



## 2023 AUSTRALIAN PROMX CHAMPIONSHIP SUPPLEMENTARY REGULATIONS

[Final v1 – 17 February 2023](#)

Round	Venue/Location	State	Date	Permit No.
1	Wonthaggi	VIC	5 March	MA 2911
2	Appin	NSW	19 March	MA 2912
3	Wodonga	VIC	16 April	MA 2913
4	Maitland	NSW	6-7 May	MA 2914
5	Gillman	SA	28 May	MA 2915
6	Toowoomba	QLD	25 June	MA 2916
7	Queensland Moto Park	QLD	13 August	MA 2917
8	Coolum	QLD	19-20 August	MA 2918

### Event Key Officials:

Series Director:	Matthew Falvo
Series Steward:	Derrek Poole
Series Race Director:	Mark Hancock
Clerk Of Course:	Appointed by MA Per Event
Series Race Secretary:	Margaret Davenport

Series Medical: RACESAFE Australia

Event Contact: Matthew Falvo - [offroad@ma.org.au](mailto:offroad@ma.org.au)

Contact No: 03 9684 0500



## 1. ANNOUNCEMENT

Motorcycling Australia, hereafter called the Promoter will conduct the ProMX Championship for the following championship and support classes:

**MX1**

**MX2**

**MX3** (14 to Under 18)

**MXW** (Women's)

**MXV Veterans 30 to 39**

**MXV Veterans 40 +**

**Cup Classes**

YZ 65 Cup

MX85 Cup – WJMX Qualifier

## 2. JURISDICTION

- 2.1 The above-mentioned events have been authorised by Motorcycling Australia, Permit Numbers MA 2911 to MA 2918 and are open to holders of current Motorcycling Australia National Licenses. One event license will only be accepted for support classes and Veterans. Competitors Licensed by other FMN's are eligible to enter providing they have a FIM Licence and or start permission from their FMN.
- 2.2 Each event will be held in accordance with the current General Competition Rules (GCRs) contained in the Manual of Motorcycle Sport, these Supplementary Regulations, and any final instructions approved by MA. By entering the event all parties agree to comply with these rules, regulations, by-laws, and instructions.

## 3. EVENT OFFICIALS

The following officials will be overseeing the event:

Series Steward:

Series Race Director: Mark Hancock

Clerk of Course: Appointed by MA per event

Series Race Secretary: Margaret Davenport

## 4. ENTRIES

- 4.1 Entries will be on-line via RiderNet 2.0 and links can be found via the ProMX website.
- 4.2 Entries are capped at 48 for all classes, **excluding MX3** which is at MA's discretion, and will close for each round at 11.59pm the Sunday prior to the round. When a single qualifying session is held the fastest 40 competitors will be eligible to start each race. The next two fastest competitors (41<sup>st</sup> and 42<sup>nd</sup>) will be reserves. The reserves, if not used, and any competitors who fail to qualify, will have their entry fee refunded minus an administration fee of \$100 (Where a non-qualifiers race is held this is not applicable). If entered, the top 10 riders in series points in each class are guaranteed a qualifying position at the following round. All other entries for each class will be accepted based on the following criteria for the first 48 hours of entries opening, 1. Competitors who have scored points at previous rounds, 2. Competitors who have entered previous rounds and not scored points, 3. any additional available spots will be filled on a first in basis. If practice/qualifying is split into two groups refer to item 13.
- 4.3 Late Entries maybe available and if so, will close for each round at 11.59pm the Tuesday prior to the round, however a fee of \$50 will be incurred and your name will not appear on the event program or media lists.
- 4.4 Competitor communication and notification will be via Team App and email. All riders and team managers must have team app and subscribe to the relevant classes. For further details please visit the "Competitors" link on the ProMX website for further details.
- 4.5 All Championship classes will have open qualifying at all rounds.
- 4.6 In the case of postponement or abandonment of the event, MA may retain part or the entire entry fee.
- 4.7 Entries can only be withdrawn online via Ridernet 2.0 prior to the close of entries, however \$20 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded. If withdrawing after the round closing date, this needs to be completed in writing and accompanied by a medical certificate. A refund will be granted once this is received and \$20 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded.
- 4.8 MX3 14 to Under 18 eligibility – Junior riders aged 14 to 16 years can enter MX3 class providing they hold the relevant endorsement. Refer to the license Conditions and Endorsement document available at [www.ma.org.au](http://www.ma.org.au) for further details regarding eligibility. Senior competition license holders under 18 who choose to enter MX3 are ineligible to enter any other

class at the same event. If a rider has ridden in MX1 or MX2 during the series when MX3 was offered they are deemed ineligible to enter in future MX3 events in the series.

