



2017 Australian Superbike Championship Supplementary Regulations Rounds 2-7

[v8 10 March 2017]

Australian Championship Classes:

Superbike, Supersport, Supersport 300 Over, Up to, and Women's, Moto3/125GP (Rounds 4, 6 & 7).

Competitors on 125GP machines in the Moto3/125GP class will receive separate 125GP class points in addition to points in the overall Moto3/125GP class.

Club Challenge and Support Classes

YMF R3 Cup at ASBK Rounds 2, 3, 5, 6, & 7

GP Juniors Cup at ASBK Rounds 2, 3 & 5

Sidecar Championship at ASBK Rounds 3, 6 & TBC 7

Club Challenge classes and Sidecar Championship Class will be notified in round regulations.

Conducted under the jurisdiction of Motorcycling Australia Limited

Round	Venue	Date	Permit	Venue Licence
1	WSBK Phillip Island, VIC	23-26 February 2017	MA 1831	191016
2	Wakefield Park Raceway, NSW	17-19 March 2017	MA 1832	21040
3	Winton Motor Raceway, VIC	28-30 April 2017	MA 1833	240815
4	Hidden Valley Raceway, NT	6-9 July 2017	MA 1834	280616
5	Morgan Park Raceway, QLD	25-27 August	MA 1835	180916
6	Sydney Motorsport Park, NSW	8-10 September	MA 1836	21019
7	Phillip Island Circuit, VIC	6-8 October	MA 1837	191016

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1. Announcement

The Australian Superbike Championship (hereafter called "ASBK"), will be conducted under the General Competition Rules (hereafter called "GCRs") contained in Motorcycling Australia's (hereafter called "MA") "2017 Manual of Motorcycle Sport" (www.moms.org.au).

The Supplementary Regulations may be updated in the format of Final Instructions. All fees quoted in this document are inclusive of GST.

2. Jurisdiction

The ASBK will be run under MA Permits as stated on Page 1 of these Supplementary Regulations. The meetings are open to holders of current MA Senior National Licenses and endorsed National Junior Licenses.

Riders with licenses from Motorcycling New Zealand (MNZ) are eligible to enter, provided they have a valid Start Permission. An International Meeting Number (IMN) will be issued if a rider from a Federation other than MNZ wants to enter. Once an IMN is issued, all riders that do not hold a Motorcycling Australia licence will require a current FIM licence and a valid Start Permission from their Federation.

3. WSBK Round 1

Round 1 will be held at the World Superbike Championship event at Phillip Island Grand Prix Circuit.

Separate Supplementary Regulations and entry forms apply to Round 1 and can be found at www.asbk.com.au and www.ma.org.au

4. Host Clubs

Rounds 2-7 of the ASBK may be run in conjunction with a host club.

Additional information for specific rounds will be provided within these Supplementary Regulations as it becomes available.

5. Event Information

Refer to the ASBK website www.asbk.com.au one week prior to each round for event documents such as:

- Final Instructions
- Rider numbers
- Entry lists
- Garage allocation

6. Insurance

MA's National Personal Accident Scheme provides basic cover for death and permanent disability. Refer to 2017 GCRs for more details on rider insurance.

It is strongly recommended that competitors consider taking out weekly benefits insurance. Ambulance insurance is compulsory for all competitors.

7. Senior Officials

The roles and duties of the Clerk of Course, Chief Scrutineer and Race Secretary are outlined in the 2017 GCRs. Officials are subject to change.

MA Steward	Peter Smith
Series Clerk of Course	Tom Williams
Series Deputy Clerk of Course	Gary Bleazby
Series Deputy Clerk of Course	Paul Hinds
Series Race Secretary	Denise Stronach
Series Chief Scrutineer	Rob Scott
Series Deputy Chief Scrutineer	Gino Coyle
Technical Advisor	Pip Harrison
Series Tyre Scrutineer	Jan Higgins
Series Chief Pit Lane	Brendan Ferrari
Series Chief Timekeeper	Scott Laing/Computime
Starter/Finisher	TBA per round

8. Medical Services

RACESAFE will be in attendance at Rounds 2-7. RACESAFE will provide medical doctors and Sports Medicine Service.

An emergency ambulance will also be in attendance at all rounds.

Competitors must complete the RACESAFE medical history form and submit to Race Secretary (form available from www.asbk.com.au). Information provided on this form will be kept strictly confidential.

A concussion policy will be in place and applied at all rounds. Contact RACESAFE for more information or detail on the concussion policy.

9. Class Specification, Grading & Eligibility

Road Race grading is an eligibility consideration for Superbike and Supersport classes. Contact your SCB for your current Road Race grading. For the purpose of the 2017 ASBK Series, a rider's grading will be that as at 31 January 2017.

9.1. Classes

Championship class rules will be as per Chapter 10 of the 2017 Manual of Motorcycle Sport.

- Superbike
- Supersport
- Supersport 300 Up to (up to 300cc)
- Supersport 300 Over (301cc and over as approved by MA)
- Supersport 300 Women's (up to 300cc)
- Moto3 / 125GP



Eligible Supersport 300 models as at 1st January 2017:

Supersport 300 Up to (Up to 300cc as approved by MA) Women's Supersport 300 (up to 300cc)	Supersport 300 Over (301cc and over as approved by MA)
Kawasaki Ninja 300 Honda CBR 250 Honda CBR 300 Benelli 302	Yamaha R3 KTM RC390

Other brands and models may be approved upon request and this list updated throughout the year. Contact MA for more information.

10. Club Challenge and Support Classes

A host club will provide Club Challenge class of their choice at of their respective round.

YMF R3 Cup - class and technical rules are provided in Appendix B.

GP Juniors Cup - class and technical rules provided in the GP Juniors Australia Supplementary Regulations

Sidecar Championship - class rules provided in the Australian Sidecar Championship Supplementary Regulations

Club Challenge and support class information will be updated as it becomes available.

11. Juniors Age Restrictions

Please refer to the Manual of Motorcycle Sport for further information (10.8.0.9; 10.9.0.10; 10.8.0.11; & 10.8.1).

12. YMF R3 Cup

Please refer to Appendices B, C & D

13. Entries

Entries will open for Rounds 2-7 in February 2017. Method of entry will be available at www.asbk.com.au

Please note Round 1 entry information and Supplementary Regulations will be available separately from www.ma.org.au & www.asbk.com.au

13.1. Entries to Constitute a Class

To constitute a class for the purpose of Australian Championship status each class must have 15 or more starters.

If there are fewer than the required number of starters in each class, those races may not attract Championship points or trophies.

If insufficient entries are received in any class, the decision to run or cancel a class, or to combine events and re-distribute any awards, prize money, etc, will be at the

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discretion of MA. Fees already paid for that round will be refunded in the event the class is cancelled completely.

