

MOTORCYCLING NSW DISCIPLINE BY-LAWS

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1. Dirt Track

1.1. Registered Riding Numbers

1.2. Wherever possible, competitors shall be allocated either their MNSW registered Dirt Track riding number or their preferred riding number. The numbers one (1) to (3) inclusive for both solos and sidecars are to be reserved and MAY be used by those competitors who finished in the first three (3) places in the previous year's PRO450 solo and 1100cc sidecar NSW Dirt Track Championships.

1.3. Where a competitor already has a registered riding number above three (3) that number shall be kept and is not to be used or issued to another competitor until that competitor loses their ranked number at that year's State Championship or chooses to use their original number.

1.4. NSW Senior State Championships

1.5. General

1.5.1. The tendering process for all State Championship events will be managed by the MNSW Office in consultation with the Sports Committee and determined in a fair manner.

1.5.2. Support events may be included on the program.

1.5.3. The maximum number of races that can be conducted, including Championship events, is free subject to approval by the Sports Committee. Priority however must be given to Championship events should track and/or weather conditions deteriorate/dictate.

1.5.4. Where State Championships are conducted over a number of rounds the format of racing is to be consistent at each venue.

1.5.5. Individual promoters are responsible for providing all infrastructures for the running of their respective Championship meeting/round i.e., officials, medical services, etc.

1.6. Championship Clauses

1.6.1. Championship Classes shall mirror the categories and classes for Australian Championships.

1.6.2. Change of machine is not permitted under any circumstances once the first qualifying heat or round of competition of a given class has commenced at each Championship or at each round for multi-round Championships.

1.6.3. All Championship classes are to be offered at all Championship meetings.

1.6.4. There shall be only one-Track Championship run in any one year. It may be either a Short or Long Track. All tenders shall be considered, and the Dirt Track Sports Committee shall recommend to the MNSW Board which promoter/s will conduct the Track Championship.

1.6.5. To constitute a championship class, the number of contestants entered and competing in Pro

Open Women class shall be a minimum of 6 (6) for Solo competition.

- 1.6.6.** To constitute a championship class, the number of contestants entered and competing in a Senior class shall be a minimum of ten (10) for Solo competition and a minimum of four (5) for Sidecar competition. For all championship classes.

1.7. NSW Junior State Championships

1.8. General

- 1.8.1.** Where State Championships are conducted over several rounds, the format of racing is to be consistent at each venue.
- 1.8.2.** The maximum number of races that can be conducted including Championship events is unrestricted subject to approval by the Sports Committee. Priority however must be given to Championship events should track and/or weather conditions deteriorate/dictate.
- 1.8.3.** Individual promoters are responsible for providing all infrastructure for the running of their respective Championship meeting/round i.e., officials, medical services etc.
- 1.8.4.** All NSW Junior State Championships shall be contested in the classes and age groups stipulated in the current GCR's for Australian Championships.
- 1.8.5.** All Championship classes are to be offered at all Championship meetings.

1.9. Entries to Constitute a Class

- 1.9.1.** To constitute a class, the number of contestants entered and competing in a class shall be a minimum of six (6) for Solo competition and a minimum of four (4) for Sidecar competition.
- 1.9.2.** Should there be insufficient entries in any age group within a class the decision to run or cancel the class or to combine age groups and re-distribute any awards will be at the discretion of the promoter subject to MNSW approval.

1.10. Machines and Riders

- 1.10.1.** Change of machine is not permitted under any circumstances once the first qualifying heat or round of competition of a given class has commenced at each Championship or at each round for multi-round championships.
- 1.10.2.** Entry of more than one rider for each machine in the same class of competition is not permitted.
- 1.10.3.** Special awards may be distributed at the discretion of the promoting club with the approval of the MNSW CEO.

2. Enduro

2.1. Grading

- 2.1.1.** Pro and Expert class riders will be so graded by the Enduro Sports Committee. Included in this class will be any "A" or "B" grade rider from any facet of motorcycling.
- 2.1.2.** Sportsman Class riders will be self-graded, but the Enduro Sports Committee reserves the right to set any riders grading. A rider riding their first year as a senior after junior competition has the right to ride Sportsman Class for that year only without being subject to Grading.
- 2.1.3.** Championship and/or series points will be awarded as follows:

PLACE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20 - Onwards
POINTS	25	22	20	18	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

- 2.1.4.** Championship points are not transferable amongst classes. A rider regraded by the Enduro committee at the first round of the Championship, shall be awarded equal points placing in the regraded class based on total time at that round.
- 2.1.5.** For Senior riders who finish the Championship on an equal score the winner will be decided on a countback of placings (i.e. The most 1st placings, then the most 2nd placings etc) If there is still a tie, then equal placing will be given, with the next placing not awarded. For Junior riders who finish on an equal score, equal placing will be given, with the next placing not awarded.

2.2. Registered Riding Numbers

- 2.2.1.** Riders must register their number through Ridernet. The numbers 1–10 will be reserved for Pro Class and will be designated by the Enduro Sports Committee to the top 10 finishers of the competition in the previous year.

2.3. State Championships

- 2.3.1.** State Championships covered by the NSW Enduro Sports Committee include:
- Enduro
 - Junior Enduro
 - Off Road Championship Senior & Junior – may include Sprint, Cross Country and/or Enduro-cross
 - Pony Express

2.4. NSW Senior Enduro Championship

- 2.4.1.** General Description of Event: A reliability trial where the rider is given set times to complete sections (trail time). Several special tests are included, timed to the 1/100th second.
- 2.4.2.** The Enduro Championship will be conducted of rounds of Open National Meetings and will be open to MA senior licence and MA issued One Event senior licence holders.
- 2.4.3.** Rounds will be held throughout NSW.
- 2.4.4.** Where the event is NOT held entirely on private property, riders must be the holder of a current bike driver's licence, valid for use on NSW roads and for the class of motorcycle to be ridden.
- 2.4.5.** Where the event is NOT held entirely on private property, motorcycles must be registered or have an unregistered vehicle permit issued by Service NSW under the Enduro and Rally Permit Scheme.
- 2.4.6.** Motorcycles must have head and tail lights and comply with noise levels as stated in the current GCR's.

2.5. Senior Enduro Championship Classes

PRO CLASS	All Powers
EXPERT CLASS EXPERT CLASS	All Powers
SPORTSMAN CLASS U250	Motorcycles under 250cc any stroke
SPORTSMAN CLASS O250	Motorcycles over 250cc any stroke
EJ CLASS- ENDURO JUNIOR	Riders 16 to Under 18 years - All Powers
WOMENS CLASS	All Powers
VETERANS CLASS	Riders over 35 years - All Powers
MASTERS CLASS	Riders over 45 years – All Powers
LEGENDS CLASS	Riders over 50 years – All Powers

- 2.5.1.** Age shall be classified as a rider who is over the nominated age prior to the first scheduled round of the Championship.
- 2.5.2.** Enduro Rules as per current GCR's shall apply.
- 2.5.3.** The number of entries constitute a class shall be nominated in the Championship Supplementary regulations approved by MNSW.

2.6. NSW Pony Express Championship

- 2.6.1.** General Description of Event: A Pony Express is a team relay event conducted over a course of between 20 to 45 minutes in duration. A team consists of two riders and two bikes or two riders and one bike.

