

# 18 APPENDICES

18.1  
18.1.1

## APPENDIX A: PROTECTIVE CLOTHING AND EQUIPMENT Matrix






	Road Race	Historic Road Racing	Minimoto	Motocross & Supercross	Enduro	ATV	Speedway	Dirt Track	Classic Dirt Track	Track	Supermoto & Minimoto	Trial	Minikhana
Helmet	CB	CB	CB	AB	A	A	A	A	A	A	CB	BC	BC
Clothing	A	A	A/E <sup>1</sup>	C <sup>1</sup>	C	C	A/C <sup>1</sup>	C	C	C	A	D	C
Back Protection	A	A	A	B	B	A	A	A	A	A	A	NA	B
Body Armour	NA	NA	B <sup>2</sup>	C <sup>2</sup>	NA	C <sup>2</sup>	C/B <sup>1</sup>	B	B	A	NA	NA	C <sup>1</sup>
Footwear	A <sup>1</sup>	A <sup>1</sup>	A	E	E	F	B	D	D	B	A/E	G	C
Gloves	B	B	B	B	B	B	A	B	B	A	B	C	B

**Notes:**

1. Hair longer than shoulder length must be confined in the helmet or jacket.
2. Body jewellery is to be removed or securely covered with tape prior to competition.
3. Closed footwear must be worn in all pit areas (including pit lane, fuel control areas, work areas or parc ferme) at all times, and within any competition area for Minikhana.

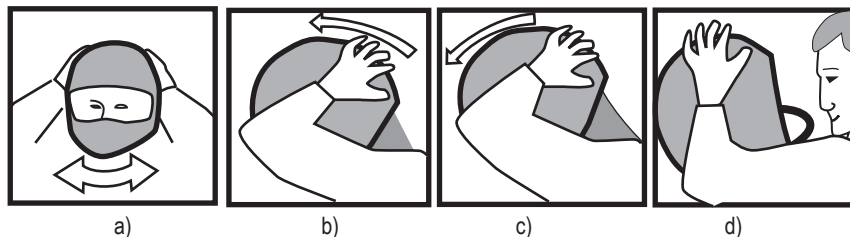
Road Race notes:	Minimoto notes:	Motocross & Enduro notes:	ATV notes:	Speedway notes:	Minikhana notes:
1. Knee & boot scrapers that spark when dragged on the ground are forbidden.	1. Protective clothing must not be loose or flapping. 2. Junior competitors only. Soft roost protection is not permitted in Enduro events.	1. Protective clothing must not be loose or flapping. 2. Junior competitors only. Soft roost protection is not permitted in Enduro events.	Mechanics are encouraged to dress in team attire. 1. Full upper-body armour must be worn under clothing type C.	Mechanics are encouraged to dress in team attire. 1. Full upper-body armour must be worn under clothing type C.	1. Only applicable for Minicross, Mini Enduro and Reliability events.

18.1.2 Helmets

A	As approved under the FIM Technical Rules (see www.fim-live.com):		
	ECE 22 - 05 Type P [Label typically affixed inside the helmet on chin strap] The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country that has granted approval (from 1 to 49).	 0533333/P-333	European standard
	SNELL M2010, M2015 [Label affixed inside the helmet]		USA standard
	JIS T 8133: 2007 JIS T 8133: 2015 [Label affixed inside the helmet]		Japanese standard
	Standards Association of Australia AS1698		Australian standard
	FIM Racing Homologated Helmet. [Label typically affixed on chin strap]		FIM standard
B	Level A standard or ECE 22 - 05 Type NP or J [Label affixed inside the helmet]	European standard	
C	Full face helmet to:		
	Level A standard		
Note: Only helmets of single shell construction are permitted for road racing Events. Two piece or flip top helmets complying with AS1698 or other MA approved standards may be used for recreational riding only.			

18.1.2.1 Helmet fitting guide:

- Start by measuring the size required at the crown of the head.
- Put helmet on and connect the strap, then tighten as required.
- Check that there is no side to side movement
- With your head tilted forwards, try to pull the helmet off from the back.



- e) Check that you can see clearly over your shoulders.
- f) Make sure you can breathe easily in the helmet and that no part of the helmet covers your nose or mouth.
- g) Never wind a scarf around the helmet so that it may obstruct air from entering your helmet.
- h) Never have a scarf trapped under the strap.
- i) Make sure you can open the visor with one gloved hand.
- j) Satisfy yourself the back of your helmet is designed to protect your neck.
- k) Always buy the best helmet you can afford.

