



2017 Series Supplementary Regulations

2017 Calendar

R/ds	Venue	Date	Permit
1/2	Sydney Motorsport Park NSW GP Circuit	7 – 9 April	171023
3/4	Queensland Raceways QLD	14 – 16 July	171024
5/6	Sydney Motorsport Park NSW GP Circuit	3 – 5 November	171025

Promoted by
Australian Road & Track Rider Promotions Pty Ltd
Conducted under the jurisdiction of
Recreation and Competitive Events Resources and Services Pty Ltd (RACERS)
www.racers.world

7.2.17 – UPDATES IN RED
17.2.17 – UPDATES IN BLUE PT 12.4



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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 2017
SEASON AS REQUIRED.**

www.fxsuperbikes.com.au and www.aus-superbikes.com.au

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1. Announcement

The Swann Insurance Australasian Superbike Championship Series, hereafter in this document for the sake of convenience will be called the 'Series'.

The Series will be three (3) double header events being Rounds 1 & 2, 3 & 4, 5 & 6 with Practice on Friday, Qualifying and racing on Saturday (the first round of the double header) and racing on Sunday (the second round of the double header).

Each double header round will be conducted under the same permit.

All rounds will be conducted under the jurisdiction of Recreation and Competitive Events Resources and Services Pty Ltd hereafter in this document for the sake of convenience will be called RACERS 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 RACERS.

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 Series 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 RACERS Permit.

The events will be National Competition events in which holders of current:

RACERS National Motorcycle Licence

MA National Licence

RACERS 1 event competition Licence

and the licence of the country the rider comes from are eligible to compete.

Competitors with current RACERS National Competition Licence are covered by RACERS Public Liability and Personal Accident insurance.

RACERS recognize licences issued by other approved federations and groups eg MA, these licence holders are covered by RACERS Public Liability insurance.

The entry fee will include and cover the \$20 RACERS Personal Accident Insurance.

Competitors who have or have held either MA or AASA National Competition Licence can purchase RACERS Competition Licence via the entry form.

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 the Series. The lodgement of an entry form is not a guarantee of entry.

For a rider to be eligible to compete in the NSW rounds competitors must have turned sixteen (16) years of age prior to the first day of the race meeting to enter.

Fourteen year old competitors with a current competition licence can compete in the 400 Supersport class only at Rd's 3 & 4 at Queensland Raceway, competitors must have turned fourteen (14) years of age prior to the first day of the race meeting.

3. Series Senior Officials

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

4. Entries

Competitors can enter online at www.aus-superbikes.com.au or by completing the entry form

Early Bird entries will close 14 days prior to the event.

Series Entry: Competitors pay round by round.

Online: to compete in the series, competitors select all rounds.

After rounds 1 & 2 Competitors will be contacted by ARTRP three weeks prior to each of the rounds to arrange payment.

Form: to compete at all rounds, competitors initial the rounds in the corresponding table. 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 post payment no later than three weeks prior to each of the rounds.

By completing the series entry, 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:

Online: Enter online at www.aus-superbikes.com.au. Online entries will close 14 days prior to each round.

After this date, please contact office 02 49812315 to arrange entry, a late fee of \$65.00 (Incl. GST) may apply.

Form: compete the round entry form and return completed form, if received the early bird entry fee will apply, after this date a late fee of \$65.00 (Incl. GST) may apply.

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.

Accepted rider, class entry lists along with machine numbers will be available 2 weeks prior each round and be updated daily.

Garage allocation and Final Instructions will be posted the Monday prior to each round on the website.