4.9 Yamaha YZ 65 Cup is exclusive to riders selected for the YZ65 program. (9 – 12 years)

4.10 MX85 Cup – WJMX Qualifier

MX85 12-14 years – Minimum age starts on the date of the rider's birthday

The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 14

## 5. ENTRY FEE

5.1

CLASS	PER ROUND
MX1	\$ 320.00
MX2	\$ 305.00
MX3 14 to Under 18	\$ 275.00
MXW	\$ 275.00
MXV	\$200.00
Cup Classes	\$220.00

## 6. ENTRY PASSES

Entry Passes are as follows:

MX1 & MX2 = 4 passes = 1 rider plus 3 support crew

All other Classes = 3 passes = 1 rider plus 2 support crew

**Series** – To apply for a series hard card, riders and their teams will be required to complete a survey at the beginning of the series. Riders will receive these at Round 1 and will be able to use these for the entirety of the championship. Hard card passes will not be issued after Round 2.

**Round by Round** – If you are not a series competitor, passes will be emailed to the riders in the week leading up to event, to access these passes riders will be required to complete a survey via survey monkey upon event entry.

**Additional passes** – These can be purchased at a special family and friends discount rate via Ticketebo prior to the event. Should riders not follow this process and arrive at the Event, they will have to purchase all passes at the gate with no exceptions.

## 7. INSURANCE

7.1 National Personal Accident Scheme provides basic cover for death and permanent disability.

7.2 Ambulance Insurance is compulsory for licensees.

7.3 It is strongly recommended that competitors consider taking out weekly benefits insurance.

## 8. MEDICAL SERVICES

**RACESAFE Australia** will be providing the medical service at all rounds, they will attend from 30 minutes before the first practice until 15 minutes after the last race. If a rider is injured, please make your way to the medical area for further treatment.

## 9. SCRUTINEERING & TECHNICAL INSPECTION

9.1 Scrutineering will be by self-scrutineering and will be completed using an online form. This form must be completed prior to attending sign on and will be available for competition the Wednesday prior to each round (one per machine). A link to this form will also be provided in the Final Instructions.

Note: Random Scrutineering checks may be carried out at any time during the event.

Eligibility checks can take place at any time during the Event. Competitors in all classes may be required to return their machines directly to a technical inspection impound area (Parc Ferme) immediately after any practice, qualifying or race. The location of the Parc Ferme will be sign posted and it is the rider's responsibility to know the location at each event.

In addition to disassembling and checking of machines after official protests have been received by the Clerk of Course as per the GCRs, the Steward, Clerk of Course or Technical Officer may, at their discretion, also request that any machine that has participated in the event 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 measuring is to take place at the venue, it will be before the machine is released by the Technical Officer. A member of the competitor's team with appropriate tools must be available at all times to disassemble any machine as required. Allowance in time must be made to

accommodate potential delays in departing the circuit after competition on any day. If disassembly and inspection by an MA appointed Technical Officer is to take part at a place other than the racetrack, any or all costs incurred will be at the competitor's expense. Failure to comply with this regulation will result in the matter being referred to the Clerk of Course for further action.

After the final race of each championship class at each round, any motorcycles used may be impounded in Parc Ferme at the discretion of the Technical Officer for up to 30 minutes. If a rider is instructed to present their machine(s) to Parc Ferme they must do so, as failure to do so will result in the matter being referred to the Clerk of Course for further action.