2.6.2. The Pony Express Championship will be conducted of rounds of Open National Meetings and will be open to MA senior licence holders and MA issued one event licence holders.

2.6.3. Rounds will be held throughout NSW on licensed Cross-Country, Enduro and Motocross circuits.

2.6.4. Pony Express Championship Classes:

CLASS 1	Pro, Expert & EJ Riders - All Powers
CLASS 2	Sportsman - All Powers
CLASS 3	Women, Veterans, Masters and Legends - All Powers

2.6.5. A rider from Class 3 may ride in Class 1 or 2. A rider from Class 2 may ride in Class 1.

2.6.6. Age shall be classified as a rider who is over the nominated age prior to the first scheduled round of the Championship.

2.6.7. Change of bike in an event is not permitted. In the case of two riders-two bikes, then the rider whose bike is no longer in use may share his partners entered bike. Contravention of this may end in exclusion.

2.6.8. The number of entries to constitute a class shall be nominated in the Championship Supplementary Regulations as approved by MNSW.

2.7. NSW Off Road Championship

2.7.1. Senior Championship Classes

PRO CLASS	All Powers
EXPERT CLASS EXPERT CLASS	All Powers
SPORTSMAN CLASS U250	Motorcycles under 250cc any stroke
SPORTSMAN CLASS O250	Motorcycles over 250cc any stroke
EJ CLASS- ENDURO JUNIOR	Riders 16 to Under 18 years - All Powers
WOMENS CLASS	All Powers
VETERANS CLASS	Riders over 35 years - All Powers
MASTERS CLASS	Riders over 45 years – All Powers
LEGENDS CLASS	Riders over 50 years – All Powers

2.7.2. Junior Championship Classes:

JUNIOR 4 – J4	15 years	125-200cc 2st & 200-250cc 4st
JUNIOR 3 – J3	13-14 years	125-200cc 2st & 200-250cc 4st
JUNIOR 2 – J2	12-14 years	85cc 2st & up to 150cc 4st
JUNIOR 1 – J1	9-11 years	Small Wheel 85cc 2st & up to 150cc 4st
JUNIOR MINI – JM	9-11 years	65cc 2st & 80cc 4st

- 2.7.3.** Senior riders age shall be classified as a rider who is over the nominated age prior to the first scheduled round of the Championship.
- 2.7.4.** Junior riders age shall be determined by the GCR's for junior riders.
- 2.7.5.** The Off-Road Championship will be conducted of rounds of Open National Meetings and will be open to MA senior, MA junior and MA issued one event licence holders.
- 2.7.6.** NSW Off Road Championship may consist of any or all of the following formats: Sprint / Cross Country / Enduro Cross
- 2.7.7.** Rounds will be held throughout NSW on licensed Cross Country, Enduro or Motocross Circuits.
- 2.7.8.** The number of entries to constitute a class shall be nominated in the Championship Supplementary Regulations as approved by MNSW.
- 2.7.9.** Sprint Format - General Description of Event:
- 2.7.10.** The Sprint is held along the lines of an Enduro Special Test.
- 2.7.11.** Riders complete as many heats of the course as decided by Clerk of Course aiming for a minimum of four.
- 2.7.12.** Times will be accumulative.
- 2.7.13.** In the end, the rider with the least amount of elapsed time for the class will be the class winner.

2.8. Cross Country Format

- 2.8.1.** General Description of Event: Cross Country is a continuous multi-lap event. The intended lap time should be greater than 15 minutes. The rider completing the most laps in the in the least elapsed time shall be declared the winner. The winning rider will be the first rider to receive the chequered flag.
- 2.8.2.** Junior riders must have a mandatory refuelling stop and an escorted preliminary sighting lap of the course.
- 2.8.3.** The ride time for each event shall be nominated in the Supplementary Regulations or the Final Instructions.
- 2.8.4.** Once racing has started, change of motorcycle is not permitted. One rider / one bike.

2.9. Enduro Cross Format

- 2.9.1.** General Description of Event: Enduro Cross is a natural terrain off road event, consisting of a number of heats of a course containing a section of trail and a special test. The intended lap time should be greater than 10 minutes. The special test will be timed and scored as per special test, with times accumulating. The trail section may or may not be timed (to be notified to riders in the Supplementary Regulations or Final Instructions), if timed will be timed and scored as per Enduro trail scoring. The winning rider will be the rider with the least total time.

2.10. NSW Junior Enduro Championship

- 2.10.1.** General Description of Event: A reliability trial where the rider is given set times to complete sections (trial time). Several special tests are included and timed to the 1/100thsecond.
- 2.10.2.** Run in the same way as Senior Enduro, with the modification of some rules as described in the GCR's and Championship Supplementary Regulations.
- 2.10.3.** The Junior Enduro Championship will be conducted of rounds of Open National Meetings and will be open to MA junior MA issued one event licence holders.
- 2.10.4.** All riders must be over 9 years of age at the round of the championship. Riders turning 16 during the year will be allowed to complete the series in the class in which they started, provide they continue to hold a MA Junior Licence.
- 2.10.5.** Rounds will be held throughout NSW.
- 2.10.6.** Junior Enduro Championship Classes:

JUNIOR 4 – J4	15 years	125-200cc 2st & 200-250cc 4st
JUNIOR 3 – J3	13-14 years	125-200cc 2st & 200-250cc 4st
JUNIOR 2 – J2	12-14 years	85cc 2st & up to 150cc 4st
JUNIOR 1 – J1	9-11 years	Small Wheel 85cc 2st & up to 150cc 4st
JUNIOR MINI – JM	9-11 years	65cc 2st & 80cc 4st

2.11. Supplementary Regulations

- 2.11.1.** All Supplementary Regulations for Senior Enduro, Pony Express, Junior Enduro and Off-Road Championships must be submitted in the Standard Supplementary Regulations format.
- 2.11.2.** All Supplementary Regulations must be approved by MNSW

2.12. Parade Laps

- 2.12.1.** Pony Express and Sprint events must have one escorted sighting lap before the event start.

2.12.2. Senior Cross Country events may have one escorted sighting lap before the event start.

2.12.3. Junior Cross Country events must have one escorted sighting lap before the event start

2.12.4. Senior Enduro riders must pre-ride Enduro Tests as described in the GCR's

2.12.5. Junior Enduro riders must pre-ride ALL Tests.

2.12.6. Enduro Cross riders must pre-ride the Test section of the course.

2.13. Starts

2.13.1. Senior Enduro and Junior Enduro will have a dead engine start. Bikes will not be started until the Starter gives the signal. There will be a MAXIMUM of three (3) riders starting per minute.

2.13.2. Pony Express and Cross Country will be a dead engine start. Bikes will not be started until the Starter gives the signal for the class/es being started.

2.13.3. Start will be class start, one (1) minute apart with the MAXIMUM number on the start line determined by the Track Licence. The Clerk of Course may determine that several classes may start on the same start line.

2.13.4. Sprint and Enduro Cross will be on the bike engine running start. The starting gap between riders will be determined by the Clerk of Course.

2.14. Event Awards

2.14.1. Event Championship Awards – all events:

2.14.2. Awards will be given to 1st, 2nd and 3rd places in each class for each event

2.14.3. For Pony Express teams placing 1st, 2nd or 3rd,, both riders shall receive an award.

2.15. Championship Awards

2.15.1. Each individual Senior class award will be made for 1st to 3rd

2.15.2. Each individual Junior class award will be made for 1st to 5th

2.15.3. Further awards may be made at the discretion of the MNSW Enduro Sports Committee and MNSW Board on a year-to-year basis.