13.2. Conditions of Entry

The lodgement of an entry form is not a guarantee of entry. Final Instructions, entry lists, garage allocation and rider numbers will be posted on www.asbk.com.au and emailed prior to each round (notifications will not be mailed).

Where the number of entries is greater than the track capacity for practice and qualifying, acceptance of entries will be in accordance with the following:

1. Riders who gained points in previous rounds in the respective class.
2. Riders who gained points in the previous year in the respective class.
3. Highest graded riders.

MA may include any entered rider who does not meet the above criteria.

13.3. Entry Withdrawal

For the withdrawal of an entry to be valid it must be made in writing at least 10 working days prior to the Friday of the round in question. A withdrawal under these criteria will receive a refund. \$20 of this refund will be withheld for administrative costs.

If you are withdrawing within 10 working days of the Friday of a round, this needs to be completed in writing and accompanied by a medical certificate. A refund will be granted once this is received. \$20 of this refund will be withheld for administrative costs.

If no medical certificate is provided and the withdrawal is within 10 working days of the round, any refund is at the sole discretion of the promoter.

13.4. Entry Closing Dates

Entries must be received by MA before 5pm on the dates listed in the "Closing Date" table below.

Last chance entries, which will be considered at the discretion of MA, will incur a late fee of \$100.00, competitors will not be listed in the event program and preferred garage allocation may not be available.

Rd	Closing Date	Last Chance Closing Date
2	3 rd March 2017	12:00PM 10 th March 2017
3	7 th April 2017	12:00PM 21 st April 2017
4	16 th June 2017	12:00PM 23 rd June 2017
5	4 th August 2017	12:00PM 18 th August 2017
6	18 th August 2017	12:00PM 1 st September 2017
7	15 th September 2017	12:00PM 29 th September 2017



13.5. Fees

For all rounds excluding Round 1:

Class	Fee (incl. RACESAFE Levy)
Superbike	\$465.00
Supersport	\$465.00
Supersport 300	\$355.00
Moto3 / 125GP	\$355.00
YMF R3 Cup	\$355.00
GP Juniors Cup	\$120.00
Sidecars	
Club Challenge	TBA
Friday Practice	\$135.00

Timing transmitters and garage fees are additional.

All fees are inclusive of GST.

13.6. Cross Entry

A cross entry occurs when a competitor enters a second class that they are eligible to compete in using the same machine/s in both classes. The competitor must make every effort to compete. Cross entry fees will be \$165 per class.

13.7. Second Entry

Second entry occurs when a second motorcycle is entered into a second class. Second entry fees will be \$110 per machine.

14. Garaging

Round-based garage fees will be advised prior to each round based on venue facilities. Full and half garage fees may be applicable.

Where additional garaging is required, marquees may be erected and supplied to competitors who have requested garages but missed out on the established structures.

Competitors have the option to be pitted in a marquee/pit tent. It is the responsibility of the competitor to provide the structure which must meet all Occupational Health & Safety, and Australian Engineering Standards. The temporary structure must be pegged and/or secured to concrete blocks in a designated area. Each structure must be of a 3x3m dimension and have at least two bikes in it.

MA takes no responsibility for structures causing damage due to being secured insufficiently.

If the competitor does not have a shade structure, a garage will need to be hired, unless prior permission is granted by MA.

14.1. Garage Sharing

A competitor or team is only allowed to share a garage on the basis that if any fee is charged to other competitors

that that fee will be charged on an equal split shared basis. Profiteering by subletting garage spaces at increased prices is not allowed.

15. Electrical Power

Power leads must comply with the relevant Australian Standard and safety legislation and are not to be placed on the ground or in dangerous positions. Fines and possible exclusion from the event may apply.

No power lead shall exceed 32 metres in length. All connection plugs must be of a bonded type or made of transparent material. Power leads used to power transporters/vans from garages and marquees must be elevated a minimum of 2.4 metres at the lowest point and secured to stable supports not more than three metres apart. Power leads must be supported from structures by insulated hooks. Power leads subject to vehicle traffic must be protected. All power leads must be isolated when not in use.

Only power boards with individual switches are to be used. Double adapters and domestic multi-outlet power boards must not be used on site.

Portable Residual Current Device (RCD) boxes shall be used to distribute power directly to equipment and not as an adapter to extend the length of power leads or for multiple distribution of power leads. RCDs shall have a current electrical tag affixed.

Earth leakage protection is not required to be fitted to single phase generators which comply with AS 2790 and which have a stamped plate to that effect affixed to them.

Damaged electrical equipment must be tagged "out of service" and removed from the working areas.

Any electrical equipment fitted with a flexible lead and plug top must have a current electrical tag affixed.

While all paddock garages and marquees will have fitted power points, the use of high demand items such as tyre warmers, battery chargers, cooling fans, urns & cooking implements and urns may result in the circuit breakers interrupting the power supply. Should you require a higher than regular power output, it is highly recommended that arrangements be made to hire a generator. Noise restrictions apply to generators and excessively noisy units will be banned from use at events.

MA takes no responsibility for competitors and teams who do not comply with the Australian Standards and Occupational Health and Safety requirements. It is the responsibility of the Team to ensure compliance with local, state, or territory laws, regulations or codes.

16. Timing

Timing transmitters (AMB) will be used at all rounds. Competitors that have purchased their own transmitter

from Computime must indicate this on their entry form – no other transmitters may be used.

Competitors are required to indicate on the entry form the number of transmitters they require and pay the appropriate amount for each transmitter.

16.1. Transmitter Deposit

A \$50 cash refundable deposit is required upon the collection of transmitters. All competitors will be responsible for all costs to repair or replace a transmitter supplied to them by Computime. The cost of a replacement transmitter is \$550.

Failure to return a transmitter on the Sunday of each round will incur a fee of \$25 which will be taken from the deposit. Non-return within a week of the round, will incur the loss of the remaining \$25 of the original \$50 deposit.

16.2. Transmitter Bracket

A transmitter bracket can be purchased from Computime for \$10 at the time of collection of the transmitter.

17. Passes

Refer to the Final Instructions for details on the credential office opening dates, times and location.

For Round 1 refer to WSBK support class supplementary regulations.

17.1. Pass Allocation

All rounds (excluding Round 1) - 5 per rider (this includes rider pass, mechanic pass and guest passes)

17.2. Additional Passes

Additional one day tickets can be purchased for \$15 each, two-day entry for \$25 each by electing on the entry form or at the race secretary's office.

17.3. Admission Charges

Admission fees can be obtained from the Final Instructions of each round or from www.asbk.com.au.

