



**And the Saturday**



**Championship Series**

**These**

## **2015 Series Supplementary Regulations**

<b>Round</b>	<b>Venue</b>	<b>Date</b>
1	Sydney Motorsport Park NSW GP Circuit	27- 29 March
2	Mallala Motorsport Park SA	15 - 17 May
3	Sydney Motorsport Park NSW GP Circuit	26 - 28 June
4	Queensland Raceway QLD	14 - 16 August
5	Wakefield Park Motor Racing Circuit NSW	25 - 27 September
6	Winton Motor Raceway VIC	23 - 25 October
7	<b>Sydney Motorsport Park NSW GP Circuit</b>	<b>4 - 5 December</b>

**Promoted by**

**Australian Road & Track Rider Promotions Pty Ltd**

Conducted under the jurisdiction of Australian Auto-Sport Alliance Pty Ltd. (AASA)

**Updated 2 December 2015 - changes in red**



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**ALWAYS CHECK THE OFFICIAL WEBSITE IN THE TWO WEEKS  
BEFORE EACH EVENT FOR MACHINE NUMBERS, CLASSES ENTERED,  
CROSS ENTRIES AND ALL OTHER EVENT INFORMATION AS REQUIRED.**

**THE PROMOTER RESERVES THE RIGHT TO AMEND AND UPDATE WITHOUT NOTICE  
BOTH SUPPLEMENTARY REGULATIONS AND ENTRY FORMS THROUGH OUT THE 2015  
SEASON AS REQUIRED.**

[www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au)

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## **1. ANNOUNCEMENT**

The seven round Swann Insurance Australasian Superbike Championship Series and the seven round Australian FX-Superbike Championship Series are three (3) day events with Practice and Qualifying for the Saturday AFX-SBK round on Friday. The Australian FX-Superbike Championship Series will be conducted on the Saturday and the Swann Insurance Australasian Superbike Championship Series will be conducted on the Sunday of the same weekend, under the same permit.

The Swann Insurance Australasian Superbike Championship Series, hereafter in this document for the sake of convenience will be called the ASC and the Australian FX-Superbike Championship Series hereafter in this document will be called the AFX-SBK. When both the ASC and the AFX-SBK are together spoken about they can be referred to as the 'series'. The series will be conducted under the Australian Auto-Sport Alliance Pty Ltd (AASA) National Competition Rules for Motorcycle Racing (NCR) and the rules of the various Formula Xtreme owned categories as supplied by Formula Xtreme Pty Ltd and the Promoter, these Supplementary Regulations and any individual Final Instructions approved by AASA. Please be aware that the Supplementary Regulations can be updated throughout the season without notice. Please be aware that here in after in this document the Promoters of the ASC & AFX-SBK being the Australian Road & Track Rider Promotions Pty Ltd will be known as "ARTRP". All Fees quoted in this document are inclusive of GST.

## **2. JURISDICTION**

The Series will be run under AASA Permits. The races will be National Competition races in which holders of current AASA National Motorcycle Licence and MA National Licence and the licence of the country the rider comes from are eligible to compete. Competitors with current AASA and MA Licence are covered by AASA Insurance. AASA recognizes licences issued by other approved federations and groups.

ARTRP as the series promoter reserves the right to reject and or cancel any entry at its discretion at any time prior and or during each event / round of either Series. The lodgement of an entry form is not a guarantee of entry.

For a rider to be eligible to compete in Rounds 1, 3 & 7 Sydney Motorsport Park and Round 5 Wakefield Park Motor Racing Circuit competitors must have turned sixteen (16) years of age prior to the first day of the race meeting to enter.

For a rider to be eligible to compete in the Kawasaki Insurances FX300 Ninja Cup class at Rd2 Mallala Motorsport Park or Rd4 Queensland Raceway and Rd6 Winton Motor Raceway competitors must have turned fifteen (15) years of age prior to the first day of the race meeting. Fifteen year olds can only compete the entry level FX300 Ninja Cup and not compete on larger capacity motorcycles without an exemption from the AASA.

## **3. SERIES SENIOR OFFICIALS**

The role of the Steward, Clerk of Course, Chief Scrutineer and Race Secretary is outlined in the NCR. The appointment of the Series Clerk of Course, Chief Scrutineer and Race Secretary is to ensure consistency in the conduct of both series.

## **4. ENTRIES**

Early Bird entries will close 14 days prior to the event, and must be lodged on the official entry form for that Round. Entry form can be completed as either:

Series Entry: to compete at all rounds, competitors initial the rounds in the corresponding table. Competitors are not required to prepay series entry fee up front, Competitors are able to authorise ARTRP to deduct the entry fee three weeks prior to each of the rounds or alternatively the competitor can either direct deposit or posts payment no later than three weeks prior to each of the rounds.

By completing the series entry form the competitor has indicated their intention to compete in all rounds, no further entry forms are required however written notice of withdrawal is required as stipulated below.

Round entry: compete the individual round entry form and return completed form by the closing date for that particular round.

A late entry (after the early bird date) will incur a fee of \$65.00 (Incl. GST). If an entry is faxed, the original entry form must be presented to the Race Secretary upon sign on.

Entry fees will only be refunded if a rider informs ARTRP, in writing, a minimum of 12 days before a round. A medical certificate is required if a rider withdraws less than 12 days before the Friday of the event. A \$55 administration fee will apply for all refunds.

Preference in regard to acceptance of entry and garage allocation will be given first to riders who nominate that they are competing in the whole series.

Final Instructions accepted rider, class entry lists and garage allocation along with machine numbers will be posted on [www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au) approximately 10 days prior to the first round. Please note: Notification and passes will not be sent out by mail.

In the event of the number of applications to enter a race being greater than the number of riders who can safely practice during the practice and qualifying sessions (as a guide this will be 115% of the allowed starting grid), acceptance of entries will be in accordance with the following:

1. Riders who gained points in previous Rounds in the respective class.
2. Highest graded riders.
3. The Promoter may include any entered rider who does not meet the above criteria at their discretion after consulting with the Clerk of Course.

## **5. INSURANCE**

It is compulsory for all competitors to have their own current Ambulance Insurance cover. It is strongly recommended that competitors give consideration to taking out weekly benefits insurance.

## **6. SPECIAL REQUIREMENTS (STICKERS)**

By entering the series competitors agree to carry the required stickers in all practice, warm up, qualifying and race sessions. ARTRP reserves the right to announce in the final instructions new series, round and category sponsors at any time during the series. Notification will be posted in Final Instructions and will become effective for all subsequent meetings.

Sponsor stickers and instructions on where stickers must be displayed will be supplied at scrutineering. Motorcycles will not be passed at scrutineering if stickers are not correctly displayed. If sponsor stickers are not displayed then bikes may not be permitted onto the track or may be black flagged during the session or race.

## **7. PENALTIES FOR INCORRECT STICKERS USE**

If a competitor's motorcycle is found to have taken part in a practice, warm up, qualifying session or race without the appropriate sponsor stickers attached correctly to their motorcycles they will be referred to the Clerk of Course for penalty. Maximum penalty is exclusion from race results and or not being allowed to take further part in the round.

## **8. RACE DISTANCES (Each Race) & NUMBER OF POINT SCORING ROUNDS PER CLASS**

In exceptional circumstances, race lengths may be altered by the Clerk of Course after consultation with the Promoter. No other races or classes will be conducted during the meeting without the approval of AASA.

Racing Schedule both AFX-SBK (Saturday) and ASC (Sunday) have the same schedule on each day. Note Rd7 will be a 2 day Friday/Saturday Day/Night event. Please see Pt45 regarding event schedule.

All classes except Superbike will be able to nominate one (1) round to be excluded from their cumulative series point score, please note Round 7 is compulsory and must be included in the series point score. Competitors must nominate which round they wish to exclude from their series point score three (3) weeks prior to Round 7, the notification form will be available in the competitor section on the website. If no notification is received then the competitors worse point scored round will be automatically dropped and the revised point scores will be published.