**Note; At the discretion of the Steward, Clerk of Course or Technical Officer, engine sealing may take place at any time during the event. Competitors must ensure to make their machine available to have the engine sealed if required.**

## 10. CLASSES OF COMPETITION

<b>MX1</b> Australian Championship	All rounds	122cc and over
<b>MX2</b> Australian Championship	All rounds	122cc to 250cc
<b>MX3</b> 14 to Under 18 Australian Championship	All rounds	122cc to 150cc 2 stroke & 250cc 4 stroke see point 4.8 criteria
<b>MXW</b> Australian Women's Championship	4 rounds (1, 5, 7 & 8)	All Powers
<b>MXV</b> 30 to 39 Australian Championship	1 round (8)	All Powers
<b>MXV</b> 40 + Australian Championship	1 round (8)	All Powers
<b>Cup Classes:</b>		
<a href="#">YZ 65 Cup</a>	<a href="#">2 rounds (2,6)</a>	<a href="#">See Point 4.9 for eligibility</a>
<a href="#">MX85 Cup – WJMX Qualifier</a>	<a href="#">2 rounds (3,4)</a>	<a href="#">See Point 4.10 for eligibility</a>

## 11. ENTRIES TO CONSTITUTE A CLASS

- 11.1 To constitute a class for the purpose of gaining Championship status, the number of contestants entered and competing in each class shall be 10 (8 for Women), or more starters for which actually participate in practice, qualifying or races.
- 11.2 Should there be insufficient entries in any class of competition, the decision to run or cancel the class, or to combine events and re-distribute any awards and/or prize money, will be at the discretion of MA.
- 11.3 In the event where force majeure prevents any number rounds from taking place, the minimum championship/s rounds to be awarded a Championship will be three rounds for each class.

## 12. STARTS

- 12.1 Starts will be by backward falling self-penalising gates.  
 The rider/mechanic/manager may view the start gate in the pre-selection viewing time prior to the Waiting Area closing.  
 A 1-minute horn will be sounded, indicating 1 minute to close of the Waiting Area and all riders/mechanics/managers must return to the Waiting Area.  
 The start process is considered underway from the time the Waiting Area is closed. Riders only will be called to select their start gate in groups of three in order of qualifying.  
 Once all riders have selected their gate the mechanic only may proceed with the motorcycle to their riders selected start gate.  
 Once a start gate is selected riders cannot change to another start gate. If a rider delays selection, the next rider will have right of way.  
 Any rider who is absent when called to select their gate will forfeit their selection and pick upon their return.  
 Outside assistance is not permitted when a rider is picking their start gate.  
 No tools, water, outside soil etc may be used to prepare a riders start gate. Rags are not considered tools and riders are permitted to use start blocks.  
 Riders who have mechanical problems in the Waiting Area and do not succeed in repairing their machine before all riders have taken their start position must follow the instructions of officials.  
 Riders experiencing mechanical issues on the start gate must remove their machine from the start gate in order not to interfere with other riders. If the rider has been directed to another spot, they must remain there until the gate has dropped; once the gate has dropped, they can resume the race when it is safe to do so.  
 Motorcycles must be centred in the starting gate and at 90 degrees to the gate.
- 12.2 The Clerk of Course will issue a relegation penalty to any rider that jumps the start.
- 12.3 At all rounds when the starter is ready, a 15 second sign will be held up for a full 15 seconds, At the end of 15 seconds, a 5 second sign will be displayed, the gate will drop between 5 and 10 seconds after the five second sign is shown.
- 12.4 Waiting Area procedure.  
 The Waiting Area will open no later than Twenty (20) minutes prior to the start of each race commencing.  
 This allows minimum 4 minutes of start line pre-selection viewing per 12.1.  
 The rider, 1 mechanic and a team manager per machine can enter any time prior to the Waiting Area closing.

A 1-minute horn will be sounded, indicating 1 minute to close of the Waiting Area and all riders/mechanics/managers must return to the Waiting Area.

If numbers permit, two (2) reserve riders being 41<sup>st</sup> & 42<sup>nd</sup> fastest for each class will be allowed into the Waiting Area to take the reserve positions if available.

Fifteen (15) minutes prior to the scheduled race commencement time the Waiting Area will close.

If a qualified rider fails to have their machine in the Waiting Area when the Waiting Area is closed, that rider will be considered a nonstarter. Each rider will move up a position to fill the nonstarters position and the first reserve will take 39<sup>th</sup> or 40<sup>th</sup> pick of gate position.

Any rider(s) who were deemed nonstarters will still be eligible to compete in the next race once the Waiting Area has opened for that race. In situations where there are less than 40 competitors in any class, any rider(s) late entering the Waiting Area will receive last gate pick in order of arrival at the Waiting Area.

Riders and accredited support personnel must always enter the track for the start of any session via the Waiting Area only.