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)

Class	SMSP NSW Rds 1 & 2 GP 3.93km		Queensland Raceways Rds 3 & 5 3.12km		SMSP NSW Rds 5 & 6 GP 3.93km	
	Saturday	Sunday	Saturday	Sunday	Saturday	Sunday
Superbike, Formula Xtreme C&D Formula Oz A (1000cc +)	2 x 8 laps	3 x 8 laps	2 x 9 laps	3 x 9 laps	3 x 8 laps	3 x 8 laps
Supersport, AM-Sport 600	3 x 7 laps	3 x 7 laps	3 x 9 laps	3 x 9 laps	3 x 7 laps	3 x 7 laps
FX Pro-Twins; Nakedbike; SuperTwin 700	3 x 6 laps	3 x 6 laps	3 x 8 laps	3 x 8 laps	3 x 6 laps	3 x 6 laps
Formula Oz; P6; Pre-Modern	3 x 6 laps	3 x 6 laps	3 x 8 laps	3 x 8 laps	3 x 6 laps	3 x 6 laps
400 Supersport	3 x 6 laps	3 x 6 laps	3 x 8 laps	3 x 8 laps	3 x 6 laps	3 x 6 laps
Stars of Tomorrow: C&D grade 600cc & over	1 x 6 laps	1 x 6 laps	1 x 8 laps	1 x 8 laps	1 x 6 laps	1 x 6 laps
AM-Sport 600	1 x 6 laps	1 x 6 laps	1 x 8 laps	1 x 8 laps	1 x 6 laps	1 x 6 laps

In exceptional circumstances, race lengths may be altered by the Clerk of Course after consultation with the Series Race Director.

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.

10. Competitor Camping

There will be competitor camping at the Queensland rounds, 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 2017, regarding eligibility please see class rules available in the competitor section on the website. **The classes and their sub classes can be found below in numbered groupings.**

(1). Superbike A&B Grade

Formula Xtreme C&D

Formula Oz A (1000cc +)

(2). Supersport

AM-Sport 600

(3). Pro-Twins F1, F2, F3 & F4

Nakedbike F1, F2, F3 & F4

SuperTwin 700 F1, F2 & F3

(4). Formula Oz B,C & D (an invited A graders on machines with a engine capacity of no more than 850cc)

P6 & PreModern

(5). 400 Supersport ** - see pt 11.1 regarding sub class

11.1 400 Supersport

The 400 Supersport class is aimed at being a privateer entry level class. All competitors who intend to compete in the 400 Supersport must contact the Promoter to discuss their grading and eligibility to enter the Class prior to entering.

400 Supersport F.O.B. Seniors: Competitors wishing to enter into the 400 Supersport F.O.B. Seniors a sub class of 400 Supersport 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 prior to the first race of each event or later if there is a protest.

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

Control Tyre Classes: for 2017 are (1) Superbike, Formula Oz A (1000cc +), Formula Xtreme C&D. (2) Supersport. (3) FX Pro-Twins F1, F2 & Nakedbike F1. for convenience in this document these classes may be referred to as the 'control tyre classes'.

Homologated Tyre Class: for 2017 are 400 Supersport. For convenience in this document this class may be referred to as the 'homologated tyre class'.

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 2017 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

Control Tyre classes and homologated class competitors may only use either,

A) A "full wet" weather tyre with no restriction on the number of tyres used or

B) One set of homologated / control "dry" tyre from their meeting tyre allocation with the approved tyre marking sticker

Intermediate treaded tyres are not allowed.

Note: The decision to use dry tyres rests solely with the competitor if they believe the track condition has sufficiently improved and "dry" tyres are appropriate.

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 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 to change tyres unless the Clerk of Course declares the race "wet" after the warm up lap has commenced.

12.2 Tyre Marking:

Once tyre-marking stickers or other markings have been applied 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.

Tyre marking stickers along with application instructions will be available for collection from the Race Secretary's office.

A good condition control tyre can be marked multiple times for qualifying and racing, competitors are to ensure all old tyre marking stickers are removed.

12.3 Control Tyre Allocation:

Superbike, Formula Oz A (1000cc +), Formula Xtreme C&D & Supersport Control Tyres

For the above listed classes at each event 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 Saturday's qualifying session and which can also be used for either days racing.

One (1) set marked for the Saturday's racing and

One (1) set marked for the Sunday's racing at each event.

Marked control tyres from the Three (3) set allocation for the round must be used for the warm up session.