## 18.1.3

## Clothing

A	<p>A one- or two-piece suit constructed of leather or other material of similar or greater durability.</p> <p>Where suits and jackets are fitted with front opening slide fasteners; a safety strap must be fitted and secured at the neck.</p> <p>Provision must be made to attach the jacket securely to the trousers while competing when wearing a two-piece suit (using zips, press studs, laces etc.), and</p> <p>The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:</p> <ul style="list-style-type: none"> <li>i) Shoulders,</li> <li>ii) Elbows,</li> <li>iii) Both sides of torso &amp; hip joint, and</li> <li>iv) Knees.</li> </ul>
B	<p>A one-piece suit constructed of leather, reinforced nylon, or waxed cotton.</p> <p>A jacket or jersey made of:</p> <ul style="list-style-type: none"> <li>a) Leather, or</li> <li>b) Close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms; or</li> <li>c) Waxed cotton.</li> </ul> <p>And trousers made of:</p> <ul style="list-style-type: none"> <li>a) Leather, or</li> <li>b) Nylon lined motocross type, or</li> <li>c) Padded denim motocross type, or</li> <li>d) Reinforced padded nylon,</li> <li>e) Padded waterproof waxed cotton</li> </ul> <p>Trousers of other than leather must be non-combustible and be fitted with a lining.</p> <p>Note: Both must leave no part of the body uncovered when the competitor is in the normal riding position.</p>
C	<p>A jersey made of close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms, and</p> <p>Trousers of leather or synthetic material of similar durability. Trousers of other than leather must be non-combustible and be fitted with a lining. For example, Motocross jersey and trousers</p>
D	<p>Trousers that cover rider from top of the boots to the waist, and a shirt with sleeves.</p>
E	<p>Clothing to Level A standards</p> <p>Minimoto Race Suit</p> <p>Motocross style pants, and a jacket made of leather.</p>

**18.1.4 Back Protectors**

A	A commercially manufactured back protector, except where suits/jackets are fitted with integral back protection. Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine
B	Not mandatory

**18.1.5 Body Armour**

A	In-built or commercially manufactured armour which protects the elbows and shoulders is required.
B	Level A standard, and Where the armour is not constructed as a one-piece suit type, knee guards must be used.
C	Commercially manufactured upper body protection (front and back) must be worn.

**18.1.6 Footwear**

A	Boots with ankle and calf protection which must comply with the following: a) Constructed of leather or other material of similar or greater durability but must not be constructed of rubber, b) The suit and boot must overlap and be secure when the rider is in the normal riding position, and c) Not have soft leather soles. Sidecar rider and passengers may wear ankle length boots.
B	Level A standard, and For solo competitors, in the case of the left foot, have a steel skid and be made with a curved front extending at least 50mm over the toe of the boot.
C	Boots which must be: a) Constructed of leather, plastic or other similarly durable material, and b) Of a length that must at least cover $\frac{3}{4}$ of the length of the lower leg. The trousers and boots must overlap and be secure when the rider is in the normal riding position.
D	Level C standard, and of recognised Dirt Track type.
E	Level C standard, and of recognised Motocross type. Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot (Juniors Only).
F	Level C standard, and of recognised Motorcycle type that covers $\frac{2}{3}$ of the lower leg.

**18.2.7 Gloves**

A	Gloves of non-split leather or other material of similar or greater durability and having the following properties: a) A minimum thickness of 1.5mm, b) Be fire retardant, c) Be resistant to abrasion, d) Have perspiration absorbing qualities, e) Be medically non-toxic and non-allergenic.
B	Gloves of leather or other material of similar or greater durability. Fingerless gloves may be worn by passengers on sidecars.
C	Not mandatory

**18.1.8 Goggles and Visors**

18.1.8.2 For all disciplines, excluding Trial:

- a) Eye protection, including spectacles, goggles, helmet visors must comply with the following:
  - i) Eye protectors and spectacles are made of non-shattering material,
  - ii) Eye protectors which cause visual disturbance are not to be used,
  - iii) Visors must be an integral part of the helmet,
  - iv) Metal or Perspex face shields are not permitted,
  - v) Eye shades or peaks must be of a flexible material.
- b) Visors mounted on the helmet or peak may not be used unless:
  - i) The visor is made of a flexible material that will not shatter on impact,
  - ii) Any rivets or screws used to mount the mechanism are fitted with their heads flush with the inner or lower surface, provided that where flush finishing is impractical on a peak, round headed screws or pop rivets projecting no more than 3mm from the surface may be used.