17.4. Lost or Misplaced Passes

Each competitor/team will be required to sign a statement to verify they have received their passes. In the situation where competitors/teams have lost passes which they were originally allocated, they will need to complete a Statutory Declaration and will be charged a replacement fee.

18. Vehicle Access

Ambulance and fire clearways and access lanes must be kept clear at all times. Parking, partially obstructing or standing for any length of time is strictly prohibited. Only cars towing trailers have access to the pit area.

18.1. Vehicle Passes

Vehicle pit pass information will be advised in the Final Instructions.

Only vehicles displaying a pit pass can access the paddock area, this includes loading vehicles (equipment, fuel, food etc.). Vehicles without passes will be required to use the general spectator parking area.

Only vehicles that are being directly worked from can remain in the pit parking area. These vehicles must be in place before the first on track session and cannot be removed until the end of the round.

If a marquee or quick-shade is being used, approval to work from a vehicle is required from MA. This vehicle needs to be able to be moved from time to time from the paddock as required by MA.

18.2. Large Transporter

Large transporters include semi-trailers, medium sized trucks and pantecs. Once parked in the paddock area a transporter cannot be moved until the end of the round.

Large transporters will be given priority access for the first 30 minutes of the opening of the circuit for set-up/bump in.

Large transporters must be registered with MA at least two weeks prior to each round. MA requires the transporters make, model, size and registration number, driver name and contact number and the competitor/s that will be using it. Forms will be available from www.asbk.com.au

19. Scrutineering

Classes will be allocated a time slot in the same order as the practice sessions as per the event schedule. Scrutineering times will be advised with the Final Instructions. If Thursday evening scrutineering is to be held, it will be advised in the Final Instructions. There will be no scrutineering during rider's briefing. Machines entered into the specific class time slot will be given priority and have the right to go ahead of any non-scheduled competitor.

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

An MA decal will be placed on the front number plate to indicate it has been examined and passed scrutineering.

19.1. Submitting for Scrutineering

- Remove lower fairing and carry it separately
- Remove radiator caps
- Remove belly pans, tape alone will NOT be accepted for sealing of belly pan plug holes



19.2. Decals

MA reserves the right to stipulate that various decals are to be affixed to machines according to sponsorship requirements.

19.3. Licence and Protective Gear

The competitor's current competition licence and full riding gear must be presented at scrutineering. All competitors must submit their leathers and boots, and produce their helmets, gloves and back protector for checking.

19.4. Eligibility Checks

Eligibility checks can take place at any time during the round. Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by the scrutineers before participating again.

Competitors in all classes must return their machines directly to the scrutineering impound (parc ferme) area immediately after each practice, qualifying and race.

In addition to disassembling and checking of machines after official protests have been received by the Clerk of Course as per the 2017 GCRs, the Series Chief Scrutineer may, at their discretion, request that any machine that has participated in the round be disassembled for inspection. Failure to comply with this regulation will result in the matter being referred to the Clerk of Course for further action.

Machines may be sealed at the discretion of the Steward or Clerk of Course for later checking after the round. If disassembly and scrutiny is to take place at the circuit it will be before the machine is released by the Series Chief Scrutineer. A member of the competitor's team with appropriate tools must be available at all times to disassemble the machine as required. Allowance in time must be made to accommodate potential delays in departing the circuit after competition on any day. Failure to comply with this regulation will result in the matter being referred to the Clerk of Course for further action.

After each qualifying session and race at each round, any or all motorcycles used will be impounded at the discretion of the Chief Scrutineer for up to 30 minutes.

At ASBK events the Technical Inspection Area (Scrutineering Bay) including the Parc Ferme is clearly marked and is a restricted access area. When in use, entry into Parc Ferme is restricted to authorised personnel only.

The only persons permitted to enter Parc Ferme when motorcycles are being held after practice or racing are:

Race Officials;

A total of three (3) team personnel per motorcycle, including the rider;

This can include the rider, team manager and one technician, or the rider and two technicians,

This applies until the motorcycles are released by the ASBK Technical Staff.

No other persons are permitted to enter the Parc Ferme unless authorised by ASBK Technical Staff.

Only the following equipment is permitted to be brought into Parc Ferme:

Front & Rear bike stand;

Tyre warmer/warmers;

Tyre pressure gauge;

Pyrometer for measuring tyre temperature;

A cap and drink bottle.

It is a requirement that when entering Parc Ferme riders align their motorcycles in queues of single file or as instructed by technical staff

Failure to comply with any direction from ASBK Technical Staff whilst in Parc Ferme will result in a penalty being imposed on the rider.

Team members and authorised personnel are not permitted to enter the designated scrutineering impound (parc ferme) area until all machines have entered and come to a stop. Team members and authorised personnel are to wait for instructions by the Chief Scrutineer that they may enter.

Competitors who finish in the top three will be instructed by the Chief Scrutineer to move directly to parc ferme located at the podium for the duration of the presentation or at the discretion of the Chief Scrutineer. Only the competitor and one mechanic/team member will be permitted in parc ferme once access has been granted.

Please refer to Appendix E for the Parc Ferme and Podium Layout.

20. Machines and Riders

All machines entered must comply with the 2017 GCRs.

Multiple entry of a single machine in the same class of competition is not permitted. A maximum of two (2) machines per competitor can be entered for one class of competition.

21. 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 round for the approval of the Clerk of Course. Notice is not required if the rider has qualified on the machine onto which the rider changes i.e. where the rider or team has more than one machine entered into the race.

- A rider may not change to a machine which has not been officially scrutineered for the round.
- Riders changing motorcycles must use the tyres that they have had marked unless the respective class rules applied allow for tyre changing. Penalties for using unmarked tyres will apply.

22. Change of Rider

Any rider who has qualified for a round may ride any machine in the round provided the machine meets all the criteria of point 17 and the following:

Notice of change of rider is to be given in writing to the Race Secretary of the meeting and approved by the Clerk of Course.

Notification must be given in writing along with a completed entry form, which is to be presented to the Race Secretary of the round. The replacement rider is to produce a current licence and full riding gear for scrutineering.

23. Rider Numbers

The following table outlines the required colour for competitor numbers and plates. Number size, font, advertising and finish must comply with the 2017 GCR 10.11.1, 10.11.3 and 10.11.5. Only 2-digit and 3-digit numbers are eligible. Stylised numbers may be used if approved by MA. Please contact roadrace@ma.org.au to submit stylised numbers for consideration.

Superbike	White background, black numbers
Supersport	White background, mid-blue numbers
Supersport 300 Up to	Dark green background, white numbers
Supersport 300 Women's	Dark green background, white numbers
Supersport 300 Over	Mid-blue background, white numbers
YMF R3 Cup (if running R3 Cup and Supersport 300 Over use reflex blue)	Reflex blue background, white numbers
Moto3	Dark green background, white numbers
125 GP	Black background, white numbers

Number plates must be clean of all non ASBK related stickers, graphics, private sponsors etc. except for the decals supplied by MA at sign on and scrutineering.

