



## 2018 Series Supplementary Regulations

### 2018 Calendar

RD	Venue	Date	Accreditation Number:
1	Sydney Motorsport Park NSW GP Circuit	9 –11 March	18121
2	Queensland Raceways QLD	27 – 29 April	18122
3	Lakeside Park QLD	21 – 23 September	18123
4	Sydney Motorsport Park NSW GP Circuit	23 – 25 November	18124

**The New South Wales Formula Xtreme Road Racing Championship Series (Rd1 & Rd4)  
and  
The Queensland Dunlop Super Series (Rd2 & Rd3)  
will be run in conjunction with the Australian FX-Superbike Championship Series.**

**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](http://www.racers.world)

**8.2.18 – UPDATES for 2018 in RED**



**Contact Details  
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Labrador QLD 4215  
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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 ONLINE ENTRY FORM THROUGH OUT  
THE 2018 SEASON AS REQUIRED.**

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

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## 1. Announcement

The Australian FX- Superbike Championship Series, hereafter in this document for the sake of convenience will be called the 'Series'. The Series will be four (4) round events with Practice on Friday, Qualifying and racing on Saturday and racing on Sunday.

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 Accreditation (equivalent to MA Permit).

The events will be National Competition events in which Competitors must hold either:

(A) Current RACERS National Competition Licence

(B) other recognised current competition Licence including current MA National Motorcycle Licence.

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

(C) 1 event RACERS licence \$60 which can be arranged for a competitor who has previously held a competition licence.

Log onto [www.racers.world](http://www.racers.world) website for more information regarding RACERS Summary of benefits for motorcycles.

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 the Queensland Round events being **Rd2 Queensland Raceway & Rd3 Lakeside Park**, competitors' must have turned fourteen (14) years of age prior to the first day of the race meeting.

## 3. Entries

Competitors can enter via entry form available in competitor section or online at [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au)

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

The series is conducted under RACERS accreditation; Current MA competition licence holders and holders of current other recognised competition licences are accepted at RACERS events. These licence holders are required to purchase a RACERS Clubman licence (1 event \$20 or \$65 annual which if you are competing in each round will save you \$15). The RACERS Clubman License provides personal accident insurance cover for the event which is mandatory at RACERS events. The application form is available on our website and will be emailed as part of entry confirmation.

Early Bird entries will close 14 days prior to the event after this date a late fee of \$65.00 (Incl. GST) may apply.

Entry fees will only be refunded or credited 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 available on the website from the Monday prior to each 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.

## 4. Entering Either the NSW or QLD State Based Championship Series

Competitors can compete in one of the two State based series, either the 2 round NSW Formula Xtreme Road Racing Championship Series (Rd1 & Rd4) and the 4 round Queensland Dunlop Super Series (of which 2 rounds Rd2 & Rd3 will be run in conjunction with the AFXC series) and or the AFXC on its own.

If a competitor resides near the New South Wales/Queensland boarder, that competitor has the option of being able to select which of the two state base championship they wish to enter.

A competitor cannot enter more than one of the State based championship series. There is no extra charge for entering the State based series it is included in the AFXC entry fee.

## 5. Insurance

It is compulsory for all competitors to have their own current Ambulance Insurance cover.

## 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 sign on and checked 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, 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.

#### 5. Circuit Access

Access to the circuit for all rounds will be denied before the time stipulated in the Final Instructions.

#### 6. Competitor Camping

There will be competitor camping at the Queensland Raceway and Lakeside Park rounds. There is no camping at Sydney Motorsport Park.