18.1.8.3 For all off-road disciplines:

- a) Tear-off's are banned for all Off-Road related disciplines, including Minikhana.
- b) Exemptions are available for Junior, Senior and Classic Motocross Events by application of the Track Licensee to the RCB.
  - i) Automatic exemptions will apply for Supercross Events held at temporary tracks and Venues.
- c) A competitor must, at the start of each Event or special test, be wearing goggles or a similar form of eye protection. It is strongly recommended that the competitor wear the eye protection at all times during the Event. Where the competitor removes their eye protection during the course of an Event, they do so entirely at their own risk.

MA affiliated Clubs have the opportunity to run **Ride Park Days**.  
 Recreational days, for riders of all levels and ages. No Club membership required.  
 Visit the **Recreational** page at [www.ma.org.au](http://www.ma.org.au)



Want to become a Commission member?  
 Commissions are voluntary MA members, who assist with the interpretation and review of the rules, to ensure fairness and encourage participation.  
 Visit the **Commission** page at [www.ma.org.au](http://www.ma.org.au)

18.2 APPENDIX B: FLAGS AND SIGNALS

18.2.1 Matrix

	Road Race	Historic Road Racing	Motocross & Supercross	Classic MX & Classic Dirt Track	Enduro Special Tests	ATV	Speedway	Dirt Track	Trials	Supercross	Trials	Motocross
National flag dropped or raised	x	x	x	x	x	x	x	x	x	x	x	Start of race
Red flag waved	x	x	x	x	x	x	x	x	x	x	x	Race or Practice stopped prematurely. Competitors must slow down, must not overtake and must slowly proceed to the parc fermé, pits, or other area indicated to them by officials. The red flag will also be used to signal the end of a demonstration.
White flag with red cross waved												Medical staff on track, proceed with extreme caution at a very slow speed. Riders must roll each jump individually with no overtaking <del>until the race is over.</del>
Black flag held stationary and black board with rider's number	x	x	x	x	x	x	x	x	x	x	x	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	x	x	x	x	x	x	x	x	x	x		Danger, ride slowly, overtaking is forbidden
Yellow flag waved	x	x	x	x	x	x	x	x				Immediate danger, slow down, prepare to stop, overtaking forbidden
<b>MX Yellow flag held stationary</b>									x			Danger, ride cautiously <del>prepare to stop, jumping and overtaking forbidden</del>
<b>MX Yellow flag waved</b>												Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore, jumps should not be attempted. (The waved yellow flag is superior to the stationary yellow flag)
Yellow flag with red stripes held stationary	x	x	x	x	x	x	x	x	x	x	x	Deterioration of adhesion of the track
Yellow flag with black diagonal cross												Last lap flag for Speedway only
White flag waved	x	x	x	x	x	x	x	x	x	x	x	Slow moving intervention vehicle on track
Blue flag held stationary	x	x	x	x	x	x	x	x	x	x	x	Overtaking signal warning that the rider is soon to be overtaken
Blue flag waved	x	x	x	x	x	x	x	x	x	x	x	Overtaking signal warning that the rider is about to be overtaken
Green flag waved	x	x	x	x	x	x	x	x	x	x	x	Course clear
Last lap board	x	x	x	x	x	x	x	x	x	x	x	The last lap of the race is about to commence
Purple flag	x	x	x	x	x	x	x	x	x	x	x	Protest flag for all Junior competitors
Black and white chequered flag waved	x	x	x	x	x	x	x	x	x	x	x	Finish of Race, Practice session or Qualifying
<b>Flag signals may be supplemented by light signals as follows:</b>												
One or two flashing yellow lights = Yellow flagged waved	x	x	x	x	x	x	x	x	x	x	x	Immediate danger, slow down, prepare to stop, overtaking forbidden
Green light = Green flag waved	x	x	x	x	x	x	x	x	x	x	x	Course clear
Red light = Red flag waved	x	x	x	x	x	x	x	x	x	x	x	Race or practice stopped prematurely. Competitors must slow down, must not overtake and must slowly proceed to the parc fermé, pits, or other area indicated to them by officials
No Jump Light = MX Yellow flag												Danger, overtaking forbidden, jumping forbidden