2.16. Courses

2.16.1. ALL OFF-ROAD EVENTS UNDER THESE BY-LAWS ARE REQUIRED TO BE ON A LICENCED PROPERTY APPROVED BY MNSW.

- 2.16.2.** All event courses are to comply with GCR's, Supplementary Regulations and Final Instructions.
- 2.16.3.** The Clerk of Course, with permission of the Steward, may alter the Course at any time before or during the event for Safety or Environmental reasons.

3. Historic Road Race

3.1. Grading

- 3.1.1.** Riders commencing Historic Road Racing shall be graded initially as Division 2. The exception will be riders who are already graded as "A" or "B" where speed is the determining factor i.e. Dirt Track, Motocross or Road Race. These riders may commence Historic Road Racing with a grading of Division 1 when so approved by the Historic Road Race Sports Committee.
- 3.1.2.** Any Division 1 grade rider who has not competed in open competition for a period of three (3) years or more shall be graded Division 2 automatically if they return to racing.

3.2. Entries

- 3.2.1.** A Promoter may accept up to ten (10) reserves per event with the proviso that the reserves be notified prior to the meeting and that the reserves be set up in the programme in the option order 1-10 and that the reserves be given the option to withdraw prior to commencement of racing on the day of the meeting.

3.3. Starts

- 3.3.1.** All events shall be commenced by clutch starts or as stated in the Supplementary Regulations.
- 3.3.2.** Where a flag is used to signify the start of an event, the flag shall be lifted to signify the start.
- 3.3.3.** Where lights are used to signify the start of an event, the system shall be as follows:
- Riders grid up in their allocated position – preferably in the dummy grid before entering the circuit.
 - On return to grid – Grid Marshals holding red flags both front and rear of field. When grid is complete, rear Grid Marshal will put up green flag and front official leaves grid.
 - Red light switched on indicates preparation for start within two (2) or five (5) seconds.
 - Green light – Go.
- 3.3.4.** All events will have started at the commencement of warm up lap/s. No competitor can enter the grid after commencement of warm up lap/s. If competitors are late to the grid, they will be permitted to commence the race FROM PIT LANE under orders from a Pit Official and will enter the race when signalled to do so after all competitors have left the starting grid.

3.4. Registered Riding Numbers

- 3.4.1.** NSW numbers will be allocated and held on two (2) registered riding number lists by the Historic Sports Committee for a specified fee.

List One	(1)	2-99 for Period 1, 2, 3
List Two	(2)	2-99 for Period 4, 5, 6

- 3.4.2.** No. 1 for List 1 Period 1, 2 and 3 and No. 1 for List 2 for Period 4 and 5 and 6 may not be issued as a registered riding number but will be allocated to the riders deemed to be the NSW Champions (class selected by the Historic Road Race Sports Committee) and held by these riders for the year following the championship.
- 3.4.3.** The No. 1 riding number is restricted to the exclusive use of the current holders Lists 1 and 2 at all Historic events regardless of class, capacity or era of entrants.
- 3.4.4.** Three-digit numbers will not be issued or held on either list.
- 3.4.5.** Riders wishing to hold the same numbers on both lists must justify to the Historic Road Race Sports Committee (in writing) the holding of the second number.
- 3.4.6.** The holding of a registered number is on the provision that the number be used by the registered rider at least two Open Historic Road Racing meetings in the preceding year and can be verified from the Historic Road Racing Sports Committee by the official programme of those meetings.
- 3.4.7.** Should a rider wish to register a number currently held by another rider, the following criteria will apply.
- a) If a registered number has not, in the deliberation of the Historic Road Racing Sports Committee, been issued at least twice in the preceding calendar year, then the holder of that number must apply in writing by the last day of December of the current year to be considered by the Historic Road Racing Sports Committee.
 - b) Any disputes over the issuing of registered riding numbers shall be placed in writing and given to the Historic Road Racing Sports Committee for arbitration.

3.5. NSW Championships

- 3.5.1.** State Championships conducted in New South Wales may be divided into different periods run over separate rounds.
- 3.5.2.** The Championship classes shall be as defined under Australian Championship Classes in the current GCR's.

3.6. Mobile Marshalls

- 3.6.1.** Mobile Marshalls shall at all times be identified by the wearing of distinctive vests or similar attire. The machine shall not display racing numbers and preferably no plates. The qualifications required are:

- a) ▶ Current St John First Aid Certificate
- b) ▶ Experienced or retired "A" or "B" Grade rider
- c) ▶ Ability to cope with serious accidents
- d) ▶ Minimum capacity machine 600cc.
- e) ▶ Trail bikes of any capacity can be used in the field

4. Minikhana

4.1. Grading

Up-grades and allocation of grading points

At the conclusion of each Interclub round, riders who finish on the podium in 1st, 2nd or 3rd "overall" in their respective grades are either upgraded to the next grade or awarded grading points as Per the GCR's/MOMS.

Table 1.1 provides examples of grading following overall results achieved from an Interclub round.

CLASS: 85			
Name	Current Grade	Place	Grading Details
RIDER 5	85B	1	Automatically upgraded to A grade
RIDER 6	85B	2	Receives 12 grading points
RIDER 7	85B	3	Receives 9 grading points
RIDER 9	85C	1	Automatically upgraded to B grade
RIDER 10	85C	2	Automatically upgraded to B grade
RIDER 11	85C	3	Receives 9 grading points

Table 1.1

Temporary upgrades

If a rider is temporarily upgraded at an Interclub round to ensure that the minimum number of riders to constitute a class (4 riders) is achieved, that rider will return to their original grade at the next round. However, the rider will be allocated grading and series points depending on how they finished on the day in the grade they were upgraded to.

Riders cannot refuse temporary upgrades.

Grading Points for temporary upgrades –

- 2nd place - 17 grading points
- 3rd place - 12 points

A rider who is temporarily upgraded will remain in the higher grade if either of the following occurs: If the upgraded rider achieves 1st overall on the day they are upgraded and will remain in the higher grade e.g., if a rider is upgraded from C50 to B50 to achieve the minimum number of riders and achieves 1st at the end of the day they will stay in B50 for the next round.

If the upgraded rider achieves 2nd or 3rd overall on the day then their grading points will be added to any grading points achieved previously and if the rider has reached 21 points they will stay in the

higher grade for the next round.

N.B. A rider cannot progress 2 grades as a result of a temporary upgrade.

4.2. Point Scoring

4.2.1. Point score types

There are a number of point scoring systems associated with the Minikhana and they are summarized as follows:

1. Individual rider Interclub competition points achieved at a single Interclub round from the various events, giving a total for the day. These points determine the overall 1st, 2nd and 3rd place for each grade.
2. Individual rider State Title competition points determined by the point system set out below.
3. Club Series Competition points.

4.2.2. Individual rider Interclub competition points

At an Interclub round, points are allocated to individual riders as follows for each event:

1 st	17 points
2 nd	12 points
3 rd	9 points

The points for each rider are added together to give their total for the day and determines the podium positions for the day. The rider with the highest points is awarded 1st place, the second highest points is awarded 2nd place and third highest points is awarded 3rd place.