23.1. Number Allocation

All competitors must apply for a number in their respective classes. Rider Number applications and the most current list of Allocated numbers can be found on ASBK.com.au. Numbers are first come, first serve and issued at the discretion of MA.

Top ten riders overall for their class in the 2016 ASBK Championship who return to compete in the same class in 2017 have the right to carry the number that corresponds to their overall finishing position in the 2016 championship and are encouraged to do so. A Rider Number application must be completed.

24. Sponsor Decals

By entering the 2017 ASBK, competitors agree to carry the required ASBK and class sponsor decals (in the required position) in all practice, qualifying and race sessions.

The class sponsor decals and MA sticker must be the only stickers/decals placed above the number-plate on the screen or bodywork of the machine.

Machines not displaying the required decals will not be permitted onto the track or if found to have gone on track without the required decals, may be black flagged during the session or race. The penalty for not carrying the ASBK and class sponsor decals or MA sticker in the required position on the machine is loss of qualifying time or exclusion from the results of a race.

25. Race Format

Class	Qualifying	Races
Superbike	2	2
Supersport	2	2
Moto3/125GP	2	3
Supersport 300	2	3
YMF R3 Cup	2	3
GP Juniors	TBC	TBC
Sidecar Championship	TBC	TBC
Club challenge	TBC	TBC

Final formats and race distances will be provided in the Final Instructions. In exceptional circumstances, race lengths may be altered by the Steward.

26. Race Stoppages

Where a race has been stopped with no more than 2 laps completed, riders will be directed either to the starting grid or to pit lane where they will receive instructions regarding a restart. The original grid positions will be used for the restart.

Where a race has been stopped with more than two laps but less than 75% of the race distance completed,



riders will enter pit lane where they will receive instructions on their new grid positions. The grid position for the new race will be determined by the order that competitors crossed the finish line of the last full lap of the stopped race. The race distance will be equal to the balance of the stopped race distance.

The final race classification will be determined by the position and number of laps of each rider that crossed the finish line at the end of the restarted race.

Where a rider enters their garage or leaves pit lane between a race stoppage and a restart without instruction from the Clerk of Course, that rider will be considered to have withdrawn from the race.

If a race has been red flagged and declared null and void as per the MoMS, the clerk of course or steward may deem it necessary to abandon that race altogether. If circumstances permit, it may then be replaced with a rescheduled race, which will be considered a new race. In this event all competitors who were originally eligible for the original race may take part in the new race. That is, if they were non-starters in an earlier attempt to run the race that was declared null and void, or if they were involved in any way in the red flag incident(s) they are still eligible for the restart. Any penalties applied from earlier attempts to start will no longer be applicable.

27. Event Schedule

The schedule for each round will be contained in the Final Instructions.

28. Practice

An official practice day for all classes will be held on the Friday of each round.

29. Unofficial Practice

Unofficial practice will not be allowed at each respective round venue for the period commencing 8 days prior to each event.

Subject to the above, the last date of unofficial practice permitted is as follows:

Round 2: Wednesday, 8 March 2017

Round 3: Wednesday, 19 April 2017

Round 4: Wednesday, 28 June 2017

Round 5: Wednesday, 16 August 2017

Round 6: Wednesday, 30 August 2017

Round 7: Wednesday, 27 September 2017

Official Practice days within this period may be approved at the discretion of MA.

The penalty for breaching this regulation will be possible exclusion from the round.

30. Qualifying/Grid Positions

As per the 2017 GCRs grid positions will be static for all races after qualifying times have been merged to determine the overall qualifying positions. Any rider not qualifying within 115% of the fastest time in that class will not be permitted to race.

Unless otherwise advised by the Clerk of Course, no participating bikes are to be taken into garages during a qualifying session.

In mitigating circumstances the Clerk of Course may include any competitor who has failed to qualify. Times from practice sessions may be used for this purpose. Such riders will be required to start from the back of the grid. If the number of qualifiers exceeds the grid limit, positions will be allocated on a descending basis of times.

In the event of two riders achieving equal qualifying times the rider who sets the time first will qualify in the higher grid position.

If entries received exceed the maximum the track licence permits for practice, then priority for all class entries will be accepted on a first received basis, with an exception made for the top three (3) in last season's championship.

31. Point Scoring

Points are awarded in accordance with the 2017 GCRs. The winner of each class shall be the competitor amassing the highest number of points over the scheduled number of races.

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.

One (1) Pole Point will be awarded to the Superbike, Supersport, Supersport 300, and Moto3/125 GP classes for pole position.

Competitors on 125GP machines in the Moto3/125GP class will receive separate 125GP points in addition to points in the overall Moto3/125GP class.

32. Start Procedure (Road Racing)

The start procedure is as per the 2017 GCRs.

32.1. Jump Starts

The 2017 GCRs defines a jump start. A 10 second penalty (or possible exclusion if considered dangerous) will apply to any competitor 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 competitor's representative. Cameras are placed along the start line and utilised for reference to jump starts.

32.2. Warm up-lap

Competitors will be given one (1) sighting and one (1) warm-up lap for each event, (this includes the Clubman Challenge classes) unless otherwise stated by the Clerk of Course. During the warm-up lap there will be no practice starts and/or weaving.

Riders returning to pit lane after the commencement of the warm-up lap without the approval of the Clerk of Course, will be required to start the race from pit lane after the field has passed pit lane exit.

Competitors who elect not to ride the warm-up lap must start the race from pit lane after the field has passed pit lane exit. Competitors who are not prepared to start the race immediately upon the conclusion of the warm up lap will be required to move clear of the grid and may join the race as soon as the last rider passes them. If a rider has not commenced the race after the leader has completed one lap, the rider is considered to have retired.

33. Tyres – All Classes

Coating, modifying, changing or altering the characteristics of the original design of tyres is prohibited for all classes.

33.1. Tyre Homologation

Homologated tyre rules will apply to Australian Championship classes and the YMF R3 Cup.

Tyre homologation lists will be released on MA and ASBK websites prior each round. Tyres in each class will be required to be approved by MA. Direct any tyre homologation queries to roadrace@ma.org.au

33.2. Dry Tyre Allocation

Below are the number of tyres allowed for all qualifying sessions and races for each round. Competitors in each class are permitted the maximum number of tyres stated below. Combination of front vs rear tyres used within the overall allocation shall be at the competitors' discretion. Tyre allocation is specific to Rounds 2-7.