The Superbike class series point score will be over all seven (7) rounds and no round points can be dropped.

	<b>SMP Rds1 &amp; 3 GP 3.93km</b>	<b>Mallala Rd2 2.6km</b>	<b>Qld Rd4 3.12km</b>	<b>W Pk Rd5 2.2km</b>	<b>Winton Rd6 3km</b>	<b>SMP Rd7 GP 3.93km</b>
<b>Superbike</b>	<b>2 x 15 laps</b>	<b>3 x 12 laps</b>	<b>2 x 16 laps</b>	<b>3 x 12 laps</b>	<b>3 x 14 laps</b>	<b>3 x 12 laps</b>
<b>Supersport</b>	<b>3 x 7 laps</b>	<b>3 x 9 laps</b>	<b>3 x 8 laps</b>	<b>3 x 9 laps</b>	<b>3 x 9 laps</b>	<b>3 x 8 laps</b>
<b>FX Pro-Twins Nakedbike</b>	<b>3 x 7 laps</b>	<b>3 x 8 laps</b>	<b>3 x 8 laps</b>	<b>3 x 7 laps</b>	<b>3 x 7 laps</b>	<b>3 x 6 laps</b>
<b>Formula Oz</b>	<b>3 x 7 laps</b>	<b>3 x 8 laps</b>	<b>3 x 8 laps</b>	<b>3 x 7 laps</b>	<b>3 x 7 laps</b>	<b>3 x 6 laps</b>
<b>Formula Xtreme C&amp;D</b>	<b>3 x 7 laps</b>	<b>3 x 8 laps</b>	<b>3 x 8 laps</b>	<b>3 x 7 laps</b>	<b>3 x 7 laps</b>	<b>3 x 6 laps</b>
<b>FX Ninja 300</b>	<b>3 x 6 laps</b>	<b>3 x 8 laps</b>	<b>3 x 7 laps</b>	<b>3 x 7 laps</b>	<b>3 x 7 laps</b>	<b>3 x 5 laps</b>
<b>P6; Pre-Modern</b>	With F Oz	With F Oz	With F Oz	With F Oz	With F Oz	<b>3 x 5 laps</b>

## 9. CIRCUIT ACCESS

Access to the circuit for all rounds will be denied before the time stipulated in the Final Instructions. Large transporters will be given access for the first 15 minutes at the official opening time prior to smaller vehicles. Large transporters must register with ARTRP supplying vehicle make, model, size, registration and affiliated rider if they wish to gain early entry.

## 10. COMPETITOR CAMPING

There will be competitor camping at the following rounds

Queensland Raceway Rd4 and Wakefield Park Motor Racing Circuit Rd5 Competitors who intend to camp at the circuit need to pre-register with the Race Secretary 1 week prior to the round.

## 11. CLASS SPECIFICATIONS

The following listed classes will compete in the series in 2015.

**Superbike** A&B Grade

**Superbike Pro-Am** A&B Grade non factory riders see pt 22 regarding point score

**Formula Xtreme C&D** same class rules as Superbike only open to competitors whom AASA consider to be C&D Grade. Separate tyre rules to Superbike.

**Supersport**

**Pro-Twins F1, F2, F3, F4 & Nakedbike F1, F2, F3 & F4**

**Formula Oz** including sub classes **FX600**,

**P6** Years 1986 - 1990 ... For both F1 & F2 modifications are allowed but for F2 sub class the maximum engine capacity must stay below 751 cc.

F2 750 cc Period Superbike class eligible machines of the day only. Maximum / Minimum engine capacity 740 cc to 750 cc. F1 over 751 cc Production based ADR complied machines like the FZR1000 or GXSR1100 etc.

check with promoter that you motorcycle is eligible.

**Pre-Modern** 1991 - 1995 ... For both F1 & F2 Modifications are allowed but for F2 maximum engine capacity must be below 751 cc.

F2 Up to 750 cc Period Superbike class eligible machines of the day only. F1 over 751 cc Period machines upto 1995 models. If a 96/97 same model machine was sold basically unchanged apart from graphics etc to the pre 95 model then with an exemption from the promoter for a year later model machine can be applied for. Please check with the promoter that your motorcycle is eligible.

The promoter reserves the right to not accept the entry of any machine at their own discretion.

**FX300 Ninja Cup** – see pt11.1 regarding sub classes.

Rules supplied by the Australasian Superbike Company Pty Ltd available on [www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au) in the competitor section.

### 11.1 Kawasaki Insurances FX300 Ninja Cup:

All competitors who intend to compete in the FX300 Ninja Cup must contact the Promoter regarding eligibility to enter the FX300 Ninja Cup Class prior to entering.

**Under 20 Cup:** Competitors wishing to enter into the Under 20 Cup a sub class of FX300 must be under 20 prior to the commencement of the first round, being the 27<sup>th</sup> March 2015.

**FX300 Ninja F.O.B. Seniors Cup:** Competitors wishing to enter into the FX300 Ninja F.O.B. Seniors Cup a sub class of FX300 must be at least 40 years of age and must have a combined total weight and age of no less than 130. Please note if weighing is required then the minimum weight is measured while only wearing a t-shirt & shorts and weighing will only take place some time prior to the first race of each event.

FX300 Ladies Cup: All ladies who enter the FX Ninja 300 Cup will be automatically entered into the FX300 Ladies Cup.

**11.2** Classes and Subclasses can be combined or separated at the discretion of the promoter if required. If classes are combined in the same race they will still be point scored separately. This may alter the event schedule including the number of laps.

## 12. TYRES

### General For All Classes

Coating or modifying, changing or altering the characteristics and or the original design of tyres is prohibited for all classes, except for non control tyre classes that can utilise slick racing tyres which can be re-grooved only.

A set of tyres in the 2015 Series is defined as one front and one rear tyre.

### 12.1 Wet Weather Tyre

Once the track has been declared 'wet' by the Clerk of Course Superbike, Supersport, Pro-Twins F1 and Nakedbike F1 competitors can use either the control tyre or a 'full wet' weather tyre.

Competitors may use 'wet' tyres in any race without penalty once the meeting is declared 'wet' by the Clerk of Course. If during an event, the Clerk of Course declares a race "wet" after the combined sighting and warm up laps has commenced there will be a minimum delay of 15 minutes for competitors to return to the Pits and change tyres.

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 combined sighting and warm up lap has commenced.

### **12.2 Tyre Marking Superbike, Supersport, Pro-Twins F1 & Nakedbike F1 Classes.**

Once tyre-marking stickers or other markings have been attached by the scrutineering team, they then become the responsibility of the competitor. If a tyre marking sticker or marking is removed or defaced a 20 second time penalty may be imposed on the competitor results for the qualifying session or race the tyre is used in at the discretion of the series Clerk of Course. Tyre Stickers will be checked at random times throughout the event at the series official's discretion.

Tyres must be presented to the scrutineers to have stickers applied or be marked in the allotted time frame as per the final instructions by either the series scrutineer or whomever he allocates as his representative. Previously used control tyres that are in good serviceable condition can be presented for re marking. A good condition control tyre can be marked multiple times for qualifying and racing. Rims must be removed from the motorcycle and presented to scrutineering for re marking.

### **12.3 Superbike Control Tyres**

For the Superbike class at each round of the Series there will be a restriction to a maximum of Three (3) sets of control slick tyres for racing and qualifying, except where point 12.1 and 13 applies.

The control tyres will be marked with one (1) set for Friday qualifying session which can also be used for either Saturday or Sunday racing.

One (1) set marked for Saturday only (AFX-SBK round) and one (1) set marked for Sunday only (ASC round).

Saturday's marked control tyres must be used of Saturday's warm up session and Sunday's marked control tyres must be used of Sunday's warm up session.