Work can be carried out on the bike in the Waiting Area however refuelling is strictly forbidden in the Waiting Area or Start Area unless under instruction of the Race Director or CoC.

### 13. RACE – FORMATS & QUALIFYING

13.1 All Championship classes will have qualifying at all rounds.

13.2 The top 10 from 2022, if in the same class, will secure a qualifying position at round 1, from round 2 onwards, the top 10 riders in series points in each class will secure a qualifying position.

13.3 Practice and Qualifying will take place on the day of racing, unless otherwise advised in the final instructions or official schedule.

13.4 Race Format:

#### MX1

Round	Venue	Format
1	Wonthaggi	2 x 25 min plus one lap motos
2	Appin	1 x 25 min plus one lap motos & 2 x 13 min plus one lap motos
3	Wodonga	1 x 25 min plus one lap motos & 2 x 13 min plus one lap motos
4	Maitland	2 x 25 min plus one lap motos
5	Gilman	2 x 25 min plus one lap motos
6	Toowoomba	2 x 25 min plus one lap motos
7	QMP	2 x 25 min plus one lap motos
8	Coolum	2 x 25 min plus one lap motos

MX1 Shoot Out; The top 10 MX1 qualifiers can compete in the MX1 shoot out. The rider who completes the fastest lap in the allowed time will be awarded first gate pick, the second fastest time second gate pick and so on to tenth. The shoot out will consist of all riders being released from a designated starting position with the Chequered Flag being displayed after 8 minutes has expired. Any lap commenced prior to the Chequered flag will be counted as a qualifying lap on completion.

#### All other classes

MX2	2 x 25 min plus one lap motos
MX3 14 to Under 18	2 x 20 min plus one lap motos
Women's MXW	2 x 15 min plus one lap motos
Vets MXV	2 x 15 min plus one lap motos
YZ 65 Cup	2 x 10 min plus one lap motos
MX85 Cup – WJMX Qualifier	2 x 20 min plus one lap motos

All race durations are subject to change by race management.

#### Back to Back (B2B) Races (MX1 only)

- Both B2B races will be considered as 1 race split into 2 starts.
- Each B2B Race will be scored separately and once the points are totaled for both B2B races then the total points will be rescored to determine Series Championship points and overall results as per a single race.
- Scoring is as follows – First place will receive 20 points, second 19 points and so on down to 20<sup>th</sup> position receiving 1 point. (Championship points are only awarded to the top twenty place getters overall).

- A rider who DNF's B2B race One or Two will score "0" points for that race.

- A rider who DNS B2B race One or Two will score "0" points for that race.

- A rider who DNS race One and Two will be awarded no points.

- The rider with the highest number of points after both motos of the B2B races will be awarded championship points as per item 19.

If there is a tie the count back system will be applied being the best result from B2B Race 2 will be awarded the higher position.

- Race duration for B2B Race 1 & 2 will be 13 minutes plus one lap.
- The second B2B race will start 10 minutes from the time the winner of the first B2B crossed the finish line.
- A 2-minute warning and 1-minute warning will be given prior to the commencement of the 2<sup>nd</sup> B2B race

- The rider must return to the same starting gate selected by the rider for the first B2B race for the second B2B race.
- No change of motorcycle is allowed between B2B races
- No refuelling of motorcycle is allowed between B2B races
- Work may be carried out to complete repairs or adjustments on the bike between B2B races only in the designated work area for the B2B races as notified in the final instructions or Rider Briefings. No work on motorcycles is permitted on the Start Pad or outside of the designated work areas.

**Practice and Qualifying**

MX1, MX2, MX3 & MXW will have 10 minutes free practice and 10 minutes qualifying.

Vets – 5 minutes free practice and 10 minutes qualifying

YZ 65 Cup – 10 minutes free practice only

MX85 Cup – 5 minutes free practice and 10 minutes qualifying

If the number of entries received for the MX3 class, or any other class as determined by MA, require practice/qualifying to be split into two groups, the following will apply:

For Round one of the 2023 series, competitors will be allocated into two qualifying groups based firstly on their 2022 results in the same category entered, and for new competitors in the class thereafter via lottery. The competitor entered with the highest placed result from the 2022 championship will be in group one and the second will go to group 2 and so on until all eligible competitors are placed in either group, the remaining spots will be allocated by lottery.