#### 7. Race Distance

Class	SMSP NSW Rds 1 & 4 GP 3.93km		Queensland Raceway Rd 2 3.12km		Lakeside Park Rd 3 GP 2.2km	
	Saturday	Sunday	Saturday	Sunday	Saturday	Sunday
Superbike, Formula Xtreme C&D Formula Oz A (1000cc +)	Rd1 2 x 7 laps Rd4 3 x 8 laps	Rd1 3 x 7 laps Rd4 3 x 8 laps	2 x 9 laps	3 x 9 laps	3 x 9 laps	3 x 9 laps
Supersport, AM-Sport 600	Rd1 3 x 6 laps Rd4 3 x 7 laps	Rd1 3 x 6 laps Rd4 3 x 7 laps	3 x 9 laps	3 x 9 laps	3 x 9 laps	3 x 9 laps
FX Pro-Twins; Nakedbike; SuperTwins 700	3 x 6 laps	3 x 6 laps	3 x 8 laps	3 x 8 laps	3 x 8 laps	3 x 8 laps
Formula Oz; P6; Pre-Modern	3 x 6 laps	3 x 6 laps	3 x 8 laps	3 x 8 laps	3 x 8 laps	3 x 8 laps
400 Supersport	3 x 6 laps	3 x 6 laps	3 x 8 laps	3 x 8 laps	3 x 8 laps	3 x 8 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 8 laps	1 x 8 laps
AM-Sport 600	1 x 6 laps	1 x 6 laps	1 x 8 laps	1 x 8 laps	1 x 8 laps	1 x 8 laps

#### 8. Class Specifications

The following listed classes will compete in the series in 2018, 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 (B, C & D)

(3). Stars of Tomorrow C&D 600cc & over

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

Nakedbike F1, F2, F3 & F4

SuperTwins 700 F1, F2 & F3

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

P5, P6 & PreModern

(6). 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:

Please refer to eligibility as stated in Class Rules on available on our website [www.aus-superbikes.com.au](http://www.aus-superbikes.com.au)

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.

#### 9. Tyres

Control Tyre Classes: for 2018 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 2018 is 400 Supersport. For convenience in this document this class may be referred to as the 'homologated tyre class'.

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

#### 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 9.1 applies will be exclusion from the session or race results.

#### 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 2018 Series is defined as one front and one rear tyre.

##### 9.1 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.

### **9.2 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.

### **9.3 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 9.1 and 10 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 round.

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 round.

#### **FX Pro-Twins F1, F2 and Nakedbike F1:**

For the above listed classes at each round of the series there will be a restriction to a maximum of two (2) sets of control slick tyres for racing except where 9.1 and 10 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 round.

Marked control Tyres from the two (2) set allocation for the round 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 round after consultation with the Steward and Clerk of Course.

### **9.4 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 for Rd1 & Rd4 \$320 In GST

Rear: 195/65R17 KR133 M Medium Slick for Rd2 & Rd3 \$320 In GST

Formula Xtreme C&D, Supersport and FX Pro-Twins F1, F2 and Nakedbike F1 control slick tyre and price are:

Front: 120/70R17 KR106 343 Soft Medium Slick \$225 In GST

Rear: 195/65R17 KR133 S Soft Slick for Rd1 & Rd4 \$320 In GST

Rear: 195/65R17 KR133 M Medium Slick for Rd2 & Rd3 \$320 In GST

#### **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

### **9.5 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 35 on clashing sponsors.

### **9.6 400 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 9.1 and 10 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 round.

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.

## **9.7 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 9.1 applies.

## **9.8 Other Classes**

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

### **10. Change Of Control and/or Homologated Tyre**

**10.1** 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.

**10.2** 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.

### **10.3 Permission is Given and Replaced by Used Tyre**

One of the allocated sets of marked control and/or homologated tyres for the round 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.

### **10.4 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.

### **10.5 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.

## **11. 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.

## **12. 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 27. Notice of change of rider is to be given in writing to the Race Secretary of the Meeting.

## **13. Fuel**

Please refer to any individual class rules for any limits or restrictions.

## **14. 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 2018 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 2018 series.

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

## **15. 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.

## **16. 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 2018 Series providing written approval is sought from and given by ARTRP. Competitors can apply in writing prior to the commencement for exemption to point 16 from ARTRP. ARTRP reserves the right to accept or decline any applications for exemptions.