Superbike	7 tyres
Supersport	6 tyres
Supersport 300	4 tyres
YMF R3 Cup	4 tyres
Moto3/125GP	4 tyres

33.3. Tyres for Practice and Warm-ups

For Superbike, Supersport, Supersport 300, and Moto3/125GP either new or second hand marked or unmarked **homologated** tyres must be used for the non-qualifying practice sessions and warm-ups.

33.4. Tyre Marking

Once scrutineering has issued your tyre marking stickers it then becomes the responsibility of the rider/team to apply stickers as per instructions provided. Tyre stickers will be checked at random throughout the round at the discretion of the Series Scrutineer.

The penalty for using an unmarked tyre in qualifying will be loss of the qualifying session's times. The penalty for using an unmarked tyre in a race will be exclusion from the results of the race.

33.5. Wet Tyre Usage

For the purposes of ASBK a wet tyre is defined as a tyre with a tread block of 35mm or less on either dimension.

Competitors may use wet tyres in any race and qualifying sessions without penalty. Refer to Chapter 10 in the GCRs.

Competitors will not be permitted to delay the start of a warm-up lap or race by changing tyres unless the Clerk of Course declares the race wet after the sighting lap has commenced.

If a race or qualifying session is declared wet by the Clerk of Course then competitors can change to wet tyres without penalty. These need not have stickers applied.

If the Clerk of Course declares a race wet after the sighting lap has commenced there will be a minimum delay of 5 minutes for competitors to change tyres.

If a competitor chooses to use dry tyres when the Clerk of Course has declared the track wet the tyres must come from the marked or allocated quota of tyres for that competitor.

33.6. Tyre Changes in Race Stoppages

Tyres may not be changed during a race stoppage where the Clerk of Course has not declared the race wet. The penalty imposed if a tyre is changed during a stoppage that is not declared wet, will be exclusion from the restart.

Competitors who approach the Series Chief Scrutineer with a request to change their tyre for reasons of safety during a race stoppage that is not declared wet, and are granted permission will be required to restart from the rear of the grid, if changing to a previously unmarked tyre.

In this case no penalty will be applied if changing to a previously marked tyre.

34. Change of Tyres

34.1. Prior to Race

A marked tyre may be changed for an unmarked tyre prior to the start of a race (this does not include a restarted or re-run race) for safety reasons. Prior to changing a tyre, permission must be obtained from the Series Chief Scrutineer.

34.2. With Permission

Provided the times achieved in a qualifying session are within the 115% cut-off, if a tyre is changed, with permission from the Series Chief Scrutineer before or during any of the qualifying sessions or before a race, the competitor will lose that qualifying session's times, and/or start all races from the rear of the field, except for 33.4 (Tyre Defect).

34.3. Without Permission

Provided the times achieved in a qualifying session are within the 115% cut-off, if a change of tyre is not permitted by the Series Chief Scrutineer and the competitor elects to change the tyre with another approved tyre, the competitor may be given permission to start their next race and subsequent races the tyre is used in from the rear of the field.

At the conclusion of this race and any subsequent races the competitor will have 30 seconds added to his overall race times. Poor tyre choice by a rider is not a safety issue, and is not a sufficient reason to change tyres.

34.4. Tyre Defect

Where a tyre defect renders a tyre unsafe or unusable, this must be verified via the appropriate form by a tyre distributors' representative as a manufacturing defect. All tyre defect provisions are subject to the approval of the Series Chief Scrutineer. A change of tyre may then be permitted without penalty. This provision does not apply to a well-worn tyre.

In the case of a replacement tyre, the replacement must be of the same brand, size and compound as the marked tyre and must have a signed and dated form completed by the tyre manufacturer with the defect described. The form will be available in the Race Secretary's office.

34.5. Used Tyres

Used bike tyres cannot be left in garages or in the paddock area. Any rider found to have left tyres in the garages or in the paddock area will be invoiced for their disposal cost.

35. Riders & Team Managers Briefing

A compulsory riders, team managers and nominated guardians briefing will be held prior to the start of the round. Details of briefings will be advised in the Final

Instructions. Additional briefings may be held from time to time. In this case notification will be given in advance.

All riders, team managers and guardians are required to attend these briefings. Failure to attend briefings and sign the attendance register without an acceptable reason will result in a fine and possible exclusion from the meeting.

Team managers are required to register with MA prior to the round. Team managers will be required to attend and sign the register at the rider's and manager's briefing on all days briefings are held.

35.1. Rider & Team Manager Sign-on

If a riders and team managers briefing is not held on any day, riders and team managers are required to sign in at the Race Secretary's office 30 minutes prior to the start of on track activities.

Where a rider or team manager does not sign in before the rider or team manager's rider goes out on track, a penalty will apply.

36. Track Description

Refer to Appendix A for details of the circuit. Refer to the Final Instructions for the track density for practice, qualifying and racing.

36.1. Track Inspection

Competitors are invited to inspect the track at times listed in the event schedule and/or Final Instructions. This inspection must be done on foot and competitors are reminded that service vehicles may be in operation on the circuit at this time.

36.2. Track Dissatisfaction

Competitors who are not satisfied with any aspects of the track can present these concerns to the Clerk of Course. If those concerns cannot be resolved, the competitor will be invited to withdraw from the meeting.

37. Noise Emissions

All machines must comply with noise emissions and testing procedures as per the 2017 GCRs.

Noise testing may take place at any time at the discretion of the Chief Scrutineer or the Clerk of Course. Refer to the 2017 GCRs for testing protocols.

38. Fuel (Road Racing)

Please refer to the 2017 GCRs. Fuel for all machines, unless otherwise specified:

- Must be Unleaded and no more than 100 RON
- Must contain no additives other than those added at the point of manufacture except for lubricating oils
- Must be readily available from retail petrol pumps within Australia produced by an oil company for sale

in the Australian general transport fuel market and sold through retail petrol pumps in at least five Australian states or territories. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations in each of at least five Australian States or territories.

- MA homologated fuel is not allowed.
- GCR 10.15 applies to this championship.
- Ethanol fuel blends are not permitted.

39. Fuel Load Requirements

All competitors are required to carry sufficient fuel for an additional three laps on top of the race distance fuel load for each race. This is to prevent further delays in the event of a first lap restart.

Competitors must be able to return to the start line without the need to refuel. If a rider is not carrying sufficient fuel and is required to refuel during a race stoppage, they will then be required to start the race from pit lane.

40. Fuel Storage, Availability & Disposal

For safety reasons the maximum amount of fuel to be stored in any garage is 60 litres.

Details of fuel availability for the circuit will be outlined in the Final Instructions of each round.

No waste of any kind is to enter the storm-water drains in the paddock area. There are designated marked drums in the paddock area that are provided for waste oil and other fluid waste. Fuel waste disposal drums are not for used bike parts, tyres, oil filters etc.