The top 20 competitors from each qualifying group will form the 40 competitors for the championship races on that day. The 21<sup>st</sup> rider from group one and group two will form the 41<sup>st</sup> and 42<sup>nd</sup> reserve riders respectively for the day. These two riders are eligible to compete in the non-qualifiers race if not utilized in the championship races. The remaining competitors will go to the non-qualifiers race/s, if scheduled, for the event. From round 2, riders will be seeded by championship standings, with the odd numbers in qualifying group one and even numbers in qualifying group two with any remaining competitors selected via lottery.

1 practice start will be allowed in front of the start gates at the commencement of each free practice for all Championship classes other than MXV.

Waving of the green flag will indicate the commencement of qualifying.

As per GCR 8.16.1.7 - For the 1st lap of each practice session, a stationary yellow flag will be displayed at all Marshall positions and riders should take note of their locations. There is strictly no jumping which is defined in the National Flag Protocols. The penalty for jumping on this first lap is relegation of 3 positions from the riders qualifying position, if qualified for racing, or last pick of gates whichever is the lesser. Subsequent offence in same year - relegation to last pick of gates, if qualified, and \$500 fine. For the 1st lap of There is to be no unnecessary stopping on track unless being instructed to do so by an official. The penalty for stopping on track (or parking up beside the track) during practice/qualifying will be loss of fastest lap. Cutting the track to gain clear track is also forbidden. Penalty for doing so is loss of 3 positions from final qualifying.

**14. AWARDS AND PRIZEMONEY**

Trophies will be awarded at each round and for the series.

Prize Money will be awarded round by round. Any prize money not invoiced or claimed within 30 days may be forfeited.

	<b>MX1</b>	<b>MX2</b>	<b>MX3</b>	<b>MXW</b>
<b>1st</b>	\$ 750.00	\$ 600.00	\$ 450.00	\$ 450.00
<b>2nd</b>	\$ 500.00	\$ 450.00	\$ 350.00	\$ 350.00
<b>3rd</b>	\$ 400.00	\$ 350.00	\$ 300.00	\$ 300.00
<b>4th</b>	\$ 300.00	\$ 250.00	\$ 225.00	\$ 225.00
<b>5th</b>	\$ 250.00	\$ 225.00	\$ 175.00	\$ 175.00
<b>6th</b>	\$ 225.00	\$ 175.00	\$ 125.00	\$ 125.00
<b>7th</b>	\$ 200.00	\$ 150.00	\$ 100.00	\$ 100.00
<b>8th</b>	\$ 150.00	\$ 100.00	\$ 75.00	\$ 75.00
<b>9th</b>	\$ 100.00	\$ 75.00	\$ 50.00	\$ 50.00
<b>10th</b>	\$ 75.00	\$ 50.00	\$ 25.00	\$ 25.00

MX1 Andrew McFarlane Privateer Award to be awarded by Motorcycling Australia

MX2 Jono Porter Privateer Award to be awarded by Motorcycling Australia

**Hole Shot Award:**

<b>MX1</b>	\$250 per moto (For B2B races only the first race counts towards this award)
<b>MX2</b>	\$150 per moto
<b>MX3</b>	\$100 per moto
<b>MXW</b>	\$150 per moto

## 15. PAYG

PAYG Withholding affects the payment of prizemoney. If you do not provide an ABN or declare the sport is a hobby, the Promoter must withhold 46.5% of prizemoney 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.

## 16. PRESENTATIONS

Riders who finish on the podium must attend the presentation and all media/tv interviews as directed by race management.

**Failure to attend may incur a fine of up to \$500.00** and possible suspension of racing licence until such time the fine is paid.

Minimum dress standard will be applicable (Televised presentations).

## 17. MACHINES. RIDERS & MECHANICS

17.1 All machines entered must comply with the current GCRs for Motocross competition.

17.2 Change of eligible machines is allowed provided it is not during competition (qualifying or race). This includes any back to back races that accumulate points to determine the final finishing positions.

17.3 All team personnel wishing to have access to the Waiting Area, start gate or signalling area must have a Crew Licence (annual or one event) or Senior National Competition Licences.