If there is a draw on overall points for 1st place, then there is a runoff with the winner being awarded 1st place and runner up being awarded 2nd place.

If there is a draw on overall points for 2nd place, then there is a runoff with the winner being awarded 2nd place and the runner up being awarded 3rd place.

Table 2.1 provides an example of the scoring across three grades from an Interclub round.

CLASS: 85cc								
Name	Grade	MINICROSS	ORANGE	LOOPING	BENDING	SLOW	TOTAL	PLACE
RIDER 1	85A	17		17	17		51	1
RIDER 2	85A	12	12		9	17	50	2
RIDER 3	85A		17	9			26	3
RIDER 4	85A				12	12	24	
RIDER 5	85B	9	12			17	38	1
RIDER 6	85B	12			12	12	36	2
RIDER 7	85B	17			17		34	3
RIDER 8	85B		9	17			26	
RIDER 9	85C	12	17	17	12		58	1
RIDER 10	85C	17	12	9	17		55	2
RIDER 11	85C	9				17	26	3
RIDER 12	85C		9			12	21	

Table 2.1

4.2.3. Individual Rider State Title Championship points

After each interclub round all riders from a particular grade / class will receive points even if a rider did not score any individual points for the event. Riders in B Grade will receive two less points than A grade and riders in C grade will receive two less points than B grade. All riders will be awarded points based on table 2.2 until points have been exhausted to one single point.

Every rider shall be awarded at least one competition point, a rider on equal points for the interclub will receive equal series points. When multiple riders received the same points, the next rider receives points equal to the total number of riders finishing before them + 1: IE if 3 riders finish 4th, the next rider receives points for 7th position.

Table 2.2 Individual rider State title championship points.

Position	POINTS FOR C GRADE	POINTS FOR B GRADE	POINTS FOR A GRADE
1 st	21	23	25
2 nd	18	20	22
3 rd	16	18	20
4 th	14	16	18
5 th	12	14	16
6 th	11	13	15
7 th	10	12	14
8 th	9	11	13
9 th	8	10	12
10 th	7	9	11
11 th	6	8	10
12 th	5	7	9
13 th	4	6	8
14 th	3	5	7
15 th	2	4	6
16 th	1	3	5
17 th	1	2	4
18 th	1	1	3
19 th	1	1	2
20 th	1	1	1

Table 2.3 provides an example of the scoring individual rider State title championship points.

CLASS: 85cc								
Name	Grade	Minicross	Orange	Looping	Bending	Slow	Total	Championship Points
Rider 1	85A	17		17	17		51	25
Rider 2	85A	12			9	17	38	22
Rider 3	85A		17	9			26	20
Rider 4	85A				12	12	24	18
Rider 5	85A		12	12			24	18
Rider 6	85A		9				9	15
Rider 7	85A	9					9	15
Rider 8	85A					9	9	15
Rider 9	85A						0	12
Rider 10	85A						0	12
Rider 11	85A						0	12
Rider 12	85A						0	12

4.2.4. Grades not consisting a class (3 or less riders - C grade only)

When there are 3 or less riders in a grade and do not constitute a grade for competition, grading and completion points will be awarded based on a sliding scale allowing rider to accumulate points for the event. When only 1 rider is entered into C grade, the rider will be temporarily upgrade to the next available grade and earn points based on the temporary upgrade system.

- a) 3 riders only = 75% of grading and championship points will be awarded
- b) 2 riders only = 50% of grading and championship points will be awarded

4.2.5. Series competition points exceptions

Series points for a Minikhana Enduro/Sprint Interclub round will be allocated based on the accumulated results of the day's individual sprints and individual rider points allocated as per the host clubs supplementary regulations.

4.2.6. Resolution of a tie in the Minikhana state title points

In the event that there is a tie for any of the top 3 places at the conclusion of the Minikhana State Title points series the following will be applied:

- **If there is a tie for 1st place:** award two 1st places, no 2nd place and one 3rd place
- **If there is a tie for 2nd place:** award one 1st place, two 2nd places and no 3rd place
- **If there is a tie for 3rd place:** award one 1st place, one 2nd place and two 3rd places

4.2.7. Rider changing class mid-season

When a rider changes class at any time throughout the championship season (IE change from 85cc to JBW), their championship points are transferred on a sliding scale to the new class based on the table 2.4 with a cap on the total points transferred to be no more than equal to 4th position in the new class.

Table 2.4 percentage of points retained

Round	% Points taken
after round 1	80% of all championship points earnt
after round 2	70% of all championship points earnt
after round 3	60% of all championship points earnt
after round 4	50% of all championship points earnt
after round 5	40% of all championship points earnt
after round 6	30% of all championship points earnt
after round 7	20% of all championship points earnt

4.2.8. Club series competition points

At the end of each Interclub round, club points are allocated as follows based on individual rider podium positions.

1st place on podium	3 club points
2nd place on podium	2 club points
3rd place on podium	1 club point

The points for each club are totalled and then divided by the number of graded riders that achieved a podium at the round (excludes Nippers and 50cc Division 1 riders). The club with the highest score will then receive 7 competition points, the second highest will receive 6 competition points, the 3rd highest 5 points, 4th 4 points, 3rd 3 points, 2nd 2 points and 7th 1 point. The winner of the series will be the club with the highest accumulated competition points from the interclub series for the calendar year.

Example:

On the day, riders from club X had the following podium finishes:

Two 1st places = 6 points

Two 2nd places = 4 points

Three 3rd places = 3 points

Total = 13 points

Total podium riders from club X = 7

Riders club series points $13/7 = 1.857$

Club results for the day;	club x 1.857	7 competition points
	club y 1.52	6 competition points

4.3. Design of point system

The points system is designed to even out the playing field for the smaller clubs but not disadvantage the larger clubs for taking many riders to each interclub.

4.4. Manual of Motorsport Rule Clarifications

4.5. Requesting an upgrading

Riders that request an upgrade independently from a request from the State Grading officer and if granted, cannot return to the original grade. Any accumulated points for the rider will be deleted and scoring re-commence from 0 at the time they enter the higher grade.

4.6. Minicross elimination

The term "Elimination" is equivalent to "Faulting". Therefore, a rider that have successfully completed the course within the heat(s) and then faults during a final can still attain a place in the final.

4.7. Starting procedure for events

Heat finals (i.e., only 4 riders within a grade for events) will be run and scored as heat. There will be no reruns if all riders fault. Only riders successfully completing the course can obtain a place in the event.

Drawing of heat and lane positions will be by the drawing of discs or similar that contains the rider's number and the rider's club. The first disc drawn will be for Heat 1 and Lane 1, second disc drawn will be for Heat 1 and Lane 2, etc. This will continue until all the Heats and Lanes have been filled as per the table to calculate numbers of riders in heats.

N.B. When discs are drawn only one disc at a time can be drawn & disks cannot be laser cut or engraved.

4.8. State Championship and Minikhana Cup Competition

4.9. NSW Minikhana Cup

Each year in October the Minikhana Cup will be held over the Saturday and the Sunday of the 3rd weekend of the month as a single event over 2 days. Points will be awarded based on an interclub event system, the rider for each grade and class with the highest accumulated points over the weekend will be awarded the Minikhana Cup for 1st, 2nd and 3rd place. This scoring is separate to the Minikhana state championship. The Minikhana cup scoring is scored in the standard 17,12,9 = 1st 2nd 3rd. All points accumulate over the weekend to award the podium positions on the second day for all A,B, & C grades.