## **17. 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 round.

**16.1** Friday Practice (non mandatory) \$115

**16.2** 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.

**16.3** Second Entry: Second entry occurs when a second motorcycle is entered into in a second class. That will incur an extra entry fee of **\$175.00 which includes the hire of a second timing transmitter but** 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.



**16.4** 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.

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

**16.6** Transmitters will be utilized at the round at a hire cost of \$25.00 per transmitter.

Please refer to Round Final Instructions regarding refundable security deposit and type of timer used.

### **18. 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 entry form or from the Race Secretary's office on the Friday of the round.

### **19. Points And Pointscore**

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

If a tie on points occurs for any position in an round which is conducted over more than one race, the tying competitor who has the higher finishing position in the final race of the round 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 round 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 4 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.

#### 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.

### **20. Qualifying/Grid Positions**

Saturday's qualifying session will be the grid position for your first race on both Saturday and Sunday of the round. 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.

### **21. 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 round at the discretion of the Clerk of Course.

### **22. 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.

All Classes: will have a 2-continuous sighting/warm up laps, 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.

Once a rider has commenced the sighting and warm up laps of a race and they enter the pits any change of tyres must be done in the "mechanical pits" the area outside on the garage, if a machine enters the garage it is deemed to have retired and cannot re-start the race.

#### 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.

#### Race Restart:

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

### **23. 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.

### **24. 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.

### **25. 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 round. Whole garages can be booked for \$360 at SMSP and \$270 at QLD per round.

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 2018.

### **26. Pit Lane, Pit Board Access and Pit Paddock**

Please refer to Round Final Instructions.

### **27. 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.

#### **27.1 Targeted Self-Scrutineering**

**If the machine entered has previously raced at an event promoted by ARTRP** and 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.

Once the completed form is presented the Competitor will receive a round specific coloured and numbered frame sticker which 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 self-scrutineered machine.

Competitors are to ensure that all previous scrutineer stickers are removed.

These machines will be checked randomly throughout the round 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-round 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.

**If the entered machine is a new machine** that has not previously been raced or checked over by the ARTRP series scrutineers then that machine need to be taken to scrutineering for their first check over using the existing system (see pts 27.2 – 27.5) where their bikes are checked prior to the start of the round.

#### **27.2 Machine Examination:**

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

**27.3** 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.

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

**27.5** 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.

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

#### **27.7 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.

#### **27.8 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.

**27.9** 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.

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



## **28. Impounding Of Machines, Protest and Disassembling of Machines**

At the conclusion of the final race on the Sunday 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 on the Sunday 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 maybe 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.

**28.1** 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 rounds results.

**28.2** 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 rounds results.

## **29. Rider Numbers**

1-3 in each class are reserved and **must be used** by the competitors who finished in a top three series finishing position in the 2017 Swann Insurance Australasian Superbike Championship, if entering in the same class for 2018.

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.

## **30. 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.

## **31. FIV Chase Car**

A FIV Chase Car may be used at the start of races for the first lap.

## **32. 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.

## **33. 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.

## **34. 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.

## **35. 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: TBA in final Instructions for the Four 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. 9.5 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.

## **36. 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.

### 37. Noise Restriction

Each venue has it's own noise restrictions please check with the promoter for each circuits own requirements.

### 38. Round Race Schedule

Circuit Length: Sydney Motorsport Park GP Rds 1&4 3.93km; Queensland Raceway Rd2 3.12km and Lakeside Park Rd3 2.2km.

Each round will be a three (3) day 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 Final Instructions for race lengths and format for Saturday and Sunday.

The Clerk of Course after consultation with the Series Race Director 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 round.

### 39. 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.\*

Formula Oz A (1000cc +)- 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> overall 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.\*

AM-Sport 600 - 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> for overall 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.\*

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. \*

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 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 subclass 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.

### 40. 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 Four 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.