The Control Tyres for the class must be used for any Practice session but do not need to use tyres from the three (3) set allocation for the round. Once practice has been completed then the penalty for not using the correct control tyres or correctly marked tyres and or unmarked control tyre will be exclusion from the event results. Tyre markings have a number stamped on them, if a rider uses another competitors marked control tyres then the penalty will also be exclusion from the event. Control tyres cannot be modified.

ARTRP reserves the right to alter the control tyre rules if it is found to be required at the event after consultation with the Steward and Clerk of Course.

There is no control 'WET' weather tyre. There is no restriction on the number of 'WET' weather tyres that can be used if a race meeting is declared 'WET'. Only control slick tyres or full wet weather tyres may be used in the Superbike class. Intermediate treaded tyres are not allowed.

#### **The control slick tyre and price Superbike are:**

The Dunlop Information sheet can be downloaded from the competitor section on the website.

Front for SMP, SA, QLD, W Pk & Winton: 120/70R17 KR106 302 Medium Front Slick \$215 inc GST

Rear for SMP Rd1 & 7: 195/65R17 KR108 886 Slick \$310 inc GST

Rear for SA, SMP Rd3; Qld, W Pk & Winton: 195/65R17 KR108 886 Medium Slick \$310 inc GST

Tyres are available from Dunlop Motorcycle Tyre Distributor:

NSW, VIC & WA Monza Imports: Tiger Clay 03 8327 8888; Qld, SA & NT Ficeda Accessories: Wayne Riley 07 3906 7084

TAS Fulton Enterprises Monza: Bill Fulton 03 63269199

The following terms apply: Superbike competitors will be required to carry 2 Dunlop stickers, to be placed on the front forks or Mud Guards of each machine as per the instructions supplied at scrutineering, these stickers must not be obscured, damaged in any way. Entered riders must produce proof of entering the event and/or proof of registration at the point of sale. ARTRP will supply Dunlop with details of all entered riders 10 days prior to ASC. No conflicting tyre or class naming rights sponsor logo's are allowed on either the front forks, front mudguard or the front of the motorcycle around or under the front number board. Conflicting tyre and class naming rights personal sponsors logo's are allowed on the sides or rear of the motorcycle. Please see point 42 on clashing sponsors.

### **12.4 Supersport Control Tyres**

For the Supersport class at each round of the ASC and AFX-SBK there will be a restriction to a maximum of Three (3) sets of control treaded tyres for racing and qualifying, except where point 12.1 and 13 applies.

The control tyres will be marked with one (1) set for Friday qualifying session which can also be used for either Saturday or Sunday racing.

One (1) set marked for Saturday only (AFX-SBK round) and one (1) set marked for Sunday only (ASC round).

Saturday's marked control tyres must be used of Saturday's warm up session and Sunday's marked control tyres must be used of Sunday's warm up session.

Control Tyres for the class must be used for any Practice session but do not need to use tyres from the three (3) set allocation for the round. Once practice has been completed then the penalty for not using the correct control tyres or correctly marked tyres and or unmarked control tyre will be exclusion from the event results. Tyre markings have a number stamped on them, if a rider uses another competitors marked control tyres then the penalty will also be exclusion from the event. Control tyres cannot be modified.

ARTRP reserves the right to alter the control tyre rules if it is found to be required at the event after consultation with the Steward and Clerk of Course.

There is no control 'WET' weather tyre. There is no restriction on the number of 'WET' weather tyres that can be used if a race meeting is declared 'WET'. Only control tyres or 'full wet' weather tyres may be used in the Supersport class.

#### **The control tread tyre and price Supersport are:**

The Dunlop Information sheet can be downloaded from the competitor section on the website.

Front for SMP, SA, QLD, W Pk & Winton: 120/70ZR17 D212GP 9854 Medium \$205 inc GST

Rear: 190/55ZR17 D212GP 886 Medium \$295 inc GST

Tyres are available from Dunlop Motorcycle Tyre Distributor:

NSW, VIC & WA Monza Imports: Tiger Clay 03 8327 8888; Qld, SA & NT Ficeda Accessories: Wayne Riley 07 3906 7084

TAS Fulton Enterprises Monza: Bill Fulton 03 63269199

The following terms apply: Supersport competitors will be required to carry 2 Dunlop stickers, to be placed on the front forks or mud guards of each machine as per the instructions supplied at registration/sign on, these stickers must not be obscured in any way. Entered riders must produce proof of entering the event and/or proof of registration at the point of sale. ARTRP will supply Dunlop with details of all entered riders 10 days prior to ASC. No conflicting tyre or class naming rights sponsor logo's are allowed on either the front forks, front mudguard or the front of the motorcycle around or under the front number board. Conflicting tyre and class

naming rights personal sponsors logo's are allowed on the sides or rear of the motorcycle. Please see point 42 on clashing sponsors.

### **12.5 FX Pro-Twins F1 and Nakedbike F1:**

For the FX Pro-Twins F1 and Nakedbike F1 class at each round of the ASC and AFX-SBK there will be a restriction to a maximum of two (2) sets of control slick tyres for racing and qualifying, except where 12.1 and 13 applies.

Control tyres must be marked for Friday qualifying session; both Saturday AFX-SBK Round and Sunday ASC Round these can be used at the rider's discretion.

Marked control Tyres must be used for warm up sessions for both days.

Control Tyres must be used for any Practice session but do not need to use tyres from the two (2) set allocation for the round.

The penalty for not using the correctly marked control tyre will be exclusion from the event results. Control tyres cannot be modified.

ARTRP reserves the right to alter the control tyre rules if it is found to be required at the event after consultation with the Steward and Clerk of Course.

There is no control 'WET' weather tyre. There is no restriction on the number of 'WET' weather tyres that can be used if a race meeting is declared 'WET'. Only control tyres or 'full wet' weather tyres may be used in the FX Pro-Twins F1 and Nakedbike F1 class.

### **The control slick tyre and price FX Pro-Twins F1 and Nakedbike F1 are:**

The Dunlop Information sheet can be downloaded from the competitor section on the website.

Front: 120/70R17 KR106 343 Soft Medium Front Slick \$215 inc GST

Rear for SMP Rd1 & 7: 195/65R17 KR108 998 Soft Medium Slick \$310 inc GST

Rear for SA, SMP Rd3; Qld, W Pk & Winton: 195/65R17 KR108 886 Medium Slick \$310 inc GST

Tyres are available from Dunlop Motorcycle Tyre Distributor:

NSW, VIC & WA Monza Imports: Tiger Clay 03 8327 8888; Qld, SA & NT Ficeda Accessories: Wayne Riley 07 3906 7084

TAS Fulton Enterprises Monza: Bill Fulton 03 63269199

The following terms apply:

FX Pro-Twins F1 & Nakedbike F1 competitors will be required to carry 2 Dunlop stickers, to be placed on the front forks or mud guards of each machine as per the instructions supplied at registration/sign on, these stickers must not be obscured in any way. Entered riders must produce proof of entering the event and/or proof of registration at the point of sale. ARTRP will supply Dunlop with details of all entered riders 10 days prior to ASC. No conflicting tyre or class naming rights sponsor logo's are allowed on either the front forks, front mudguard or the front of the motorcycle around or under the front number board. Conflicting tyre and class naming rights personal sponsors logo's are allowed on the sides or rear of the motorcycle. Please see point 42 on clashing sponsors.

### **12.6 Kawasaki Insurances FX300 Ninja Cup**

For the Kawasaki Insurances FX300 Ninja Cup there will be a restriction to a maximum of two (2) set of homologated treaded tyres which are to be marked with one (1) set for Friday qualifying session and Saturday warm up and racing and with one (1) set marked for Sunday warm up and racing.