The Control Tyres for the class must be used for any Practice session but do not need to be from the three (3) set allocation for the event.

FX Pro-Twins F1, F2 and Nakedbike F1:

For the above listed classes at each event of the series there will be a restriction to a maximum of two (2) sets of control slick tyres for racing except where 12.1 and 13 applies.

Control tyres must be marked for racing for each round these can be used at the rider's discretion.

Control tyres must be used for Practice and Qualifying but do not need to be from the two (2) set allocation for the event.

Marked control Tyres from the two (2) set allocation for the event must be used for the warm up session.

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.

12.4 Control Tyre Type and Price:

Superbike, Formula Oz A (1000cc +) control slick tyre and price are:

Front: 120/70R17 KR106 302 Medium Slick \$225 In GST Rear: 195/65R17 KR133 S Soft Slick \$320 In GST

Formula Xtreme C&D control slick tyre and price are:

Front: 120/70R17 KR106 343 Soft Medium Slick \$225 In GST Rear: 195/65R17 KR133 S Soft Slick \$320 In GST

Supersport and FX Pro-Twins F1, F2 and Nakedbike F1 are: control slick tyre and price are:

Front: 120/70R17 KR106 343 Soft Medium Slick \$225 In GST Rear: 195/65R17 KR133 M Medium Slick \$320 In GST

12.5 Dunlop Contact Details:

Tyres are available from Dunlop Motorcycle Tyre Distributor:

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

NSW, VIC & WA Monza Imports: Tiger Clay or Ken Wieden 03 8327 8888

Qld, SA & NT Ficeda Accessories: Wayne Riley 07 3906 7084

TAS Fulton Enterprises Monza: Bill Fulton 03 63269199

12.6 Dunlop Decals:

Control Tyre classes 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, these stickers must not be obscured, damaged in any way.

No conflicting tyre or class naming rights sponsor logos 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 logos are allowed on the sides or rear of the motorcycle. Please see point 42 on clashing sponsors.

12.7 400 Supersport

For the 400 Supersport there will be a restriction to a maximum of two (2) set of homologated treaded tyres for qualifying, warm up and racing except where 12.1 and 13 applies.

One (1) set marked for Qualifying and Saturday's racing.

One (1) set marked for Sunday's racing, this marked control tyre must be used for the warm up session.

Homologated tyres must be used for any Practice session but do not need to be from the two (2) set allocation for the event.

The tyres must be listed on the **400 Supersport** Homologated Tyre List which will be available in the competitor section on our websites by **1st March 2017**.

12.8 AM-Sport 600

For the AM-Sport 600 class there will be a restriction to a maximum of two marked (dry) sets of tyres for qualifying, warm up and racing except where 12.1 applies.

12.9 The use of incorrect Control, Homologated or Marked Tyres

The penalty for use of incorrect control, homologated or marked tyres or another competitor's control, homologated or marked tyres or any other tyre except where 12.1 applies will be exclusion from the session or race results.

12.10 Other Classes

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

13. Change Of Control and/or Homologated Tyre

13.1 A tyre may be changed prior to the start of a race (this does not include a restarted race) for safety reasons, that is for either damage or a construction failure in the tyre.

Normal wear and tear does not qualify as a reason for changing a tyre. Poor tyre choice by a rider is not a safety issue, and is not a sufficient reason to change tyres.

13.2 If a rider wishes to change a tyre because of safety or damage to the tyre then they must have the tyre in question checked and permission must be obtained by the Series Chief Scrutineer in writing prior to leaving the post-race impound area at the end of their race. Failure to do so will attract a 60 second penalty as if the Series Chief Scrutineer had not given permission to change the tyre.

13.3 Permission is Given and Replaced by Used Tyre

One of the allocated sets of marked control and/or homologated tyres for the event must be used to replace any tyre considered unsafe by the Series Chief Scrutineer, the correct tyre sticker must be applied and no penalty will apply.