18.3 APPENDIX C SOUND EMISSIONS AND FUEL  
 18.3.1 Matrix

	Road Race	Historic Road Racing	Motocross & Supercross	Classic MX & Classic Dirt Track	Enduro	ATV (MX, SX & Enduro)	Speedway	Dirt Track & Track	Supernova	Trial	Mitkhana	Record Attempts
<b>Sound Emissions</b> LIMIT dB(A)	95	95	112	95	112	115	115	115	112	112	112	No Limit
<b>Sound Emissions</b> Allowance dB(A)	NA	NA	2 <sup>Pre-Race</sup> 1 <sup>Post-Race</sup>	NA	2 <sup>Pre-Race</sup> 3 <sup>Post-Race</sup>	3	3	3	4	4	4	NA
<b>Sound Emissions</b> Method for Testing	A	A	B	A	B	B	B	B	B	B	B	NA
<b>Fuel</b> All Machines	A	C	A	D	A	A	A	A	A	A	A	-
<b>Fuel</b> Exceptions	A / C'	B'	D	NA	D	D	B'	B' / D	NA	C'	NA	-
<b>Road Race</b> notes: 1. .125cc & 250GP 2-stroke machines only												
<b>Historic RR</b> notes: 1. Excludes Period 5 and Period 6 Solo machines												
<b>Speedway</b> notes: 1. Senior, Classic and 250cc/350cc Junior classes only												
<b>Dirt Track &amp; Track</b> notes: 1. Senior and Classic classes only												
<b>Trial</b> notes: 1. Classic classes only												

**18.3.2 Method for Testing**

A	30 Metre Ride-By Test The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 metres from the edge of the track at a high speed point.
B	2 Metre Max Method Refer to Appendix C: 1.4 Use of Sound Level Meters: 2 Metre Max Method

**18.3.3 Sound Testing**

18.3.3.1 Sound testing must be carried out at all permitted Events however it is not mandatory to test all Machines

18.3.3.2 Where government regulations or planning orders exist in relation to lower sound emissions or where a Venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail over Appendix C.

**18.3.4 Sound Control During Competition**

18.3.4.1 The Sound Control Officer (SCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.

18.3.4.2 Machines can be tested before, or after competing in an Event, chosen by ballot, or as required by a Steward, Clerk of Course or SCO.

18.3.4.3 Sound testing apparatus must:

- a) Comply with International standard IEC 651, Type 1 or Type 2.
- b) Include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

18.3.4.4 Sound testing apparatus must be set to:

- a) 'Fast response',
- b) 'A' weighted,
- c) Select range High 80~130 dB,
- d) Activate the function MAX MIN - set on MAX.

**18.3.5 Machine Testing**

18.3.5.1 No person may compete in any Event on a Machine whose sound emissions exceed the prescribed levels.

18.3.5.2 If a Machine fails, it can be represented for re-testing.

18.3.5.3 A Machine which does not comply with the sound limits can be presented several times.

18.3.5.5 Provided sound emission levels are not exceeded, exhaust systems may operate without silencers.

18.3.5.6 Tests shall not take place in the rain.

**18.3.6 Use of Sound Level Meters (2 Metre Max Method)**

18.3.6.1 Set up of the sound meter and the Motorcycle:

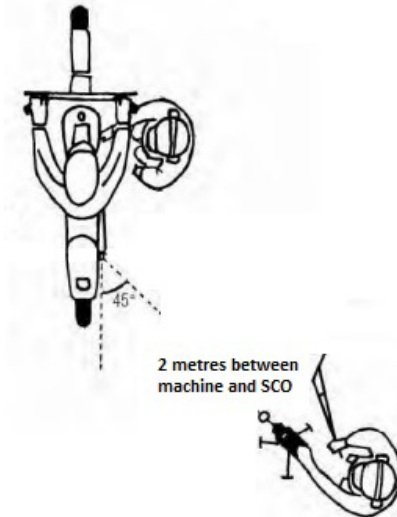
- a) The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the Motorcycle.
- b) For the place and position of the Motorcycle, ensure that there are no solid obstacles within a 10 metre radius of the microphone.
- c) The sound meter will be positioned at a distance of two metres behind the Motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metres above the ground, with the sound meter level.
- d) The two metre distance is measured from the point where the centre of rear tyre touches the ground.
- e) It is preferred that the tests are conducted on soft ground, to prevent reverberation, for example, grass or fine gravel.
- f) In other than moderate wind, Machines should face forward in to the wind direction.
- g) The ambient sound level must remain lower than 100 dB/A.



## 18.3.6.2 Positioning of the Motorcycle:

The reference points:

- For a Motorcycle: the contact point of the rear wheel on the ground.
- For Motorcycles fitted with two exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.
- For Sidecars: the contact point of the side wheel on the ground.