Homologated tyres must be used for any Practice session but do not need to use tyres from the two (2) set allocation for the round. Once practice is finished then the penalty for using a non-homologated or incorrectly or unmarked marked homologated tyre will be exclusion from the session or race results. A competitor cannot use another competitors marked tyres the penalty for this is also exclusion from the event. Homologated tyres cannot be modified.

The tyres must be listed on the FX300 Ninja Cup Homologated Tyre List which will be available on [www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au) in the competitor section by 1st March 2015. Only homologated treaded tyres are permitted for either dry or wet races.

### **12.7 Formula Xtreme C&D**

For the Formula Xtreme C&D class at each round of the Series there will be a restriction to a maximum of Three (3) sets of homologated slick tyres for qualifying, warm up and racing.

The homologated slick tyres will be marked with one (1) set for Friday qualifying session which can also be used for either Saturday or Sunday racing.

One (1) set marked for Saturday only (AFX-SBK round) and one (1) set marked for Sunday only (ASC round).

Saturday's marked homologated tyres must be used of Saturday's warm up session and Sunday's marked homologated tyres must be used of Sunday's warm up session.

Homologated tyres must be used for any Practice session but do not need to use tyres from the three (3) set allocation for the round. Once practice is finished then the penalty for using a non-homologated or incorrectly or unmarked marked homologated tyre will be exclusion from the session or race results. A competitor cannot use another competitors marked tyres the penalty for this is also exclusion from the event. Homologated tyres cannot be modified.

The tyres must be listed on the Formula Xtreme C&D Homologated Tyre List which will be available on [www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au) in the competitor section by 1<sup>st</sup> March 2015. It is foreseen that there will be interest shown by multiple tyre suppliers in this class, however each tyre supplier must first provide a list of homologated tyres along with the compound for each round.

There is no homologated 'WET' weather tyre. There is no restriction on the number of 'WET' weather tyres that can be used if a race meeting is declared 'WET'. Only homologated slick tyres or 'full wet' weather tyres may be used.

### **12.8 Other Classes**

There are no tyre restrictions for any other class not mentioned above.

## **13. CHANGE OF CONTROL TYRE FOR SUPERBIKE, SUPERSPORT & CHANGE OF HOMOLOGATED TYRE FOR THE FORMULA XTREME C&D CLASS**

A tyre may be changed prior to the start of a race (this does not include a restarted race) for safety reasons. In such circumstances the tyre may only be replaced with another of the same make, model, size, profile and compound as the marked and/or control tyre. Prior to changing a tyre, permission must be obtained from the Series Chief Scrutineer in writing. For the Superbike, Formula Xtreme C&D and Supersport classes one of the three sets of the marked control or homologated tyres depending on class for the competitor at that round of the series must be used to replace any tyre considered unsafe by the Series Chief Scrutineer. Consideration can be given to use another second hand marked tyre under special circumstances where all three front or rear tyres are deemed by the Series Chief Scrutineer as unusable.

### **IF A USED TYRE IS USED THEN;**

A tyre may be changed without penalty prior to the start of a race (this does not include a restarted race) for either damage or a construction failure in the tyre. Normal wear and tear does not qualify as a reason for changing a tyre. Prior to changing a tyre, permission must be obtained from the Series Chief Scrutineer in writing. For Pro-Twins and Nakedbike F1 under such circumstances

the tyre may only be replaced with a previously marked control tyre that has been deemed by the Series Chief Scrutineer as having been used with at least a similar level of wear.

#### **IF A NEW TYRE IS USED THEN;**

If a change of tyre is permitted by the Series Chief Scrutineer before a race and the competitor chooses to use a brand new tyre then the competitor will still start from their previous races finishing position but they will receive a 30 second penalty that will be added to their finishing time for that race and a 12 second penalty added for the following race if applicable.

#### **IF PERMISSION IS NOT GRANTED OR SOUGHT THEN;**

If, before a race, a change of tyre is not permitted by the Series Chief Scrutineer and the competitor elects to change the tyre with another approved control tyre, the competitor may at the discretion of the Clerk of Course be given permission to start that race and subsequent races from the rear of the field. At the conclusion of this race and any subsequent races the competitor will have 60 seconds added to his overall race times.

Poor tyre choice by a rider is not a safety issue, and is not a sufficient reason to change tyres.

If a rider wishes to change a tyre they must have the tyre checked by the Series Chief Scrutineer prior to leaving the post race impound area at the end of their race. Failure to do so will attract the same 60 second penalty as if the Series Chief Scrutineer had not given permission to change the tyre.

#### **14. CHANGE OF MACHINE**

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

Notice of change of machine is to be given in writing to the Race Secretary of the Meeting for the approval of the Clerk of Course.

A rider may not change to a machine, which has not been officially scrutineered for the Round.

Once a rider has commenced the sighting and or warm up lap of a race they cannot re enter the pits and change machine.

Riders changing motorcycles must use the tyres that they have had marked unless the respective class rules applied allow for tyre changing.

#### **15. CHANGE OF RIDER**

Any rider who has qualified for a round may ride any machine in the Round which they have qualified, provided the machine meets all the criteria of 32. Notice of change of rider is to be given in writing to the Race Secretary of the Meeting.

#### **16. FUEL**

Please refer to any individual class rules for any limits or restrictions on [www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au)

All fuels for all classes in the series must be unleaded and meet all federal government or relevant agency restrictions.

Random fuel sampling and testing will be conducted at a number of events in 2015 in the classes that have a RON and Additive restrictions.

#### **17. GRADING**

There will be various series awards and championships based on grade.

For MA licence holders the grade a rider is on the 1st February 2015 is the grade they will remain for the entire 2015 series, unless regraded by AASA prior to the start of the first round of the year the competitor competes in for either ARTRP promoted series by AASA. ARTRP and the AASA reserve the right to regrade any MA licence holder at its discretion prior to the start of the first round of the ASC Series or when a rider for the first time in 2015 enters a round of the series. AASA license holders will be graded by the AASA for further information contact ARTRP in business hours on 02 48235711.

Explanation: The vast majority of people accept the existing State MA grading system is a mess with riders often not getting graded up even after winning their grade championship. As there are a number of high value prizes and championships in the ASC series for B, C and D graded riders to make it fair for all potential winners all riders need to be assessed whether or not their State MA grading is what MA or the MA affiliated State LCB has made it for 2015. And as the promoter nor the AASA know in advance who will be entering the 2015 ASC series with a MA licence or what grade they will be in 2015 until an entry form is received there is no way of knowing until that time if a rider has been correctly graded or not by MA's affiliate State bodies. That being the case it is required that all MA licensed riders who potentially are in the running for a grade prize / championship contact the promoter in advance prior to entering to seek clarification on their 2015 grading for the Series in writing. Email contact address is [admin@aus-superbikes.com.au](mailto:admin@aus-superbikes.com.au). If a competitor does not contact the promoter, the promoter reserves the right to regrade the competitor if required.

#### **18. INTERVIEWS**

Paddock P.A. interviews will be conducted after each race for all classes as per announcement at Riders' Briefing. It is a requirement of entry that the top three placing's in each race attend the interview area after each race, each competitor must wear the official category class or control tyre sponsor cap as provided by the ARTRP presentation interviewer. If a competitor refuses to wear the class or tyre sponsors cap or obscures the sponsors cap then they will not be interviewed or have their interview shown on TV.

#### **19. ADVERTISING & ENDORSEMENT**

By entering the series, each competitor shall be deemed to have agreed to any and/or all Series, Category Sponsors as well as the Promoter, using in advertisement and endorsement, both still and moving images, and written, and verbal, the said rider's and/or attributed entrant's name and/or places obtained in the 2015 Series providing written approval is sought from and given by ARTRP. Competitors can apply in writing prior to the commencement for exemption to point 19 from ARTRP. ARTRP reserves the right to accept or decline any applications for exemptions.