Where all of the allocated sets of marked control or homologated tyres are deemed by the Series Chief Scrutineer as unusable, then they may only be replaced with a previously marked control and/or homologated tyre that has been deemed by the Series Chief Scrutineer as having been used with at least a similar level of wear, the correct tyre sticker must be applied and no penalty will apply.

13.4 Permission is given and A New Tyre Is Used

If the competitor chooses to use a brand new control and/or homologated tyre then the competitor will still start from their grid 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 on the day, if applicable.

13.5 If Permission Is Not Granted Or Sought

If a change of tyre is not permitted by the Series Chief Scrutineer and the competitor elects to change the tyre with another approved control and/or homologated 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.

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.

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 2017 in the classes that have a RON and Additive restrictions.

17. Grading

There will be various series awards and championships based on rider grading.

ARTRP reserve the right to regrade any licence holder at its discretion prior to the start of the first round of the Series or when a rider for the first time in 2017 enters a round of the series.

The grading a rider is at the first round they compete in is the grade they will remain for the entire 2017 series.

RACERS license holders will be graded by RACERS for further information contact ARTRP in business hours on 02 4981 2315.

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 placings 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 nor 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 2017 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 Entry fee is \$443 which includes the hire of 1 timing transmitter, also includes permit and rider levy fees etc. A late fee of \$65 may apply after the early bird date applicable for each event.

20.1 Friday Practice (non mandatory) \$115

20.2 Cross Entry: Cross entry occurs when an eligible machine is raced in two (2) separate classes. Cross Entry Fee is a flat fee of **\$125.00** per class.

20.3 Second Entry: Second entry occurs when a second motorcycle is entered into in a second class. That will incur an extra entry fee of **\$150.00** which includes a second timing transmitter, does not include garaging for a second bike.

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

20.4 Any fees for cancelled credit card payments will be the responsibility of the competitor, plus there will be a \$55 administration fee on top of any bank fees incurred.

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

20.6 Transmitters will be utilized at the event at a hire cost of \$25.00 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 \$15.00 for competitors using their own AMB transmitter.

21. Passes

All competitors will receive three (3) two-day GA passes per primary entry.

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

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 via the entry form or from the Race Secretary's office prior to the Saturday of the event.

22. Points And Pointscore

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

If a tie on points occurs for any position in an event which is conducted over more than one race, the tying competitor who has the higher finishing position in the final race of the event will be awarded the position.

If a tie on points occurs for any position in a Series, the tying competitor who has the greatest number of higher placing's in the Series will be awarded the position.

All classes will receive a pole point.

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.

Round 6 (Sunday) of the Series Finale double points will be awarded for each class.

Combined classes 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.

22.1 Finishing a Race:

A competitor must complete 75% of the race distance and receive the checked flag while crossing the finishing line on track. Pit Lane in this situation is not considered on track, so a competitor cannot finish a race from in pit lane.

23. Qualifying/Grid Positions

Saturday's qualifying session will be the grid position for your first race on both Saturday and Sunday of the event. Progressive grids will apply for all classes and all races after the first race in each class.

The Clerk of Course may or may not include any entered rider who has failed to qualify. Such riders if given permission 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 8:15am 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 possible penalties including possible exclusion from the event at the discretion of the Clerk of Course.

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.

Superbike, Formula Oz A (1000cc +) & Formula Xtreme C&D: will have a separate sighting lap

Media Grids: Superbike, Formula Oz A (1000cc +) & Formula Xtreme C&D classes may have media grids during the series.

Competitors will be notified well before the round if media grids are scheduled.

Tyre warmers and stands can be used for media grids but not generators.

Media grids will be followed by 2 (two) consecutive warm up laps.

All other Classes: will have a separate sighting and warm up lap, however this may alter due to time constraints or weather, this will be at the discretion of the Clerk of Course in consultation with the Steward. Competitors will be notified at Rider's Briefing or by written instruction and multiple PA announcements throughout the day before a change.

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 are not prepared to start the race immediately upon the conclusion of the warm-up lap/s will be required to move clear of the grid and may join the race as soon as the last rider passes them.