## 18.3.6.3 Testing method:

- The measurement can be made with the Motorcycle on its wheels or on a stand, with a hot engine.
- During a sound test, Machines not equipped with a gear box neutral must be placed on a stand.
- The SCO should stand beside the Motorcycles, opposite the microphone and not screen or stand between the bike and the microphone. An assistant, placed on the left side of the Motorcycle, shall disengage the clutch.
- The SCO shall open the throttle as fast as possible until full open throttle (instantly, within 0.3 seconds) and keep at max engine 'rpm' for at least one second. To end, the SCO will release the throttle quickly.
- If the result exceeds the limit, including 'after fire', the Inspector shall test the Motorcycle a maximum of two more times.
- For Motorcycles equipped with an engine rpm limiter, opening the throttle will be made - instantly, within 0.3 seconds - and kept open until at least one second has evolved and/or when there is an audible sign of over revving the engine.
- For Motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than two seconds and/or when there is an audible sign of over-revving the engine.
- If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
- If detonations appear, the measurement must be started again.
- The numbers obtained from the test shall not be rounded down.
- For the sound level measurement, the handling of the throttle is limited only to the SCO, who shall open the throttle themselves in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).

- l) The Motorcycle may be tested in gear.
- m) Exhaust system damage during the Race: silencers fitted with removable end cap/adapters/ inserts to reduce sound must be securely mounted. If removable end cap/adapters/inserts become separated from the silencer during practice, qualifying or Race and the Machine exceeds posted sound limits, the silencer will be deemed modified and a penalty will apply. Motorcycle exhaust systems sustaining damage during the Race must meet post-Race sound limits.
- n) Any competitor whose Machine is tested post-Race and found to exceed the maximum allowed post-Race sound limit will be relegated three finishing positions for the previous Race. Post-qualifying, the riders' best lap will be removed from the results.
- o) Machines found to be using lower RPM limits for the static sound test than what is used on track will be immediately Excluded from the previous Race. This may be verified by the use of a tachometer. For Machines fitted with map select switches, all switch positions may be tested.
- p) Motorcycles that do not comply with sound test limits pre-Race will not be permitted to enter the course.

#### 18.3.6.4 Post-Race testing protocol:

- a) Immediately after each Race, Motorcycles selected for sound testing must proceed directly to the sound testing area.
- b) Only two crew members per Machine including the rider are permitted in the sound testing area at any one time.
- c) Where a competitor's Machine does not proceed directly to the sound testing area, the competitor will be subject to a three position relegation.
- d) Machines selected for post-Race sound testing must not be adjusted or interfered with until sound test is completed. A three position relegation will apply for non-compliance.

#### 18.3.7 Fuel

A	Must be Unleaded, fuel available on demand from a bowser at five separate service stations in any five Australian states or territories and i) No more than 100 RON, ii) Contain no additives other than those added at the point of manufacture except for lubricating oils for 2 - stroke Machines iii) Be readily available in Australia and, iv) Comply with the "Fuel Quality Standards Act 2000" Be a brand of fuel homologated by MA:
B	Level A Fuel, or Pure Methanol
C	Level A Fuel, or Homologated substitute for Leaded Fuel can be found on the MA Website.
D	Level A Fuel Pure Methanol, or Homologated substitute for Leaded Fuel (Substitute Fuels can be found on the MA Website).

#### 18.3.8 Fuel Exceptions

A	Moto2 and Moto3 GP Machines may use fuel in accordance with the FIM Technical Regulations
B	May use Pure Methanol
C	May use homologated substitute for Leaded Fuel (Substitute Fuels can be found on the MA Website).
D	May use upper Cylinder lubricant in 4-Stroke engines

**18.3.9 Fuel Warning**

- 18.3.8.1 Fuels and lubricants are highly specialised substances and participants must be aware they may contain substances that are extremely dangerous to human health if misused, inhaled or allowed to contact skin.
- 18.3.8.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 18.3.8.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 18.3.8.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