41. Pit Lane

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

41.1. Pit Lane Entry

Competitors must travel in pit lane at no more than 40kph (unless otherwise specified).

41.2. Pit Lane Working

Machines are permitted to be stationary and worked on in the designated areas to the garage side of pit lane. All crews are required to keep the active part of pit lane clear at all times. All crew members must wear their MA issued identification bands on the wrist whilst in pit lane.

41.3. Pit Lane Wall & Lap Boards

No personnel will be allowed on pit wall at the start of a race. Once the field has passed the start line, only team members in control of pit boards will be allowed on the pit wall.

Pit lane will have restricted specific areas for use of lap boards during racing, these restricted areas will be marked. Riders and team managers will be notified at rider's and team manager's briefings where these areas are for the sole use of signalling riders with lap boards.

Only three team members per competitor with the correct MA supplied pit lane identification wristband will be allowed in the restricted areas for the duration of their competitor's on track session/race.

The supplied pit lane identification bands must be worn on the wrist for the duration of the event. Once their race or session has finished then all team members must leave the restricted area immediately to make way for the next class.

42. Pre-Race Media Grid

~~A shortened Pre-Race Media grid will take place for the Superbike qualifying race on Saturday.~~ Pre-Race Media Grids will take place for both Superbike and Supersport races on Sunday.

Only one umbrella person and two mechanics will be permitted on the starting grid in between the sighting and the warm-up laps for each rider in either the Superbike or Supersport races.

Teams / Riders must notify MA of umbrella persons at each event. Umbrella persons must sign an indemnity with the Race Secretary, prior to commencing for the day.

The pre-race media grid is compulsory for all riders. The pit lane will stay open for 3 minutes and as such it may be possible to complete more than one sighting lap. A second sighting lap will only be permitted by riding through pit lane.

42.1. Fluids

Any equipment containing oil, water or fuel must not contaminate the track with fluids whilst being used. The only fluids allowed on the grid are drinks for riders which must be in spill proof containers.

Re-fuelling of motorcycles is not allowed and no additional lubricants other than that which are contained within the motorcycle are permitted on the track, this includes but is not limited to chain lubricant, brake fluid, engine oil or radiator coolant.

42.2. Tyre Warmers

All tyre warmers must be connected to their generators using the original power leads, which must not be longer than 3 metres.

- Extension cords are not to be used at all.
- Team members must start removing tyre warmers and equipment at the three minute siren.



42.3. Equipment Removal

All equipment must be clear of the grid by the time the one minute siren sounds. Failure to remove equipment by the required time or taking restricted items onto the grid will attract penalties ranging from fines to exclusion from the race at the discretion of Clerk of Course.

43. Riding of Motorcycles in the Paddock

There is a fixed speed limit at all rounds of 6 km/h in the designated lanes of the pit paddock area. Competitors who break the speed limit or ride outside of designated areas will be penalized in accordance with the 2017 GCRs at the discretion of the Clerk of Course. Speeds may be checked with a radar gun or in pit lane with the timing loops.

43.1. Pit Bikes

Riding pit bikes is prohibited in the paddock area. This includes bicycles, skateboards, rollerblades, scooters, mini-bikes, motorbikes, quad bikes or trail bikes being used by adults or children. To avoid fines, penalties, injuries and/or confiscation of these items, please do not bring them to the circuit.

44. Team Dress

All team members must be neatly clothed at all times during the meeting and presentations.

Team members and umbrella persons in pit lane must also ensure that they are appropriately clothed to meet safety requirements.

44.1. Minimum Requirements

- Enclosed footwear is required in pit lane, paddock, pit bays/garages, scrutineering and on the grid.
- Pants or dress shorts (no board shorts)
- Collared shirts will be allowed (no t-shirts).

Ensure that official team attire is worn as much as possible.

Competitors, team members or representatives found to be on pit lane not wearing clothing as stipulated above will incur a \$100 fine which will be applied to the competitor they are representing.

45. Smoking

For safety reasons smoking is not permitted in any of the garages, pit lane, paddock, pit carport, or at a rider's briefing.

Details of designated smoking areas at each circuit will be outlined in the Final Instructions.

46. PAYG Withholding

The PAYG Withholding affects the payment of prize monies. If you do not provide an ABN or declare the sport is a hobby, MA must withhold 48.5% of prize monies over \$50.00 which is otherwise payable to you.

Please tick one of the boxes on the entry form and if appropriate provide your ABN to ensure the full amount of prize money is paid to you.

47. General Competition Rules

The General Competition Rules are contained within the "2017 Manual of Motorcycle Sport" The 2017 GCRs are the rules utilized for the ASBK series. MA may at any time provide a written clarification of any rules it deems require clarifying. Any such clarification will be deemed as being an addition to the 2017 GCRs and will be accepted as being the updated rules the series is conducted under.

48. Disclaimer

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

49. Media & PR Commitments

All competitors are required to have an MA headshot photo. Photos will begin at the Pre-season Test and must be completed by the end of your first round. A competitor entering the series after Round 2 must provide a headshot photo or liaise with ASBK media staff to organise a headshot photo. At times throughout the season ASBK may request competitors to make appearances representing themselves, their teams and ASBK.

A competitor must give 48 hours' notice in writing to ASBK staff if they are unable to attend an appearance. MA will respond if the notification has been accepted.

Failure to attend an appearance without notice or an appropriate reason will result in a fine, rear of grid start, or other penalty.

50. Images - Advertising & Endorsements

MA reserves the right to use the images and names of any competitor, team or manufacturer in any present or future series merchandising, videos, TV commercials, posters and printed material as it sees fit.

Competitors must seek permission from MA 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 camera footage recorded at any ASBK event must be made available to ASBK Officials. On board cameras cannot be part of/or be used as on board telemetry or a data recording system. Helmet cameras are not permitted unless the camera is integrated into the helmet by design of the manufacturer. Approval from



Motorcycling Australia for an integrated helmet camera is required. On board Camera Permission Forms will be available from the Race Secretary. Applications can be lodged at the Race Secretary's office at each round. Once complete the application form needs to be taken to scrutineering with the camera mounted. Scrutineering will then approve or decline the application. In the event of any incident MA have the right to request a copy of the recorded footage.

In entering this event the rider and team have agreed to be available for autograph signing and to be a corporate speaker if required.

51. Presentations & Interviews

Trophy presentation will be throughout Sunday for the round. Refer to the schedules in the Final Instructions for each round.

Each prize winning competitor must attend the trophy presentation. If a competitor cannot attend the presentation they must nominate in writing to the Race Secretary by lunchtime Saturday a third party to accept the trophy on their behalf. It will be each competitor's responsibility to collect his/her trophy.