Example:

50cc A grade Minikhana Cup: 1st place, 2nd place and 3rd place

50cc B grade Minikhana Cup: 1st place, 2nd place and 3rd place

50cc C grade Minikhana Cup: 1st place, 2nd place and 3rd place

4.10. NSW Minikhana State Champion

The A grade rider from each class who gains the most accumulated points from all the Interclub' s run in the calendar year and the scores from the Minikhana Cup rounds will be declared the STATE CHAMPION for that class. B & C grade riders should note that riding in these classes does not gain "champion" status, it is only for the A grade class.

At the Minikhana Cup round riders will receive double the standard championship points for the event. "The Event" encompasses the entire weekend. Available points: 50, A Grade, 46, B Grade, 42, C Grade.

There are no upgrades undertaken during/halfway through the running of this event. Upgrades, if required will be taken from these points to carry forward to the following year.

4.11. NSW Minikhana Club Champion

The club that scores the most accumulated points throughout the season will be awarded the Minikhana Cup and be declared the Minikhana Cup Champion.

4.12. NSW Minikhana State Cup Venues

At the start of each year the Minikhana Sports Committee will call for the next club on the Roster to submit a tender application to host the NSW Minikhana Cup. This is done on rotation through all affiliated MNSW Minikhana clubs. To be eligible to hold the state cup, your club must have held a Minikhana Interclub within the previous 12-month period. The Cup will be a single event run over the two days of one weekend with the dates for this event being the 3rd full weekend of October each year, or as approved by the MNSW Board. Senior and Junior Championships are to be conducted at this event.

4.13. Rotating roster of hosting clubs from 2024 season are as follows.

- #1 – Penrith Minibike Club
- #2 – Hornsby Junior Dirt Bike Club
- #3 – Blacktown Junior Minibike Club
- #4 – Junior Trials Dirt Bike Club
- #5 – Sports committee interclub (Come try day)
- #6 – Minikhana Cup (Penrith)

4.14. N.B The club hosting the Minikhana Cup runs the first Interclub of the year.

4.15. Interclub Events

4.16. Rules for Interclub Events

All rounds of the Minikhana Cup are Interclub events and are run under MA GCR rules for running a competition.

Clubs hosting Interclub events need to sign the online interclub agreement prepared by the Sport Committee and MNSW, The Sports Committee will submit the signed agreement to the MNSW office prior to the end of February each year.

4.17. Supplementary Regulations



Level 2 Accredited Primary Officials must be engaged at these meetings conditional on no prize money of any nature being offered.

The selected Steward must be from a separate club than the hosting club.

Clubs are to utilise the Supplementary Regulations that are embedded within Ridernet.

For permit applications please refer to the MNSW Procedure Manual.

N.B Clubs are reminded that when attending Interclub Events that they are guests of the host club and subject to the rules and directions of the host club and that visiting clubs are responsible for the behaviour of their members.

4.18. Maximum Age Limit for Competing in Minikhana

The maximum age of a rider shall be 19 years of age. A rider's age on 1st January will determine the age for competition purposes for that year.

5. Moto trials

5.1. Classes

- 5.1.1. Classes will be as per the Manual of Motorcycle Sport for Moto-Trials.
- 5.1.2. Women, Post Classic and Juniors may ride any grade they desire, however riders riding the higher grades will gain higher points than those riding the lower grades.
- 5.1.3. **Post Classic:**
- 5.1.4. All machines will comply with MOMS Definition. Competitors may compete over any course line the rider feels capable of.
- 5.1.5. **General**
- 5.1.6. In the event of a tie, a run-off may be held to be run over harder lines at the discretion of the Clerk of Course and MNSW Steward.
- 5.1.7. A rider may only enter one class per event.

5.2. Competition Rules

- 5.3. Once the number of laps of an event has been advised at the riders briefing, they may not be changed.

5.4. Split Markers

- 5.4.1. For Open Meetings, the splits shall be colour coded for each grade.
- 5.4.2. Colouring shall be:

Expert	-	Green
"A" grade	-	Red
"B" grade	-	Yellow
"C" grade	-	Blue
Masters	-	Yellow
Veterans	-	Blue
Junior	-	White
Clubman	-	White "A" grade Sidecar
		Red "B" grade Sidecar
		Yellow "C" grade Sidecar

5.5. Riders are not permitted to alter the section by moving or removing markers, rocks, logs etc. They may remove eye level obstructions after receiving the Observers permission.

5.6. NSW Trials Championship

- 5.6.1.** Trophies will be awarded for the first three placegetters in Open Solo, Masters, Veterans, Post Classic, Woman's, Sidecar and Juniors.
- 5.6.2.** Each club hosting a round of the NSW Championships may be required to contribute proportionally to the series awards.
- 5.6.3.** For all NSW State Title Rounds, tapes must be used to define the section extremities.
- 5.6.4.** An Observer may only mark the rider's card for the section they are currently observing.
- 5.6.5.** Once a rider has completed the required number of laps they are not permitted to ride (practice) the sections during the rest of the event.
- 5.6.6.** Sections should be set for the average riders in each grade, not for the top rider.
- 5.6.7.** Minimum number of riders to qualify as a class in the NSW Championships is five (5) starters.
- 5.6.8.** No NSW Club is to conduct a Club Point Score Competition on a date that has been scheduled for an OPEN COMPETITION in NSW.

5.7. Guidelines for Section Difficulties

- 5.7.1.** Clubman: To consist of turns, small steps, small rocks, and should not have difficult entries or large drop-offs.
- 5.7.2.** "C" Grade: To consist of tight turns, medium steps, small drop-offs, and require no modern trick riding.
- 5.7.3.** "B" Grade: May require some trick techniques.
- 5.7.4.** "A" Grade: Not to be confused with Expert sections.
- 5.7.5.** Expert : To be of high "A" Grade standard.

5.8. Observing Sporting Trials

- 5.8.1.** A rider must not attempt a section until instructed to do so by the Observer.
- 5.8.2.** A competitor is considered to have started the section when the front wheel axle passes the section start markers and remains in the section until the front wheel axle passes the section end markers.

- 5.8.3.** The preferred tapes used to show the section boundaries should be RED for the Right and WHITE for the Left. Tapes of different colours may also be used to define the section boundaries, if so, this will be advised at the Riders Briefing.
- 5.8.4.** Baulking: If a rider is baulked by a spectator or another competitor walking in the way, the Observer may allow a re-ride.
- 5.8.5.** If a rider fails on a section the Observer may direct him/her to clear the section by riding out to the side to enable the next rider to come through.
- 5.8.6.** Practicing in the sections is STRICTLY FORBIDDEN
- 5.8.7.** If a rider considers a section for his/her grade to be beyond his/her capabilities they may request that their card may be marked with a five (5) mark penalty for that section without attempting it.
- 5.8.8.** If a rider considers the whole course to be beyond his/her capabilities after he/she walks or inspects the course, he/she may ride a lower grade with the Clerk of Course' permission for NO AWARD. This includes a change of grade after commencing the competition and their card may be marked with a five (5) mark penalty without attempting it.

6. Motocross/Supercross

6.1. Construction and Maintenance of Motocross Circuits

6.2. The Motorcycling Australia Track Standards for Motocross will be the reference for construction and licensing of tracks in New South Wales.