Jump Start:

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 once front of grid red flag person steps off the track 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

As per final instructions. 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 maximum penalty for breaching this regulation will be exclusion from the Round.

28. Garaging

Shared garage positions for:

SMSP garages will have a maximum of four (4) competitors per garages.

QLD garages will have a maximum of three (3) competitors per garages.

The fee for a shared garage position will be \$90 per bike per event. Whole garages can be booked for \$360 at SMSP and \$270 at Qld per event.

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 2017.

29. Pit Lane

Pit lane is part of the racetrack; as such riding of a motorcycle will only be permitted in race direction, unless instructed by Clerk of Course.

ALL CREWS are required to keep PIT LANE CLEAR at all times.

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 identification bands 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 Kph in the pit paddock area and the rest of the property other than pit lane. In Pit Lane there is a 40 kph zone in the right hand fast lane of pit lane at each circuit. The left hand slow lane in Pit Lane is a 6 kph zone. 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.

32. Scrutineering.

Machines entered in the competition must comply with all appropriate Series rules, Supplementary Regs, Class rules and Final Instructions as issued by ARTRP and or the Race Secretary.

32.1 Targeted Scrutineering

Registered Series competitors: where there has been no history of poor machine preparation at scrutineering checks these competitors will be required to check their bikes against the Competitor Machine Examination Check list form and present the completed form when they sign on in the Race Secretary's Office prior to taking part in any practice, qualifying or racing.

Competitors are to ensure that all previous scrutineer stickers are removed. Series competitors when they hand in their filled out and signed check list will be allocated a round specific coloured and numbered frame sticker that they must attach to their motorcycles frames near the steering head on the L/H/S so their motorcycle(s) can be identified by the scrutineers as a series machine.

These machines will be checked randomly throughout the event by two man teams of scrutineers who will go through the Pit area checking that the bikes meet the technical requirements that are in the pre-event scrutineering check list. Scrutineers when checking machines may ask the competitor to remove body work to check various items on the check list. Once a bike passes it will have a second different coloured sticker attached next to the original self-scrutineered sticker.

Please note: all riders must take their leathers, helmet, boots, gloves, current competition licence and other related riding gear to the Scrutineering shed for examination prior to going on track.

Exception: If a series competitor has a new machine that has not previously been raced or checked over by the series scrutineers then all new machines need to be taken to scrutineering for their first check over.

Local & or non-series competitors: For local competitors or competitors who have not registered a series entry, they will need to have their bikes scrutineered using the existing system (see pts 32.2 – 32.6) where their bikes are checked prior to the start of each round.

32.2 Machine Examination:

Machines entered in the competition must have passed machine examination prior to taking part in any practice, qualifying or racing.

32.3 Scrutineering will take place on the Friday and Saturday morning (for those who did not attend the Practice day) 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.

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

32.5 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 **and/or non-glycol coolants** must be in radiator ready for scrutineering inspection. **Glycol and coolants manufactured with glycol are not allowed.**

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

32.7 Leathers, Helmet & Rider Gear Check:

Current National competition licences and full riding gear must be presented at scrutineering and examined prior to a competitor entering the circuit.

32.8 Accident Damaged Bikes:

If any motorcycle is crashed and whether it is transported or ridden back to the pits the competitor is required to report directly to the scrutineering bay when the rider comes off of the track and notify a scrutineer that they have crashed. The frame sticker will be removed, their race number will be recorded and passed onto race control so they are not allowed back out onto the track without their machines being first re-scrutineered and passed. It is the riders' responsibility to have their machines checked over by scrutineers and passed before taking it back out onto the track.

32.9 Competitors need to be aware that only advice on eligibility given by the Series Chief Scrutineer will be treated as the official series position or interpretation of a rule/regulation.

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

33. Impounding Of Machines, Protest and Disassembling of Machines

At the conclusion of the final race of each round for Superbike, **Formula Oz A (1000cc +)**, Formula Xtreme C&D, Supersport, and 400 Supersport a minimum of the first five machines shall be impounded for **10** minutes at the discretion of the Series Chief Scrutineer in an area to be nominated by the Series Chief Scrutineer.