17.4 Access to the Signalling / Mechanics area is only granted to the mechanic/manager participating in their Race. Technical pass holders may only enter the work area situated adjacent to the signalling area and must not work directly on the machine.

i) The rider must always enter the mechanics area by the "Pit Lane In" entrance. And leave via the "Pit Lane Out" exit

ii) When a rider "misses" the entrance, the rider must continue in the direction of the course for another lap. Entering the mechanics area by the mechanics area exit will be considered as attempting to gain an advantage by course cutting for which the penalty = Loss of 3 positions from qualifying or race results

Other approved passholders may only enter the Mechanics area as instructed.

No spare or second motorcycle is allowed in the Waiting Area, start area or signalling / Mechanics area during practice/qualifying, a race, or sighting lap. Penalty for violation of this rule = disqualification from the race or qualifying session.

## 18. RIDING NUMBERS & NUMBER PLATES

18.1 It is a condition of entry that each bike in the championship must run the series Penrite ProMX logo header on the front number plate. MA will provide the art design for the header of the front number plate via the series website. Competitors who choose not to run the Penrite ProMX Logo will not be permitted to participate in the round. For one-off round competitors, there will be a sticker available at Race Admin.

18.2 Number plates colours as per GCRs.  
The only exception to this will be MXW riders who can use the MXW colours in any class.

### 18.3 Red Number Plates

The 2022 Champions will have a red front number plate with white numbers at round 1. After round 1 the points leader in each class at the end of each round will be awarded with the red front number plate. It will be the responsibility of the rider / team to make sure that the rider has red front number plate at the next round.

### 18.6 Back Numbers

Back numbers are compulsory as per the GCRs.

### 18.7 Rider Numbers

- The rider must have met the minimum requirements as listed in the MoMS during 2022 to reserve their number for 2023
- A rider may only register one number per class for 2023
- If the rider does not compete in a minimum of three rounds in 2023 their number may be forfeited

## 19. POINT SCORING AND GRID POSITIONS

**As per GCRs Points will be as follows, 1<sup>st</sup> 25, 2<sup>nd</sup> 22, 3<sup>rd</sup> 20, 4<sup>th</sup> 18, 5<sup>th</sup> 16, 6<sup>th</sup> to 20<sup>th</sup> will be 15 points decreasing 1 point with each position down to 20<sup>th</sup>**

Grid positions will be determined from timed Qualifying.

In MX1, the Top 10 Shootout (10 fastest qualified riders), will determine top 10 grid positions. A pole position prize of \$500 to the rider gaining pole position will be awarded at each round.

## **Transponders**

Riders may use their own Mylaps MX transponders, however Competitors must ensure they are fully charged for use from their first session on track and the transponder number is included on their entry form. Riders without transponders may hire them for a fee of \$15.00 per bike – payable with the entry. If a rider requires a transponder that has not been paid for with the entry (for example where they failed to bring or charge their own transponder), a fee of \$20.00 payable via EFTPOS on the day will be required. Riders will be required to have their own transponder mounting bracket which can be mounted permanently on their bike. These can be purchased at the event at a cost of \$10.00 – EFTPOS only.

## **20. RIDERS' BRIEFING**

A virtual riders' briefing is available online and is mandatory viewing for all competitors and recommended viewing for support crew and parents or guardians, prior to attending the event. This briefing may also be available to view at the venue during certain times. Further details regarding location and times will be included in the final instructions, or announced via the Teams App. The virtual rider briefing will be supported by a track specific riders briefing to be held at the venue. Competitors will be notified by Team App of the time and location and it is mandatory that all competitors attend.

## **21. CIRCUIT DESCRIPTION**

Visit [www.auspromx.com.au](http://www.auspromx.com.au)

## **22. TRACK INSPECTION**

All competitors will be given the opportunity to walk the track to conduct an inspection of the track prior to any on track activities. Timing of the track inspection will be determined in the final instructions. The inspection must be done on foot and competitors are reminded that service vehicles may be in operation on the track at this time.

### **22.1 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 event.

## **23. FACILITIES**

Visit [www.auspromx.com.au](http://www.auspromx.com.au) regarding information on each venue.

## **24. NOISE**

Sound testing may take place at any time throughout any championship round, all machines must comply with the GCRs for all sound testing

## **25. FUEL**

Fuel for all machines, unless otherwise specified 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.