6.3. However, consideration must be given to the requirements and directions of the NSW Police Service and NSW Sport & Recreation.

6.4. Grading

6.4.1. Senior classes are A Grade, B Grade, and C Grade

6.4.2. All Senior Grading will be updated twice per calendar year for meetings held 1 January – 30 June and 1 July – 31 December. If a senior rider wishes to apply for an upgrade in the time between grading, they can apply for regrading by submitting a Grading Request Form and submitting it to the MNSW office. The Sports Committee will then assess the request and respond in due course. If at the time of re-grading a rider is currently competing in a series or the State Title, they will remain in the grade they started in for that series only and will be regraded to their new grade for any other events they enter.

6.4.3. Grading Points

First Place 7 points

Second place 6 points

Third place 5 points

Fourth place 4 points

Fifth place 3 points

Sixth place 2 points

Seventh place 1 point

6.4.4. Points will only be applied when a rider rides against riders in their own grade. For example, if a race includes riders from A & B grade, B grade riders will accrue points on their position against fellow B Graders.

6.4.5. MX3 – grading points will be awarded to the top 7 placegetters

First Place 7 points

Second Place 6 points

Third Place 5 points

Fourth Place 4 points

Fifth Place 3 points

Sixth Place 2 points

Seventh Place 1 Point

- 6.4.6.** Points will be applied to the rider's current grade. For example, if a B Grade rider places 2nd, this will gain 6 points towards moving to A Grade. If a C Grade rider places 3rd, this will gain 5 points towards moving to B Grade. If a rider who is 15 years of age (i.e. last year of junior competition competing in 13-U16 125-250cc class), places 1st, will gain 7 points towards B Grade. If a rider who is 13 or 14 years of age places in the top 7, points will be allocated but will not accrue towards grading points.
- 6.4.7.** All new Senior riders (including Juniors' transitioning to Senior) will be automatically placed in C Grade.
- 6.4.8.** Junior Riders whom are 15 years old and finish in the top 3 at the NSW State Titles or the Top 10 at Junior Nationals in either 15 years 125cc/250cc classes will automatically be graded as B grade when they move into Senior racing
- 6.4.9.** Riders wishing to be re-graded back from A to B, or B to C, must apply for a re-grade and satisfy the committee of their reasons for making the request, such as having taken a significant time out of the sport, long term injuries, etc.
- 6.4.10.** Where a rider has failed to obtain 15 points within a two-year period, his/her points shall revert to 0 (zero).
- 6.4.11. Points system:**
- 6.4.12.** From "C" to "B" grade shall require 15 points gained within a two-year period.
- 6.4.13.** From "B" to "A" grade shall require 20 points gained within a two-year period. (i.e.) Start again at zero: re-grade to "A" at 20 points.
- 6.4.14.** The awarding of points shall be: First – 7 points
- 6.4.15.** Second – 6 points Third – 5 points Fourth – 4 points Fifth – 3 points Sixth – 2 points Seventh – 1 Point
- 6.4.16.** Where "C" grade riders are riding against "A" and "B" grade riders, that is where there is no separate "C" grade class, they shall be awarded grading points provided that they are in the first 10 (ten) riders to finish.
- 6.4.17.** When "B" grade riders compete in mixed grade events that is "A" and "B" grade, points will be awarded to the rider's final position relative to other "B" grade riders. I.e. 1st "B" grade – 7 points, 2nd "B" grade – 6 points etc. Riders in this category must place in the first 10 places overall

- 6.4.18.** Points shall only be awarded for the overall final results of each class.
- 6.4.19.** A rider must obtain grading points at more than one circuit in order to be re-graded.
- 6.4.20.** Points will be awarded from results in State Interclub, National and International events held under MA GCR's. For interstate events the rider must supply to the committee from the Club/Promoter stating the name of the meeting and results achieved. Points will not be awarded on verbal advice.
- 6.4.21.** Any rider who produces a Motorcycling Australia National Licence issued by an interstate SCB and who, in the opinion of the Motocross Committee, is attempting to avoid "C" grade, shall ride "C" grade in New South Wales until the necessary points are required for "B" grade.

6.5. Pit Identification

- 6.5.1.** Mechanic/Crew identification at open and national meetings will be required, and the mechanic/crew will be required to sign on with the race secretary. Mechanic/Crew must be over the age of 16 years.
- 6.5.2.** At open and national meetings MNSW may require those assisting a rider on-track to hold an MA Crew License to ensure appropriate levels of insurance cover

6.6. NSW Championship Meetings

- 6.6.1.** The NSW Junior & Senior Championships will be held together over the same weekend.
- 6.6.2.** The NSW Motocross Championship shall be run as a three (3) round series
- 6.6.3.** Classes in NSW Championships will, where possible, mirror National Championship classes, with any alterations approved by the Board of MNSW
- 6.6.4.** A minimum of three (3) motos per class will be programmed at each round. A minimum of two (2) motos must be completed in order to classify the event as complete
- 6.6.5.** Riders will accumulate points over each of the rounds based on their finishing position
- 6.6.6.** Points will be allocated as per the GCRs, and positions allocated accordingly
- 6.6.7.** State Championship medallions will be awarded to riders who finish 1st, 2nd, or 3rd in a championship class
- 6.6.8.** Championship winners in each class will be entitled to carry a METALLIC GOLD number plate and a contrasting number 1 on their bike in that class at all MNSW-sanctioned meetings until the completion of the following year's series, whilst ever they remain racing in the same class.
- 6.6.9.** Prize money may be made available for senior championship classes. Juniors may be

awarded prizes in line with MNSW policy

- 6.6.10.** There must be a minimum of 10 senior male, 8 senior female, and 8 junior starters in a class to carry championship status, unless otherwise declared by the Board of MNSW.

6.7. Pit Board Area – (All events)

- 6.7.1.** An area which is visible to all riders and provide complete safety for the Pit Board Crew must be reserved for signalling during a race. The Clerk of Course may restrict signalling to riders during a race. The number of Pit Board Crew per rider will be stated at the Riders' Briefing. The recommended number is one person per rider in the race. At club and interclub level events, there is no obligation on the host club to provide a pit board area, and in such cases, there shall be no use of pit boards permitted.

6.8. Inspection

- 6.8.1.** The track inspection, where possible, will be carried out by the appointed MA Venue Inspection twenty-four (24) hours before the meeting.
- 6.8.2.** For a new or unknown venue, the lighting inspection must be carried out on the evening before the event.

7. Stadiumcross/Arenacross

7.1. Inspection

- 7.1.1.** The track inspection, where possible, will be carried out by the appointed MA Venue Inspector twenty- four (24) hours before the meeting.
- 7.1.2.** For a new or unknown venue, the lighting inspection must be carried out on the evening before the event.

7.2. Pit Board Area

- 7.2.1.** An area which is visible to all riders and provide complete safety for the Pit Board Crew must be reserved for signalling during a race. The Clerk of Course may restrict signalling to riders during a race. The number of Pit Board Crew per rider will be stated at the Riders' Briefing. The recommended number is one person per rider in the race. At club and interclub level events, there is no obligation on the host club to provide a pit board area, and in such cases, there shall be no use of pit boards permitted.

7.3. Starts

- 7.3.1.** No more riders than the current track standards per race are allowed. No second row is allowed.