#### **20. ENTRY FEE**

The Series Early Bird Entry fee for Superbike Competitors is \$455 and \$418 per round for all other classes per round, entry fee for forms received after the early bird date (dates listed on entry form) a late fee of \$65 for all classes will apply. Entry fee includes permit and rider levy fees etc.

**20.1** Cross Entry: Cross entry occurs when an eligible machine is raced in two (2) separate classes. Cross Entry Fee is a flat fee of \$175.00 per class and cross entry competitors are not required to pay extra rider levies, timing, or garaging.

**20.2** Second Entry: Second entry occurs when a second motorcycle is entered into in a second class. That will incur an extra entry fee of \$295.00 which includes the hire of the timing transmitter (garaging not included). A second entry will receive 2 extra two day GA passes.

If a class is over-subscribed then primary entries for that class will take preference over cross or second entries.

**20.3** Any fees for dishonoured cheques or cancelled credit card payments will be the responsibility of the entrant. Plus there will be a \$55 administration fee on top of any bank fees incurred.

**20.4** A fee of \$10 charged for all credit card transactions.

**20.5** Transmitters will be utilized at the event at a hire cost of \$25.50 per transmitter. A \$50 cash refundable deposit will be required upon collection of transmitter. Each competitor will be responsible for any cost of repairs or replacements of the transmitter unit that is supplied to them. Failure to return transmitter on the Sunday of the event will incur an automatic loss of \$25 of the deposit. Non-return within a week of the event will incur the full loss of the remaining \$25 of the original \$50 deposit.

Riders may use their own AMB transmitters, notification of your AMB transmitter number is required by ARTRP 3 weeks prior to the round in writing. There will be a cost of \$15.50 for competitors using their own AMB transmitter.

## 21. PASSES

Superbike competitors will receive Four (4) two-day GA passes per primary entry. All other classes will receive three (3) two-day GA passes per primary entry. Second entries will receive an additional two (2) two-day GA passes. Cross entries will not receive any additional passes. All Series Entries where payment is one off (that is payment for all rounds upfront) will receive an additional four (4) two-day GA passes per event. This is a bonus of \$960.00

Passes are to be collected from the Race Secretaries Office on Friday.

Up to 4 extra two-day GA Passes can be purchased for \$15 each. Additional passes in excess of 4 and up to 10 can be purchased for \$20 each. Any other additional passes in excess of 10 will be at the RRP of \$40 for a two day Saturday and Sunday ticket.

Extra tickets can be purchased from the Race Secretary's office prior to the Saturday of the event.

## 22. POINTS AND POINTSCORE

Points will be allocated as listed: 1<sup>st</sup> – 25pts; 2nd– 22pts; 3rd – 20pts; 4<sup>th</sup> – 18pts; 5th – 16pts; 6th – 15pts; 7<sup>th</sup> – 14pts; 8th – 13pts; 9th – 12pts; 10th – 11pts; 11th– 10pts; 12th – 9pts; 13th – 8pts; 14th – 7pts; 15<sup>th</sup> – 6pts; 16th – 5pts; 17th – 4pts; 18th – 3 pts; 19th – 2pts; 20th – 1pt.

The winner of each class shall be the rider amassing the highest number of points over the scheduled number of races. There will be no point awarded for pole position for any classes and sub-classes.

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

Combined classes eg FX Pro-Twins, Nakedbike although competing in the same races will be point scored in their respective class and will not be eligible to cross enter into another class in the same race.

Superbike Pro-Am will be point scored from round two onwards all Superbike Pro-Am competitors will also be point scored in the Superbike A&B Grade.

### 22.1 Series Point Score:

All classes except Superbike will be able to nominate one (1) round to be excluded from their cumulative series point score, please note Round seven is compulsory and must be included in the series point score. Competitors must nominate which round they wish to exclude from their series point score three (3) weeks prior to Round 7, the notification form will be available in the competitor section on the website. If no notification is received then the competitors worse point scored round will be automatically dropped and the revised point scores will be published.

The Superbike class series point score will be over all seven (7) rounds and no round points can be dropped.

### 22.2 Finishing a Race:

A competitor must complete 75% of the race distance and receive the checked flag while crossing the finishing line.

## 23. QUALIFYING/GRID POSITIONS

AFX-SBK Saturday: Friday's qualifying session will be the grid position for your first race. Progressive grids will apply for all classes and all races after the first race in each class.

Swann Insurance ASC Sunday: Supersport grid position for Sunday's Swann Insurance ASC will be taken from your fastest lap time from the Saturday's three races while using the originally marked control tyres for Saturday as per point 12.3. If a new marked control tyre is used as per point 13 then the times achieved while using these tyres cannot be used as your fastest lap time.

Swann Insurance ASC Sunday Superbike: The fixed grid positions for Sundays racing will be taken from the overall results from Saturdays three races, with the winner being on pole for Sundays races etc. There will be a qualifying point awarded to overall series points for the winner of Saturdays Superbike races for rounds 1 to 6. At round 7 (series Finale) there will be a qualifying point awarded for the top qualifier.

Superbike and Supersport will have a fixed grid for all three Sunday races.

All other classes your grid position for your first race will be determined by your fastest lap time from the Saturday's three races. All other classes will have progressive grids for all races after their first race.

In mitigating circumstances, the Clerk of Course may include any entered rider who has failed to qualify. Such riders will be required to start from the back of the grid. If the number of qualifiers exceeds the grid limit, positions will be allocated on a descending basis of times.

In the event of two riders achieving equal qualifying times the rider who sets the time first will be deemed the faster of the two riders. The rider who achieved the fastest time during qualifying shall start from pole position, which is the position on the first row of the starting grid on the opposite side to the direction taken by the first corner.

## 24. RIDERS' AND TEAM MANAGERS' BRIEFING

There will be a Riders' and Teams' Manager briefing held at 8:05am each morning. All Riders' and Team Managers' are required to attend this compulsory briefing.

Method of proving Briefing attendance: Up to ten Riders' and Team Managers' names will be called out at the beginning, during and the end of each briefing. Failure to attend briefings without an acceptable reason will result in a fine or a possible exclusion from the meeting.

## 25. MANNER OF STARTING

All races shall be from a clutch start. Where lights are in place, racing will commence when the red light is extinguished. If there is a problem with the lights a raised national flag will be used to commence the race.

Competitors who elect not to ride or miss the sighting lap will join the field at the rear of the warm up lap and commence the race at the rear of the field, not in their grid position.

Competitors who elect not to ride the sighting and 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 sighting and 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.

A 15 second penalty or possible exclusion if the jump start is considered dangerous will apply to any rider committing a false start. The penalty will be adjudicated by the appointed Judge in conjunction with the Clerk of Course. The penalty shall, as soon as practicable, be notified to the rider's representative.

A jump start occurs when there is any movement from the machine in its nominated grid position when the field is in the starter's control prior to the start signal being shown. Machines must be stationary in their marked grid positions at the time of the start signal being given.

If a rider causes a race to be stopped and the race is restarted then that competitor may not take part in the restart.

## 26. TRACK INSPECTION

Competitors are invited to inspect the track from 7.15am to 8.00am. Competitors are reminded that service vehicles may be in operation on the circuit at this time.

Riders who are not satisfied with any aspects of the circuit may present these concerns to the Clerk of Course. If those concerns cannot be resolved, the rider will be invited to withdraw from the meeting.



## **27. UNOFFICIAL PRACTICE**

Unofficial practice is not allowed four days prior (Monday through to Thursday) to the meeting at that venue. The penalty for breaching this regulation will be exclusion from the Round.

## **28. GARAGING**

Shared garage positions for:

Wakefield Park Motor Racing Circuit Rd5 Garages will be limited to three (3) competitors / bikes spots.

Mallala Motorsport Park Rd2 Garages will be limited to two (2) competitors / bikes spots.

All other circuits' garages will have a maximum of four (4) competitors per garages.