Television and on-track PA interviews will be conducted after each race for all classes as per announcement at rider briefing. It is a requirement of entry that the top three finishers in each race attend the interview area after each race on Saturday and Sunday.

End of season Championship awards details will be provided at a later date.

52. Circuit Camping

There is no camping allowed at any circuit unless otherwise specified in the Final Instructions of each round.

53. Travel Subsidy

Travel subsidies will be available to competitors who have entered and competed in a minimum of four rounds (excluding Round 1) of the ASBK Championship, one of which must include Round 4, Hidden Valley NT.

Competitors who meet the above criteria will be eligible for a \$500 travel subsidy payment on receipt of a valid application form. Application forms may be submitted after Round 6.

Travel subsidy application forms will be available on the ASBK website www.asbk.com.au

54. Awards, Contingencies & Support

54.1. Round & Series Trophies

Round and series trophies will be presented to the top three place getters in each categorized class.

Contingency prizes will be provided to the first non-factory supported Superbike rider and first non-A grade Superbike rider.

54.2. Manufacturer's Cup

Series trophies will be awarded to the leading manufacturer in Superbike and Supersport.

54.3. Prize Money

Australian Championship classes will be awarded prize money by MA each round for Rounds 2-7.

Superbike -

1 st	\$1000
2 nd	\$600
3 rd	\$350
4 th	\$300
5 th	\$250
6 th	\$200
7 th	\$150
8 th	\$100
9 th	\$75
10 th	\$50

Supersport -

1 st	\$800
2 nd	\$500
3 rd	\$300
4 th	\$250
5 th	\$200
6 th	\$150
7 th	\$100
8 th	\$75

Supersport 300 Over & Supersport 300 Up to each class will be eligible for –

1 st	\$400
2 nd	\$300
3 rd	\$200

Moto3/125GP – combined class will be eligible for -

1 st	\$300
2 nd	\$200
3 rd	\$100



55. Anti-Doping

55.1. Anti-Doping Policy

All competitors, mechanics and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, as carried out by the Australian Sports Anti-Doping Authority. Refer the 2017 GCRs.

55.2. Anti-Doping Hotline

If any doubt exists over banned substances it is recommended competitors, mechanics or officials contact the Drugs in Sport Hotline on 1800 020 506 or visit www.asada.gov.au. When drug testing takes place, the payment of prize money may be delayed by MA until the results of the tests are known. Check the anti-doping list often as it is updated regularly.

56. Alcohol Testing

All competitors, mechanics and officials are advised that random breath-testing may take place throughout the round. Refer to the 2017 GCRs for details.

The carrying or consumption of alcoholic beverages in the paddock, pits or pit lane areas is prohibited.

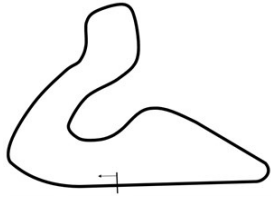
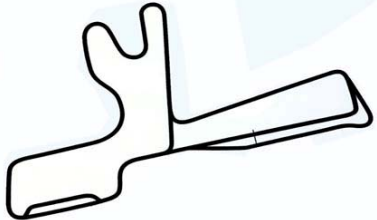
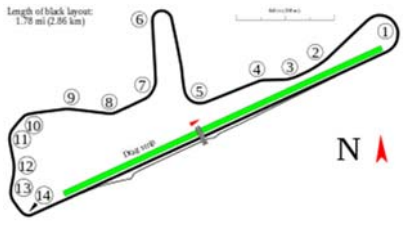
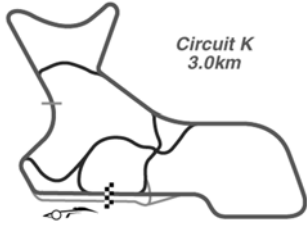
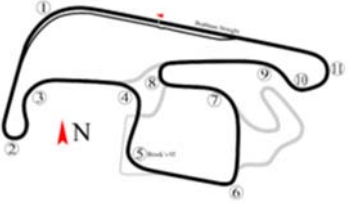

57. Code of Behaviour

MA's Code of Behaviour applies to all competitors, mechanic, team members, officials and parents/guardians and is contained within MA's Member Protection Policy. Refer to the 2017 GCRs.

58. Electronic Communications and Social Media Policy

MA's Electronic Communications and Social Media Policy applies to all competitors, team members, officials and parents/guardians.

Appendix A. – Circuit Description

<p>Round 2 – Wakefield Park</p> <p>Address: 4770 Braidwood Rd, Turrillville NSW 2580</p> <p>Circuit details: approx. 2.2km, clockwise</p>	
<p>Round 3 – Winton Raceway</p> <p>Address: 41 Fox St, Winton VIC 3673</p> <p>Circuit details: approx. 3.0km, clockwise</p>	
<p>Round 4 – Hidden Valley Raceway, NT</p> <p>Address: Hidden Valley Road, Berrimah NT 0828</p> <p>Circuit details: approx. 2.87 km, clockwise</p>	
<p>Round 5 – Morgan Park Raceway</p> <p>Address: Old Stanthorpe Road, QLD 4370</p> <p>Circuit details: approx 2.967km, clockwise</p>	
<p>Round 6 – Sydney Motorsport Park</p> <p>Address: Brabham Dr, Eastern Creek NSW 2766</p> <p>Circuit details: approx. 4.5km, anti-clockwise</p>	
<p>Round 7 - Phillip Island Grand Prix Circuit</p> <p>Address: Back Beach Road, Phillip Island VIC 3922</p> <p>Circuit details: approx. 4.445 km, anti-clockwise</p>	



Appendix B. YMF R3 Cup Class Rules



YMF R3 CUP CLASS RULES

1 MACHINE AND RIDER IDENTIFICATION

- 1.1 Background colour must be reflex blue with white numbers (this configuration will be acceptable in the Supersport 300 Over Class for competitors that wish to cross enter).
- 1.2 Numbers will be allocated via the ASBK Rider Number Application.
- 1.3 Series sponsor decals will be required on number plates and will be listed in the Final Instructions.
- 1.4 Stylized numbers may be used with prior approval of MA.
- 1.5 The following decals are mandatory for YMF R3 cup: YMF, YMI, Yamaha, and R3. Decal kits are available from YRD (John Redding 03 9761 5871 or YRD@bigpond.com). Size and location of series decals are provided in Appendix D.

2 FUEL

- 2.1 Fuel as per GCRs for Road Race (GCR10.15).

3 TYRES

- 3.1 As per MA homologated tyre list for the YMF R3 Cup Class. A maximum of four (4) tyres for all qualifying and races.