At the conclusion of the final race of each round for FX Pro-Twins, Nakedbike & AM-Sport 600 will have bikes held for approximately **5** minutes.

If a rider in their own specific class wishes to lodge a protest about machine eligibility or possible breach of technical rules, then that rider must notify their intent in writing to the Series Chief Scrutineer **within the above time frame for each class**. The machine in question will be held in impound for 30 minutes in total so the protest can be prepared and submitted along with the appropriate fee to the Race Secretary.

The protesting rider's bike will be held in impound for the same period of time.

If no protest is lodged within the timeframe then the machine may be released at the discretion of the Series Chief Scrutineer in consultation with the Clerk of Course.

The Clerk of Course, after consultation with the Series Chief Scrutineer, will penalize any breaches of the rules and conditions.

33.1 In addition to disassembling and checking of machines after official protests have been received by the Clerk of Course in accordance with the Series rules, 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.

33.2 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.

34. Dynamometer Testing

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. **400 Supersport**

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.

35 400 Supersport ECU Replacement

During any round of the Series, the Series Chief Scrutineer at his discretion can require that the ECU be replaced with one supplied by the Australian distributor at any time during the event.

The competitors ECU will be stored by Series Chief Scrutineer and will be returned when the Australian distributor 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. If the ECU is found not to have been replaced the competitor will be referred to the Clerk of Course for penalty.

36 Rider Numbers

All competitors who attained a top three position overall in the main category for a class in the Swann Series in 2016 and who return to compete in the same class in 2017 will be required to carry the number that corresponds to their finishing position in the championship for all Rounds. The remaining numbers 4 to 10 are reserved for those competitors who attained these positions, they have the option of carrying the number.

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.

The promoter reserves the right to allow international or visiting high profile competitors to use a letter from the Alphabet rather than a number. This is at the promoter's discretion.

37 Number Board And Race Number Colours Per Class

All competitors please refer to the specific class and grade rules for colours of number boards, race numbers and fonts.

38. FIV Chase Car

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 RACERS' Rules.

40. Offensive or Abusive Manner

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 the 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 cameras 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 2017 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 2017 Series.

42. Camera Drone

CASA approved pilot may fly an unmanned camera drone at the Series.

43. Conflicting Or Inappropriate Sponsor Signage

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

While it is accepted practice 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 Six Round Series. Other major series sponsors at this time that these rules also apply to is Dunlop 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.

Control Class see pt. 12.7 regarding Dunlop Decals.

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 the 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.

45. Noise Restriction

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

46. Event Race Schedule

Each event will be a three (3) day double header event.

Friday non mandatory practice day there will be 6 practice sessions per class depending on circumstances such as weather etc.

Saturday each class will receive one 15 minute qualifying session.

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.

See Pt8 for race lengths and format for Saturday and Sunday.

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.

The complete race schedule will be in the posted on the website in the week prior to each event.

47. Series & Round Awards

Trophies will be presented as follows.

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

Formula Oz A (1000cc +)- 1st, 2nd, & 3rd overall per round and series winners *

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

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

AM-Sport 600 - 1st, 2nd, & 3rd for overall per round and series winners. *

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

P6- 1st, 2nd, & 3rd for overall **

Pre-Modern - 1st, 2nd, & 3rd for overall **

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

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

SuperTwin 700 F1, F2 and F3 overall for each formula per round and overall series winners. *

400 Supersport and subclass F.O.B.Seniors will receive 1st, 2nd, & 3rd 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 1st place.

48. Round Prizes

Dunlop Tyre Contingency:

In the Superbike, Formula Oz A (1000 +), the outright winner of the combined Formula Xtreme C&D, Supersport and the outright winner of the combined FX Pro-Twins F1, F2 & Nakedbike F1 the overall per round privateer* winner at each of the Six rounds will receive One (1) set of control race tyres free of charge for their class provided by Dunlop Australia Ltd.

* Privateer as deemed by the promoter.