Competitors who are allotted a position in a shared garage will have that position set for the whole AFX-SBK & AFX-SBK season. The fee for a shared garage position will be \$90 per bike per round, with the exception of Ninja FX300 competitors whose fee for a shared garage position will be \$60 per bike per round.

Complete Garages can be booked for \$360 each per round at all circuits except for

Wakefield Park Motor Racing Circuit Rd5 Garages which will be \$275.

Mallala Motorsport Park Rd2 Garages which will be \$180.

If a competitor/team decides to share a garage please note that this will only be allowed on the basis that if any fee is charged to others competitors then that fee will be charged on an equal split shared basis.

Please be aware that profiteering by subletting garage spaces at over inflated prices will not be tolerated, riders who try to take advantage of their fellow competitors will not be allocated garaging at the remaining rounds in 2015.

## **29. PIT LANE**

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

ALL CREWS are required to keep PIT LANE CLEAR at all times. All Crew members must wear their ARTRP issued identification bands on the wrist whilst in Pit Lane. No person under the age of sixteen years (16) is permitted in pit lane unless they are a competitor; competing in their race. For safety reasons smoking is not permitted in any of the garages, nor in Pit Lane or in the Pit carports.

## **30. PIT LANE LAP BOARD ACCESS**

Pit Lane will have restricted specific areas for use of Lap Boards during racing; these restricted areas will be marked and notification of these areas will be given at Rider's Briefing. Only two team members per rider with the correct per class on track ARTRP supplied Pit Lane identification will be allowed in the restricted areas once the race has been called and the preceding race has finished. The supplied pit lane identification bands must be worn on the wrist. Please note: nothing is to be hung on or over the pit lane barrier/wall.

For all classes personal lap timers will be allowed to be fitted and used.

## **31. PIT PADDOCK**

**31.1 RIDING OF MOTORCYCLES.** There is a fixed speed limit at all rounds of 6 Km per hour in the designated lanes of the pit paddock area and 40 km per hour in pit lane. Competitors who break the speed limit or ride outside of designated areas will face possible penalties including possible exclusion from the event at the discretion of the Clerk of Course. Speeds may be checked with a radar gun or in pit lane with the timing loops which are set up to measure vehicle speeds.

**31.2 PARKING.** Parking, partially obstructing or standing for any length of time in the fire access lanes or Ambulance clearways is prohibited.

All electrical leads, air lines, water hoses etc are to be positioned a minimum of 2.4metres above the ground.

## **32. SCRUTINEERING**

**32.1** Machines entered in the competition must comply with all appropriate AASA Motorcycle Road Race Events National Competition Rules (NCR), Supplementary Regs, Class rules issued by Formula Xtreme Pty Ltd and Final Instructions and have successfully passed machine examination prior to taking part in any practice, qualifying or racing.

**32.2** Scrutineering will take place on the Friday morning of each round, as per the schedule in Final Instructions. Classes will be allocated a specific time slot in the same order as the practice sessions. Machines entered into the specific class time slot will be given priority and have the right to go ahead of any non-scheduled competitor.

**32.3** There will be no scrutineering during any Rider's briefing.

**32.4** Competitors are asked to present to the scrutineers the completed Pre-Scrutineering check list which will be in the competitor's envelope at sign on when presenting their machines for scrutineering. Machines must be submitted for scrutineering with the lower fairing removed and carried separately. Engines cold, radiator caps must be removed, belly pans off and water no coolant must be in radiator ready for scrutineering inspection.

**32.5** Eligibility checks can take place at any time during the meeting.

**32.6** Current National competition licences and full riding gear must be presented at scrutineering.

**32.7** Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by the scrutineers before participating again.

**32.8** Competitors should be aware that any advice on eligibility they receive from scrutineers other than the Series Chief Scrutineer might not necessarily be treated as the official AASA position or interpretation of a rule/regulation.

**32.9** Competitors in all classes must return their machines directly to scrutineering immediately after each race or session.

**32.10** In addition to disassembling and checking of machines after official protests have been received by the Clerk of Course in accordance with the AASA Motorcycle Road Race Events National Competition Rules (NCR), the Series Chief Scrutineer may, at his own discretion, check and disassemble any machine that has taken part in the round. Failure to cooperate with the Series Chief Scrutineer in the application of this rule will result in automatic exclusion from the events results.

**32.11** Machines will not be sealed for later checking after the round. All disassembly and scrutineering will take place at the circuit before any machine will be released by the Series Chief Scrutineer and results awarded. A member of the riders' team with appropriate tools must be available at all times to assist with the disassembly and follow any instructions under the supervision of a scrutineer. Allowance in time must be made to accommodate potential delays in departing the circuit after competition on any day. Failure to comply with this rule will result in automatic exclusion from the events results.

## **33. DYNAMOMETER CHECKS**

At the series, a mobile dynamometer will be in attendance. A Series Scrutineer and or a person appointed by ARTRP may use the dynamometer to test any competitors' motorcycle that has been scrutineered throughout the event a number of times. This can take place at any time during the event at the discretion of the Series Chief Scrutineer for the following classes. 1. Superbike 2. Formula Xtreme C&D 3. Supersport 4. FX300 Ninja Cup. If a competitor in one of the mentioned classes refuses to allow dynamometer testing then that competitor will be referred to the Clerk of Course for penalty. Maximum penalty being exclusion from race results and or not being allowed to take further part in the round.

**Riders will be able to change their rear marked control/homologated tyre and rim from the bike prior to testing, the tyre must be replaced with a control/homologated tyre that has been deemed by the Series Chief Scrutineer as having**

**been used with at least a similar level of wear. This work will be carried out in the dyno impound area by one team member using only the tools required to remove the tyre/rim. The bike will be tested and the tyre/rim changed back to the marked control/homologated tyre prior to being released from the dyno impound area. This work will be undertaken under supervision of a scrutineer or series official.**

If a competitor's motorcycle is found to be outside the accepted horsepower or torque outputs and or over the factory set OEM Rev limit per that Australian ADR complied model machine for a machine in that category, then this may result in the machine being stripped and checked for breaches of technical and eligibility rules. Riders are reminded that any rule breaches may cause exclusion from the event and or the official results.

The Clerk of Course, after consultation with the Series Chief Scrutineer, will penalize any breaches of the rules and conditions. The recorded readings of any dynamometer test will be released for general publication.

#### **34. IMPOUNDING OF MACHINES**

At the conclusion of the final race for Superbike, Supersport and Kawasaki Insurances FX300 Ninja Cup a minimum of the first five machines shall be impounded for 30 minutes in an area to be nominated by the Series Chief Scrutineer.

FX Pro-Twins & Nakedbike and Formula Xtreme C&D will have bikes held for approximately ten minutes, if you intend to protest another rider in your class please make the Series Chief Scrutineer aware of this within the ten minute time frame and he will then require the other bike to be held for up to 30 minutes in total so the protest can be prepared and submitted along with the fee of \$200 to the Race Secretary.

#### **35. KAWASAKI INSURANCES FX300 NINJA CUP ECU REPLACEMENT**

During each round of the Series random Kawasaki Insurances FX300 Ninja competitors will have their ECU's replaced by the Series Chief Scrutineer with a ECU provided by Kawasaki Motors Australia Pty Ltd for the duration of the round. **The ECU must be replaced prior to your qualifying session.** If the ECU is found not to have been replaced the competitor will be referred to the Clerk of Course for penalty.

The competitors ECU will be stored by Series Chief Scrutineer and will be returned when the Kawasaki Motors Australia Pty Ltd provided ECU is returned at the end of the round. Random checks can and will occur during the event to make sure the correct supplied ECU is fitted.