**18.3.9 Fuel Testing**

- 18.3.9.1 For any Event, meeting or series the RCB may direct that no fuels other than fuels of prescribed specifications and from a prescribed source may be used.
- Tests to ensure that only prescribed fuels are used in an Event, meeting or series may be administered at any time and place during the course of the same,
  - The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.
- 18.3.9.2 Fuel tests must comply with the following procedures:
- All containers for holding samples must be clean and constructed of robust non-reactive impermeable material, must be sealable, and must have provision for identification,
  - Equipment used for the extraction of fuel from Machines must be clean and constructed of fuel non-reactive material,
  - Fuel testing must be conducted by an MA approved fuel screening company using an infrared fuel analysis spectrometer.
- 18.3.9.2 Where onsite fuel testing is provided by the Promoter or RCB and is conducted at any MA permitted Event by an MA approved fuel screening company using an infrared fuel analysis spectrometer the following will apply;
- Competitors Motorcycle being tested in this manner must remain in Parc Ferme/Impound area under the control of technical officials until the result of the test is known,
  - Where a sample has been taken from a competitors Motorcycle and the sample of fuel is outside the prescribed specifications as contained within the GCRs or SRs this is referred to as a positive result,
  - Where a positive sample has been taken from a competitors Motorcycle, a second sample must then be taken and tested to confirm the initial positive result,
  - Penalties and/or sanctions listed in these GCRs can be applied based on a positive result of the second sample taken,
  - If a competitor wishes to protest a positive result of the onsite test the secondary testing procedure will apply and;
    - The Machine must not have left the confines of the Parc Ferme/Impound area and still be under control of the technical officials,
    - If the Machine is removed from Parc Ferme/Impound area before the secondary testing procedure is implemented, the secondary testing procedure cannot take place and consequently, the results from the original test sample will stand and all penalties will apply.
- 18.3.9.3 Where fuel testing is required and an onsite fuel testing service is not provided by the Promoter or RCB the secondary testing procedure may be applied.
- 18.3.9.4 Secondary testing procedure;
- Two samples (Sample A and Sample B) of not less than 250ml each or where the quantity of fuel available in the Machine is less than 2 x 250ml, then as much fuel as is available will be taken and divided evenly between the two samples. These samples must be taken whilst the Machine is still in Parc Ferme/Impound area and must be placed in separate containers,
  - Once samples are placed in containers, the containers must immediately be sealed and identified by reference to the Motorcycle from which the sample was taken. This information must be entered on a fuel sample certificate which must certify the date, place and time of

taking the sample, the identity of the Motorcycle from which the sample was taken and the identity of the rider,

- c) Both samples must remain in the control of the official who administered the test,
- d) The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,
- e) All samples held by the official must be delivered as soon as practicable after the Event to the RCB which must deliver the Sample A as soon as practicable to a laboratory approved by MA where they must be tested for content and quality in accordance with standard scientific procedures,
- f) The RCB must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,
- g) If the rider is dissatisfied with the test result of Sample A, they may, at the rider's cost, request Sample B be tested at an MA approved laboratory in their presence.

### 18.3.10 Sanctions

#### 18.3.10.1

Where a competitor has been found to have used a fuel which is outside of the prescribed specifications, a positive result, contained within the GCRs, the following sanctions will apply,

- a) The competitor will be Excluded from the results of the Event where the samples were obtained, and Excluded from all Events the competitor participated in prior to the sampling at that Event,
- b) All costs associated with an individual competitors laboratory testing of fuel samples will be borne by the competitor,
- c) Fines in addition to any other sanctions may also be applied for this breach of the GCRs.

#### 18.3.10.2

The laboratory tests are considered to be "judge of fact" and the penalties, as applied, are mandatory and not open to protest or appeal.

#### 18.3.10.3

If the outcome of the laboratory test returns a negative result, the cost of the secondary testing will be borne by the Promoter or RCB.

### 18.3.11 Refuelling

#### 18.3.11.1

During refuelling, each Machine must be stationary with the engine stopped.

#### 18.3.11.2

Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

#### 18.3.11.3

Smoking is strictly prohibited in areas where refuelling is permitted.

#### 18.3.11.4

Riders are liable for exclusion from an Event for failing to adhere to GCR 4.4.3, and are responsible for the actions of their mechanics and support team members.

### 18.3.12 Homologation of Fuel

#### 18.3.12.1

Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five States does not have to be homologated. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside bowser outlet at each of at least five separate service stations in each of at least five Australian States or Territories.

#### 18.3.12.2

Organisations seeking homologation of fuel must provide MA with:

- a) 2 one-litre sealed containers of the fuel for analysis,
- b) Details of the fuels characteristics,
- c) The distribution network,
- d) The price structure,
- e) A homologation fee of \$2,500 in the first year and \$2,000 per year thereafter.

#### 18.3.12.3

Fuels approved under this GCR will be published at [www.ma.org.au](http://www.ma.org.au).

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