4 MACHINE USAGE

- 4.1 A competitor can only present one machine for scrutineering. This machine must be used for the entire duration of the event.
- 4.2 The Technical Director or the Series Chief Scrutineer may give permission for a spare machine to be used if the competitor's primary machine cannot be repaired safely in the available time.

5 ECU

- 5.1 Any rider competing in the YMF R3 Cup may be requested to exchange ECUs before or between races, at the discretion of the Technical Director or Series Chief Scrutineer.



Appendix C. YMF R3 Cup Technical Rules



YMF R3 CUP TECHNICAL RULES

1 MACHINE ELIGIBILITY

- 1.1 Yamaha R3 machines only.
- 1.2 All machines must be fitted with Australian Design Rule (ADR) compliance plates for the particular machine.

2 TYRES

- 2.1 Tyres may be homologated by MA and will be listed in the Supplementary Regulations.

3 COMPULSORY MODIFICATIONS

- 3.1 The following must be removed:
 - a) Head lamp,
 - b) Tail lamp,
 - c) Reflectors,
 - d) Horn,
 - e) Traffic indicators,
 - f) Mirrors,
 - g) Centre and side stands,
 - h) Registration plate / bracket and label holder,
 - i) Passenger footrests.

4 PERMITTED MODIFICATIONS

- 4.1 The following may be replaced or modified:
 - a) Cowling, screen, rear body work and seat section, mudguards, tank covers, providing the replacements are of similar shape and appearance as the original. No carbon or carbon composite materials allowed. All components must be approved by MA.
 - b) Spark plug type,
 - c) External gearing and chain, but not chain pitch,
 - d) Brake pads, and brake hoses. The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.
 - e) Exhaust system,
 - f) Front suspension, spring, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed,
 - g) Rear suspension damping units and spring
 - h) Handlebars handlebar ends & grips. Handlebars may be repositioned underneath the top triple clamp,



- i) Footrests and foot controls, but the replacements must be mounted at the original mounting points,
- j) Air filter element,
- k) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked.

4.2 The following may be removed:

- a) OEM top rear chain guard,
- b) Pollution system,
- c) Left handlebar switch.

5 PERMITTED ADDITIONS

5.1 The following may be added:

- a) Frame protective sliders,
- b) Radiator guards.

6 COMPULSORY ADDITIONS

6.1 Engine case protectors as per GCR's for Road Race.

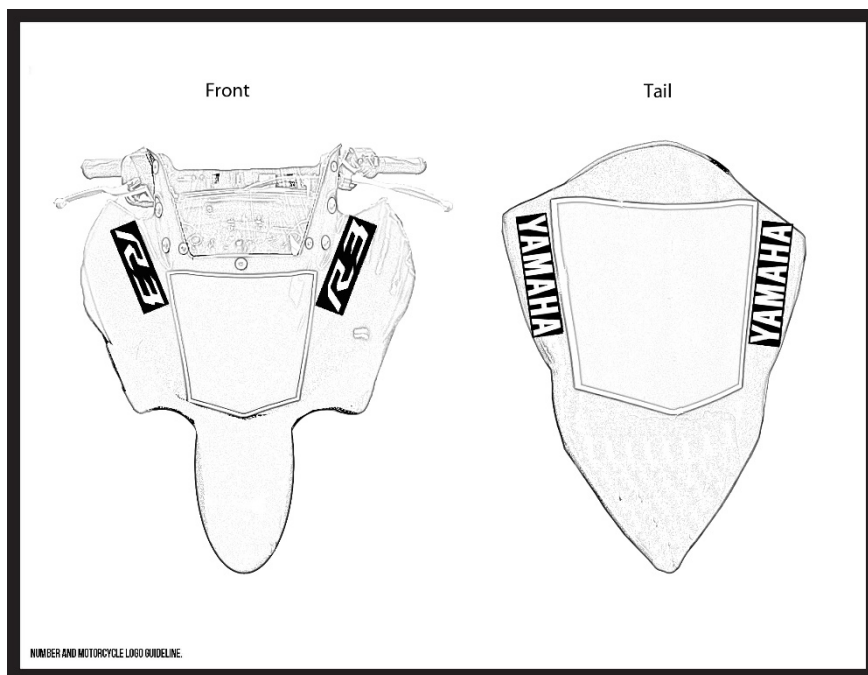
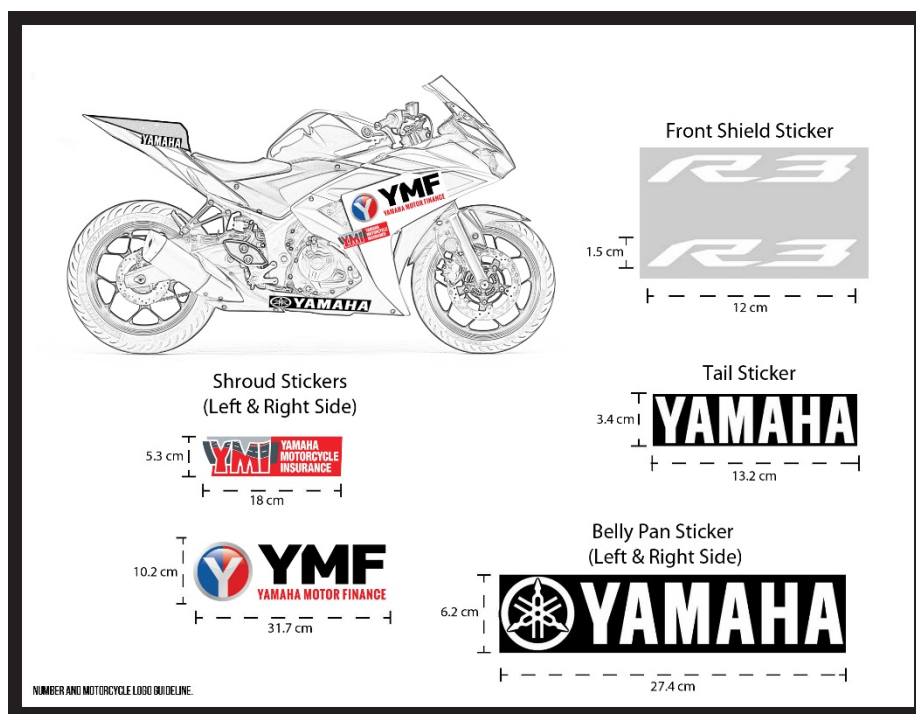
7 ADDITIONAL REGULATIONS

7.1 Lap timers and Data Recording units are prohibited.

Appendix D. YMF R3 Cup Decal Placement



YMF R3 CUP DECAL PLACEMENT



Please contact John Redding to purchase YMF R3 Cup Decal Kits: 03 9761 5871 or YRD@bigpond.com

Appendix E. Parc Ferme Setup