8. Supercross

- 8.1.** The program shall detail the transfer format under each racing heading e.g. Heat 1 (First four riders to Semi- Final 1 etc)
- 8.2.** Transfer positions shall be promptly posted in the pit adjacent to the dummy grid and they must be clearly communicated by pit PA riders.
- 8.3.** Any press day exhibition shall be conducted at the discretion of the Promoter.
- 8.4. Pit Identification**
 - 8.4.1.** Pit Identification if required for riders/mechanics or others as necessary be checked in the Pit/Paddock area and that rider ID checks occur no later than the dummy grid.

9. Road Race

9.1. Grading

- 9.1.1. New senior riders to Road Race will automatically be graded as "D" Grade. The exception will be riders who are already graded in "A" or "B" for Dirt Track, Motocross or Speedway; these riders will commence Road Racing in "C" grade.
- 9.1.2. Any senior graded rider who has not competed for a period of 2 or more years shall be downgraded by 1 grade (with the exception of C graders). That is, A graders will return after absence as B grade, B graders will return after absence as C grade. C graders will remain C grade as D grade is reserved for novices. Grades for riders returning after an extended absence (more than 5 years), will be reviewed on a 'case by case' basis by the RR committee.
- 9.1.3. Junior riders that turn 16 will automatically be graded as D, unless that rider competed in at least 3 road race events in the previous 12 months then they will be graded C.

9.2. Re-Grading

- 9.2.1. D grade riders who compete in a minimum of three competition meetings within a 12-month calendar period will be regraded to C for the following year. Any D grade rider who competes in less than 3 events in 12 months will remain at their current D grade.
- 9.2.2. The Road Race Committee will undertake a review of all riders gradings at the end of each calendar year and riders will be advised prior to the commencement of the next calendar year, should the rider be re-graded. e.g. C grade to B grade and B grade to A grade.

9.3. Minimum Age

- 9.3.1. The minimum age at which a licence for Road Racing will be granted is 9 years. If 9 to 15 year olds wish to participate in Road Racing they will be referred to as a Junior, and shall be restricted to conditions as referred to in Appendix 2. Junior road racers will be restricted to bike capacities relevant to their age as per the current MoMs.
- 9.3.2. Short course Road Racing – refer to Appendix 1.

9.4. Supplementary Regulations

- 9.4.1. All Supplementary Regulations for motorcycle Road Race and Short Course Road Race meetings are to be submitted in the standard format as approved by Motorcycling NSW Limited.

9.5. Dummy Grid/Starts

- 9.5.1. All Promoters are required to conform to the standards as follows:
- 9.5.2. All bikes will enter the circuit from Pit Exit under the direction of the Pit Exit Marshal for a

sighting lap.

- 9.5.3.** When all bikes are formed on the grid they will:
 - 9.5.4.** commence their warm-up lap under the direction of the Starter; or
 - 9.5.5.** commence racing under the direction of the Starter
 - 9.5.6.** Sighting and warm up laps may be run without interruption.
 - 9.5.7.** At completion of warm up lap (if applicable), the bikes will then re-grid and commence racing under the direction of the Starter.
 - 9.5.8.** Where a flag is used to signify the start of an event, the flag shall be dropped or raised.
 - 9.5.9.** Where lights are used to signify the start of an event, the system shall be as follows:
 - 9.5.10.** On return to grid, Grid Marshal at front of grid holds red flag. When grid is complete, the Rear Grid Marshal will raise green flag, the Front Grid Marshal leaves the grid.
 - 9.5.11.** Red light indicates preparation for start within 2 to 5 seconds.
 - 9.5.12.** Red light extinguished indicates race start.
- 9.6.** All events will have started at the opening of Pit Exit. No competitor can enter the circuit after commencement of the warm up lap, or sighting lap if no warm up lap is to be run.
- 9.7.** If competitors are late, they will be permitted to commence the race from Pit Lane under orders from the Pit Exit Marshal and will enter the race when signalled to do so after all competitors have left the Starting Grid and have passed the Pit Exit.

9.8. Registered Riding Numbers

- 9.8.1.** Registered riding numbers will be incorporated into three lists as follows:
- a) Solo List "A" to "D" graded riders. (List 1)
 - b) Sidecar List "A" and "B" graded riders (List 2)
 - c) Junior List (List 3)
- 9.9.** Applications for numbers will be dealt with as follows:
- Current holder of number given first option
 - Competitor holding permanent number but wishes to change it.

New applications

If registered number not available.

9.10. No three-digit numbers to be allocated and numbers are only registered for meetings conducted in New South Wales.

9.11. Mobile Marshals

9.11.1. The wearing of a distinctive vest or similar attire shall, at all times, identify Mobile Marshals.

9.11.2. The machine shall not display racing numbers and preferably no plates.

9.11.3. The minimum qualifications for a Marshal are as follows:

9.11.3.1. Current First Aid Certificate

9.11.3.2. Experienced rider with Road Racing background

9.11.3.3. Ability to cope with serious accidents

9.11.3.4. Minimum machine capacity is 600cc for the track. Trail bikes may be used on the infield.

9.11.3.5. Shall hold unrestricted RTA Motorcycle Licence or current Senior Competition Licence.

9.12. Sidecars

9.12.1. Log-books to be kept on every machine competing and must be produced upon request of a Key Official of the meeting.

9.12.2. Log-books must be signed at every competition and failure to produce a log-book will mean exclusion from competition.

9.12.3. Sidecar Passengers must have their licence endorsed for competition.

9.13. Ambulances

9.13.1. An ambulance or similar Paramedical Service must be in attendance where an MNSW permit has been issued for a motorcycle competition and/or practice day.

9.13.2. "In attendance" means at all times, be within the boundaries of the circuit complex.

9.13.3. For Short Course Road Racing refer to MA.

9.14. Radios

9.14.1. The following are the MINIMUM requirements:

9.14.1.1. Sydney Motorsport Park - All flag points as per track licence and 10 for Race Admin

9.14.1.2. Wakefield Park - All flag points as per track licence and 10 for Race Admin

9.15. For any circuit not mentioned, including Short Course Road Racing circuits, the minimum number of radios

9.16. for flags will be as per the track licence and minimum 6 for Race Admin. All trackside officials to have earpieces or Double-sided headsets.

9.17. Fire Extinguishers and Crash Pads

9.17.1. Dry powder fire extinguishers and crash pads, if required, will be listed as a condition on the track licence. Additional fire extinguishers may be required at specific events.

9.17.2. Crash pads and/or other approved protective material must be installed to manufacturers' specifications.

9.18. NSW Road Race Championships

9.18.1. Classes shall be offered as NSW Championship Titles (excluding Short Course Racing) as specified from time to time by MNSW.

9.18.2. A minimum of ten (10) solo bona fide starters (who actually participate in practice, qualifying or racing) are required to constitute a class.

9.18.3. A minimum of six (6) sidecar bona fide starters (who actually participate in practice, qualifying or racing) are required to constitute a class.

9.19. Pit Lane

9.19.1. The minimum age for a person to be a member of a Pit Crew shall be sixteen (16) years of age. Persons below the age of 16 years are not permitted in the designated Pit Area, except if a competitor at the meeting.

9.19.2. Fully enclosed footwear must be worn in the designated pit area at all times.

9.20. Road Race Appendix 1

CLASS ELIGIBILITY DEFINITIONS

Refer to the Manual of Motorcycle Sport

9.20.1. Other classes not listed as a State Championship may be run as support classes at NSW Championship meetings.

9.20.2. Should there be a restraint on time because of accidents or track preparation, the Championship Classes shall be given preference over Support Classes.