#### **36. RIDER NUMBERS**

All competitors who attained a top ten position overall in the main category for a class in the ASC Series in 2014 and who return to compete in the same class in 2015 will be required to carry the number that corresponds to their finishing position in the championship for all Rounds. The following sub-class Nakedbike will be allocated 1N -5N respective of their finishing position in the 2014 ASC. Competitors can register their riding number with ARTRP registration form is available on our website in the competitor section. ARTRP reserves the right to allocate all racing numbers at its discretion. Please note only 2 digit numbers will be permitted with the exception of FX300 Ninja Cup competitors whose riding numbers will be allocated between 311- 399.

Number Font: examples listed below of the fonts that can be used, height must be at least 150mm; FX300 Ninja Cup must be at least 110mm.

Arial Rounded Bold

1234567890

Princeton

1234567890

Varsity

1234567890

Super Normal

1234567890

If you would like to use a different font please contact ARTRP and a decision will be then made if the font you want to use is compatible and easily read at the required distances.

#### **NUMBER BOARD AND RACE NUMBER COLOURS PER CLASS**

All competitors please refer to the specific class and grade rules for colours of number boards and race numbers which are available as a download on [www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au) in the 'COMPETITOR' section.

For competitors to be eligible to win one of the graded prizes the correct colour number boards and race numbers must be used.

If a competitor runs the incorrect colour boards and numbers then they can still win their grade championship, but that will automatically make them ineligible for any grade prize points at that round.

#### **37. DISCLAIMER**

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

#### **38. FIV CHASE CAR.**

At 2015 ASC & AFX-SBK rounds a FIV Chase Car may be used at the start of races for the first lap.

#### **39. ANTI-DOPING AND ALCOHOL TESTING**

All competitors and officials are advised that drug and alcohol testing may take place at any Round in accordance with AASA Motorcycle Road Race Events National Competition Rules (NCR).

#### **40. CODE OF CONDUCT**

CODE OF CONDUCT applies to this Meeting and shall be enforced. If a competitor, team member or person affiliated with a competitor behaves in an offensive or abusive manner, the offending person and competitor **may** be excluded from the meeting. The competitor is responsible for the actions and behaviour of not only themselves but also their team members and entourage.

#### **41. IMAGES AND VISION**

ARTRP as the promoter of the Series reserves the right to use the images and vision including the names of any competitor, team or manufacturer in any present or future series merchandising, videos, TV commercials, electronic games, posters and printed material as it sees fit.

By entering an event a competitor, team or manufacturer accepts that they will not be entitled to make financial claims on any of the above stated promotions and business ventures. Furthermore ASC & AFX-SBK Competitors take responsibility on behalf of themselves, their entrants, sponsors and Teams that any images or vision of them taken as competitors in the Series will not be used to endorse or be used in any advertisement of any kind in any media medium as part of any other series, business venture or advertising without the express prior written permission from ARTRP. All images, sound recordings and or vision taken at the Series remains the property of ARTRP.

Competitors must seek written permission from ARTRP regarding the use of private on board cameras. On board camera's can only be used for recording vision and sound from the race. On board cameras cannot be part of or be used as on board telemetry or a data recording system. ARTRP reserves the right to refuse permission to use on board cameras at its discretion. Failure to abide by this undertaking will result in exclusion for any or all remaining rounds of the 2015 and the potential for the promoter to refuse entry for the competitor and entrant for future series at the discretion of ARTRP.

ARTRP reserves the right to take legal action taken against any party that uses or supplies for other parties use without written permission from ARTRP any vision, images, sound recordings from the 2015 Series.

#### **42. CAMERA DRONE**

CASA approved pilot will fly an unmanned camera drone at the events.

#### **43. CONFLICTING OR INAPPROPRIATE SPONSOR SIGNAGE**

##### **Major Series & Class Naming Rights Sponsorship & Competitor Sponsors Rights & Limitations:**

While it is accepted practise for multiple motorcycle brands to sponsor the same race series, it is the norm however that major series sponsors receive a level of exclusivity. Teams & Competitors have always had the right to have their own personal sponsors and ARTRP not only respects that right but will defend that right. Equally so a series or class major naming rights sponsor also has certain entitlements. So there is no potential for disputes from either a series major naming rights sponsor or a team or competitor that may have conflicting sponsors ARTRP has decided to put in place rules for both series so all parties are aware of what can and what can't be done. Major naming rights sponsors: Swann Insurance for the seven round Series. Other major series sponsors at this time that these rules also apply to are Dunlop and Ipone Oil, and any other class sponsors as notified in updated Sup Regs and Final Instructions.

##### **What is acceptable:**

**Only Series &/or the Class sponsor stickers are to be placed on the front facing bodywork around, above or below the front number board. Competitor's details / name will be the only additional writing allowed on the windshield.**

**Personal sponsor advertising is to be placed on the back and or sides of the motorcycle.**

Superbike, Supersport, FX Pro-Twins F1 & Nakedbike F1 competitors will be required to carry 2 Dunlop stickers, to be placed on the front forks or mud guards of each machine as per the instructions supplied at scrutineering, these stickers must not be obscured in any way.

Teams or competitors with rival sponsors to the various major series sponsors are able to have conflicting personal sponsors advertising on their race motorcycles as per the guidelines stated above, riding gear, team transporters, team uniforms, marquees / tents which are set up next to team transporters and or in their own pit lane garage, riders own personal posters providing they have all the sponsors etc on the poster, riders sponsors can be listed in the program alongside the riders and riders can thank their personal sponsors if they are on the podium. Umbrella girls with sponsor signage uniforms are fine for the grid.

##### **What is not acceptable:**

Electronic visual and or audible advertising / promotion on site or handing out / giving away or selling any branded products and or any advertising / marketing information / product that promotes / advertises a rival brand to the major series sponsors. This includes flying rival banners or flags outside garage / tents/ Marquees or anywhere on the property etc. Or erecting sponsor signage around the track or in the pits.

If there is some other form of advertising /marketing that is not covered in either the 'Acceptable' or 'Not Acceptable' lists then ARTRP solely reserves the right to make a decision if and when the need arises on whether it is acceptable or not. Any decision made on a unforeseen advertising / marketing method that isn't covered in these lists and was decided needed to be added to the 'unacceptable' list would not carry any retrospective penalty.

What is also deemed not acceptable includes inappropriate or pornographic material or signage.

ARTRP does not condone gambling or gambling advertising on either the AFX-SBK or ASC series or round outcomes.

As has always been and still is the case, it is the competitor's responsibility for the actions of their team and its members at the event. Any breach of the above conflicting sponsorship rules will mean possible penalties for the rider or riders in the offending team. Penalties are at the discretion of the Series Race Director.

#### **44. MERCHANDISING AND TRADE DISPLAY**

Any team, entrant or rider wishing to sell merchandise or erect a trade display, must seek prior approval at least two weeks before the round from ARTRP in writing, a fee and insurance requirements will apply. ARTRP reserves the right to refuse permission at its discretion.

#### **44. NOISE RESTRICTION**

All machines must not exceed 95 DbA at 30 meters from circuit edge or whatever each circuits own noise restrictions are.

**Winton Motor Raceway Rd4 strict noise restrictions apply no engines between 6pm and 8am.** Failure to comply with the circuit noise restrictions may cause exclusion from the event.

#### **45. EVENT SCHEDULE & QUALIFYING**

Rds 1-6 will be run as a fixed three (3) day event on Friday there will be 4 timed practice sessions depending on circumstances such as weather etc or if qualifying sessions are split. Each class will receive one 18 minute qualifying session on Friday.

Rd7 will be a two day Friday and Saturday day/night event, estimated finish time for both days is 8pm it will be still light until 8.30pm.

Friday's schedule: Superbike will receive 2 x 15 minute timed practice sessions and 1 x 20 minute qualifying session. All other classes will receive 2 x 15 minute qualifying sessions and 2 races. Friday's schedule is depending on circumstances such as weather etc or if qualifying sessions are split.

Saturday all classes will receive 3 races.

Qualifying sessions may be split at the discretion of the Clerk of Course. If they are then it will be done on a basis of odd and even numbers.

