www.asada.gov.au) When drug testing takes place the payment of prize-money or awards may be delayed until the results of the tests are known.

**DRUG & ALCOHOL TESTING** All competitors, officials, parents and guardians are advised that random breath-testing may take place throughout the round.

The carrying or consumption of alcoholic beverages in the Paddock, Pits or Pit Lane is prohibited.

**MOTORCYCLE RACING IS DANGEROUS AND CAN RESULT IN INJURY OR DEATH TO COMPETITORS AND DAMAGE TO MACHINERY.**

These Supplementary Regulations and Event Entry Forms are important documents, which affect your legal rights and obligations. Read all documents carefully and do not sign the Entry Form for competition unless you are completely satisfied that you understand the contents AND AGREE TO BE BOUND BY THEM.

**WARNING and RESPONSIBILITY:**

It is a condition of entry that the competitor or guardian indemnifies the land owners and occupiers, the organizers, the promoters, the sponsors, Motorcycling WA, Motorcycling Australia (MA), their servants and officials, and any land controlling bodies or private landholders against any claims or liability for any damage, loss or injury he or she may suffer arising in any way out of the competition. Where more than one signs the indemnity, they are liable each of them and all of them jointly.

The competitor participates at his or her sole risk and responsibility. He or she accepts the track/venue as it stands with all shortcomings hidden or otherwise and the full knowledge that participation can be hazardous.