9.20.3. Short Course Road Racing

9.20.3.1. Short Course Road Racing (including NSW Championships) will be as per the NSW Government Office of Communities Sport & Recreation regulations.

9.20.3.2. Any Junior wishing to compete in Short Course Road Racing events must produce a MA Junior National Licence endorsed for "Road Racing".

9.20.3.3. NSW Short Course Road Racing Championships. A minimum of (6) solo starters (who actually participate in practice, qualifying or racing) are required to constitute a class.

9.21. Road Race Appendix 2

JUNIOR ROAD RACING

9.21.1. Competitor And Machine Conditions

9.21.2. LICENCE

9.21.2.1. The minimum age for a person to obtain a Road Race Licence is 9 years of age and will be referred to as a "Junior".

9.21.2.2. Any person wishing to compete in Junior Road Racing events must produce a Motorcycling Australia Junior National Licence endorsed for "Road Racing".

9.21.3. Training Scheme

9.21.3.1. Every child must attend a Training Program under the supervision of a licensed Level 2 Coach accredited for Road Racing.

9.21.3.2. The training program is to consist of:

9.21.3.2.1. Lectures relating to safety, race meeting procedures and basic aspects of motorcycle and/or sidecar control.

9.21.3.2.2. Motorcycle and/or sidecar maintenance, starting and cornering procedures.

9.21.3.3. When the Coach is satisfied that the Applicant can satisfactorily control his/her motorcycle and/or sidecar, the Coach may endorse the Licensee to engage in races for Junior Competitors to assess their capabilities under Road Race conditions.

9.21.4. Pit Lane

- 9.21.4.1.** The minimum age for a person to be a member of a pit crew shall be sixteen (16) years of age. Persons below the age of 16 years are not permitted in the designated Pit Area, except if a competitor at the meeting.

10. Speedway

10.1. Selection Of Riders for NSW Championships Solos And Sidecars

- 10.1.1.** A number of riders will be seeded by the Committee at its discretion. The remaining riders will qualify by riding at a qualifying meeting or meetings. If one of the seeded riders drops out, no other rider will be seeded in their place but an extra rider will move up from the qualifying round.

10.2. Entries to Constitute a Class

- 10.2.1.** To constitute a class, the , the number of contestants entered and competing in a class shall be a minimum of ten (10) for Senior and Junior Solo competition and a minimum of four (4) for Sidecar Senior and Junior competition.

10.3. Referees Provisional Licence

- 10.3.1.** In accordance with the Officials Accreditation Program available from Motorcycling NSW or the MNSW website, www.motorcycling.com.au.

10.4. Closing Date for Applications for Junior and Senior State Championships

- 10.4.1.** The closing date for applications for both junior and senior State Championships is 30th JUNE each year.

10.5. Dates for the Running of State Titles

- 10.5.1.** Championship meetings will be run as per the below schedule. These dates may only be changed with the approval of the Motorcycling NSW Limited Board of Directors.

- 10.5.1.1.** Junior U16 125cc Titles to be run in the month of October each year.
- 10.5.1.2.** Under 21 and 250cc Junior Titles to be run in the month of November each year.
- 10.5.1.3.** Open 500 Title to be run in the month of December each year.
- 10.5.1.4.** Senior & Junior Sidecar Titles to be run in the month of February each year.

10.6. Speedways Competitors Licence Testing

- 10.6.1.** When a new Speedway Licence application is received by MNSW (a first-time licence or an applicant whose licence has lapsed for a period greater than twenty-four (24) months a "Speedway Rules and Regulations" written test should be sent to the applicant. This test is a set of questions based on the Manual of Motorcycle Sport.
- 10.6.2.** This application should be forwarded to the MNSW Licensing Officer

10.6.3. After due consideration, the MNSW Licensing Officer will implement one of the following:

10.6.3.1. A licence to be issued to the applicant.

10.6.3.2. If some evidence is provided of experience then the applicant will be sent a blank Certificate of Competency and given a date to appear at a suitable venue where they will be asked to ride on their own and demonstrate sufficient competency in the starting of their motorcycle; performing a gate start either from tapes or by flag; ride three laps at reasonable speed demonstrating correct Speedway technique; and being able to hold a racing line, without running infield nor colliding with the safety fence, or in the absence of a fence, crossing the outside marked line with one wheel.

10.6.3.3. A Solo Competitor will then be asked to successfully "lay their machine down" in a corner, when indicated and in the case of Sidecar Rider to "take evasive action safely".

10.6.3.4. In both cases the rider and rider/passenger should stay in contact with their machine. In the case of Sidecar Passengers, they are required to demonstrate their ability to safely perform the duties of a Speedway Sidecar Passenger at racing speed.

10.6.3.5. The rider/passenger should present the Certificate of Competency to the Referee, Clerk of the Course (minimum Level 2) or accredited Speedway Coach to sign stating that the test was completed successfully.

10.6.3.6. The completed Certificate of Competency should then be sent to MNSW to enable the licence to be issued.

10.6.4. If the evidence provided is considered not sufficient, then the licence applicant will be:

10.6.4.1. required to attend a rider training day run by an accredited Coach at a nominated venue and undertake instruction in the following:

10.6.4.2. Correct safety and personal equipment requirements

10.6.4.3. Starting Procedure

10.6.4.4. Cornering

10.6.4.5. Lay-down or emergency stop

10.6.5. The rider will then be tested for competency.

10.7. A fee sufficient to cover costs will be charged, part of which will be the cost of a licence day permit (Test Licence), if the rider does not hold an MA Competition Licence for another discipline. The only other stipulation is the rider must be a member of an affiliated motorcycle club.

10.8. If a rider/passenger who does not hold a current licence wishes to compete in a club day meeting by the purchasing of a one-day licence, then he/she must:

- 10.8.1.** Answer the Speedway Licence Questionnaire which will be reviewed by the Coach or Referee;
- 10.8.2.** Demonstrate to an accredited Coach, Referee or Clerk of Course present at the Club day
- 10.8.3.** that they can safely control their motorcycle by demonstrating the above stated items listed from 10.6.4.2 to 10.6.4.5 before they are allowed to compete with other riders at the club day; and
- 10.8.4.** If the rider/passenger fails the above criteria they may still ride at the club day but on their own with no other motorcycles present on the track.
- 10.8.5.** (Note – Juniors who do not have the speedway endorsement in their logbook are unable to purchase One Event Licences.

10.9. Speedway Club Days

- 10.9.1.** To run a Speedway Club/Interclub day race meeting the following guidelines should be applied:
 - 10.9.1.1.** Only to be run on tracks licensed for Speedway.
 - 10.9.1.2.** Only the correct number of riders for which the track is licensed to be on the track together.
 - 10.9.1.3.** Only licensed Speedway riders can compete.
- 10.9.2.** Minimum Official requirement is a Provisional Speedway Referee or Level 3 Speedway Clerk of the Course.
- 10.9.3.** The rules of the Manual of Motorcycle Sport that pertain to Speedway together with the By-Laws of the MNSW Speedway Sports Committee shall be adhered to.
- 10.9.4.** Please note: Junior Speedway and Senior Speedway riders must not be on the track at the same time.



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