**45.1** If a competitor did not qualify on the Friday then they will be required to start rear of grid for their first race on the Saturday.

**45.2** The AFX-SBK round will be run and point scored on the Saturday and ASC round will be run and point scored on the Sunday.

The event schedule may be altered during the meeting in the case of an incident or any other unforeseen circumstances please see below for class race lengths

**45.3** If a competitor did not qualify on Saturday then it is at the discretion of the promoter after consultation with the Clerk of Course whether they can start on Sunday. If they are allowed then they will be required to start rear of grid for their first race on the Sunday and then the progressive grid would apply for later races on the day. This applies for all classes other than Superbike and Supersport where if allowed then the competitor would have to start all three Sunday races rear of grid.

#### **46. RACING**

The complete race schedule will be in the Final Instructions.

Superbike will have separate sighting and warm up laps, all other classes will have 2 consecutive laps. Racing Schedule both AFX-SBK (Saturday) and ASC (Sunday) for Rds1 – Rd6 have the same schedule on each day.

#### 47. ASC & AFX-SBK SERIES & ROUND AWARDS

Trophies will be presented as follows.

Superbike - 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> overall and B grade per round and series winners.\*

Superbike Pro-Am - 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> overall and B grade per round and series winners.\*

Formula Xtreme C & D - 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> C and D grade per round and series winners.\*

Supersport -1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> for overall, B, C and D grade per round and series winners.\*

Formula Oz - 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> for overall, B, C and D grade per round and series winners.\*

FX600 - 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> for overall \*\*

P6- 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> for overall \*\*

Pre-Modern - 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> for overall \*\*

Pro-Twins F1, F2, F3 & F4 - 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> overall for each formula per round and overall series winners.\*

Nakedbike F1, F2, F3 and F4 - 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> overall for each formula per round and overall series winners.\*

FX 300 Ninja Cup and subclasses Under 20, Ladies, F.O.B.Seniors Cup will receive 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> overall per round and series winners.\*\*

\*Please note for individual grade or formula points to be awarded a class must have a minimum of 6 competitors entered, where this minimum number is not reached then points and trophies for outright positions will be awarded.

\*\* For overall trophies to be awarded a class must have a minimum of 5 competitors entered, where this minimum number is not reached then trophies will be awarded for 1<sup>st</sup> place.

#### 48. ROUND PRIZES

##### Superbike, Supersport and Pro-Twins F1/Nakedbike F1 Dunlop Tyre Contingency

In the Superbike class the top placed overall per round privateer winner at each of the ASC (Sunday) seven rounds will receive One (1) set of Dunlop KR106/KR108 control slick tyres provided by Dunlop Australia Ltd.

In the Supersport class the overall per round privateer winner at each of the ASC (Sunday) seven rounds will receive One (1) set of Dunlop D212 GP control treaded tyres provided by Dunlop Australia Ltd.

In the combined FX Pro-Twins F1 & NakedBike F1 the overall per round privateer winner each of the ASC (Sunday) seven rounds will receive One (1) set of Dunlop KR106/KR108 control slick tyres provided by Dunlop Australia Ltd.

##### Dunlop Tyre Prize Fund and Contingency for Formula Oz, Formula Xtreme C&D and Kawasaki Insurances Ninja FX300.

Please read competitor requirements in the Dunlop Information sheet which is posted in the competitor section on the website.

Dunlop Tyres will present the following contingency certificates for each of the ASC Series (Sunday) seven rounds:

	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
Formula Xtreme C Grade	\$250	\$200	\$150	\$100	\$50	\$50	\$50	\$50	\$50	\$50
Formula Xtreme D Grade	\$150	\$100	\$50	\$50	\$50					
Formula Oz	\$250	\$200	\$150	\$100	\$50	\$50	\$50	\$50	\$50	\$50
Ninja FX300	\$150	\$100	\$50	\$50	\$50					

Total Dunlop contingency per round \$2,800; total per series \$19,600.

##### Bridgestone Tyre Contingency for Formula Xtreme C&D and Kawasaki Insurances FX300 Ninja Cup

For competitors' in Formula Xtreme C&D and Kawasaki Insurances FX300 Ninja Cup to be eligible for the Bridgestone Tyre Contingencies they must have purchased the tyres from Whites Racing Products and must place Bridgestone stickers on each side of their bike.

Formula Xtreme C&D:

1st placed overall per round winner at each of the ASC Series (Sunday) seven rounds will receive 1 Bridgestone Rear Tyre provided by Whites Racing Products.

2nd placed overall per round winner at each of the ASC Series (Sunday) seven rounds will receive 1 Bridgestone Front Tyre provided by Whites Racing Products.

3rd placed overall per round winner at each of the ASC Series (Sunday) seven rounds will receive 1 set front Brake Pads provided by Whites Racing Products.

Kawasaki Insurances FX300 Ninja Cup:

1st placed overall per round winner at each of the ASC Series (Sunday) seven rounds will receive 1 Bridgestone Rear Tyre provided by Whites Racing Products.

2nd placed overall per round winner at each of the ASC Series (Sunday) seven rounds will receive 1 Bridgestone Front Tyre provided by Whites Racing Products.

3rd placed overall per round winner at each of the ASC Series (Sunday) seven rounds will receive 1 set front Brake Pads provided by Whites Racing Products.

#### 49. SERIES PRIZES

##### Kawasaki Insurances FX300 Ninja Cup

###### Outright Series Winners:

The outright ASC Championship Series (Sunday) winners of the Kawasaki Insurances FX300 Ninja Cup will receive:

1 <sup>st</sup>	Kawasaki KX450F	\$10,999.00
2 <sup>nd</sup>	Kawasaki 300 Ninja	\$ 6,199.00
3 <sup>rd</sup>	2016 ASC Prize Pack includes \$750 Dunlop Tyre Prize	\$ 3,500.00
4 <sup>th</sup>	2016 ASC Prize Pack includes \$750 Dunlop Tyre prize	\$ 2,500.00
5 <sup>th</sup>	2016 ASC Prize Pack	\$ 1,750.00
6 <sup>th</sup>	2016 ASC Prize Pack	\$ 1,500.00
7 <sup>th</sup>	2016 ASC Prize Pack	\$ 1,250.00
8	2016 ASC Prize Pack	\$ 1,000.00
9 <sup>th</sup>	2016 ASC Prize Pack	\$ 650.00
10 <sup>th</sup>	2016 ASC Prize Pack	\$ 550.00

Note the 2016 Prize Pack is not transferable.

##### Graded Series Prizes:

For competitors to be eligible to win one of the graded prizes the correct colour number boards and race numbers must be used.

All competitors please refer to the specific class and grade rules for colours of number boards and race numbers which are available as a download on [www.fxsuperbikes.com.au](http://www.fxsuperbikes.com.au) and [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au) in the 'COMPETITOR' section.

Eligible competitors will be required to complete a form stating that they are aware of the rules regarding eligibility of graded series prizes. This form will be in all eligible competitors envelope at sign on at their first event. Competitors that are wanting to be point scored for a graded series prizes are to present this completed form to the Race Secretary and Chief Time Keeper at the beginning of their first event, that is on the Friday or Saturday of their first event whichever being the first day.

If a competitor runs the incorrect colour boards and numbers then they can still win their grade championship, but that will automatically make them ineligible for any grade series prize points at that round.

ARTRP at this time is still in negotiations to try and arrange a number of series prizes. As soon as anything is finalized there will be an announcement and these series Sup Regs will be updated accordingly.

If a rider has won a bike in Superbike (previously known as FX-Superbike) class they are not eligible to win another bike prize in the Superbike Class for two years/seasons after winning the bike.

If a rider has won a bike in Supersport (previously known as FX600) class they are not eligible to win another bike prize in the Supersport Class for two years/seasons after winning the bike.