## **26. ANTI-DOPING POLICY**

- 26.1 All competitors, crew, parents / guardians, and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, under the authority of Sport Integrity Australia.
- 26.2 Competitors are advised to download the Sports Integrity Australia app. If competitors have any doubts over Sports Integrity Australia requirements, they should visit the website [www.sportintegrity.gov.au](http://www.sportintegrity.gov.au) It is recommended competitors contact the Drugs in Sport Hotline (1300 027 232) for further information. When drug testing takes place, the payment of prize money may be delayed, at the discretion of MA, until the results of the tests are known.
- 26.3 MA, in conjunction with Sports Integrity Australia, may host anti-doping courses that are compulsory for all riders, and complimentary for team managers.

## 27. DRUG AND ALCOHOL TESTING

All competitors and officials are advised that random drug and alcohol testing may take place during the competition. Refer to MA website for details on the Safety Policy – Drug and Alcohol Testing.

## 28. CODE OF BEHAVIOUR

All competitors, crew, parents / guardians, and officials are reminded of MA's Codes of Behaviour contained within MA's Member Protection Regulations, found at [www.ma.org.au](http://www.ma.org.au) which is a guide to appropriate behaviour at all motorcycle race events. These Codes of Behaviour apply to this event and will be enforced.

## 29. WORKPLACE OCCUPATIONAL HEALTH, SAFETY & ENVIRONMENT (WOHS&E)

- 29.1 WOHS&E is the responsibility of all riders and teams, this must be taken seriously and treated in the correct manner.
- 29.2 Team managers are responsible for their team members and riders for all matters associated with WOHS&E. Where the rider is an individual, the rider is responsible for all matters associated with WOHS&E.
- 29.3 All persons associated with the event are subject to the health and safety legislation of the state authority where the event is held.

## 30. SPECIFIC INFORMATION

### 30.1 Images / Film

MA and ProMX reserves the right to use the images and names of any competitor, team, or manufacturer in any series promotional activity.

### 30.2 Merchandising

MA and ProMX must approve the sale of any merchandise sold on site, and a fee may be charged.

### 30.3 Tear Offs

Competitors will be notified regarding the use of Tear Offs upon online entry via the description on RiderNet 2.0 and Final Instructions.

### 30.4 Team Dress Code

All team personnel and riders must present in a neat and tidy manner during conduct of the event. All footwear must be fully enclosed. (Collared shirt is preferred.)

**Strictly No Singlets or Thongs permitted.**

### 30.5 Logo on Jersey

All competitors will be required to run an MA Logo on their jerseys. MA will provide the logo via the series website. The required placement is on the upper torso area. The .eps version of logo is available on the website. The logo must be a minimum of 5 centimetres wide by 5 centimetres high.

Competitors who choose not to run the Logo while contesting a round of the Championship forfeit their right to any prize money. For one-off round competitors, there will be a sticker/sew on option available at Race Admin.

### 30.6 Use of ProMX Logo

When using the ProMX logo on any assets, there will only be one version permitted - the series Penrite ProMX logo. MA will provide the artwork design via the series website. Competitors who do not to run the Penrite ProMX Logo correctly will not be permitted to use the logo.

### 30.7 Competitor Parking

Refer to final instructions.

### 30.8 Admission Charges

As per specific event, refer to website

## 31. FIRE EXTINGUISHERS

All riders must have a minimum 2kg, dry powder A:B (E) class, working fire extinguisher in their pit area.

When refuelling is permitted during an event, competitors must have a fire extinguisher available in the refuelling area.

### **32. HELMET EJECT SYSTEM**

The series medical team is equipped for the use of the helmet emergency eject system. It is strongly recommended that a helmet emergency eject system be fitted for all competitors.

### **33. ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA**

All competitors, officials and parents are bound by MA's Social Media Policy, found at [www.ma.org.au](http://www.ma.org.au), which sets out a framework for acceptable online behaviour where communications involve fellow MA members, volunteers, officials, coaches, sponsors, partners, staff and any other connected persons. Penalties may apply for breaches of the policy.

### **34. ENVIRONMENTAL RESPONSIBILITY**

If the venue has adequate wash bays, there is to be no washing of bikes in the pits and bikes must be cleaned at the designated wash bays.

All teams and riders are responsible for the removal of all items including rubbish from their pit area as they vacate the premises. Penalties will apply.

Used tyres cannot be left on site. Any rider found to have left tyres in the pit area will be fined for the cost of their disposal.