



Australian ProMX Championship Sporting Regulations

Version 1
2026



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Sporting Regulations

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Everything that is not authorised or prescribed in this document or the GCRs is strictly prohibited.

1 ADMINISTRATION

1.1 ANNOUNCEMENT

The ProMX Sporting Regulations are the overriding rules for conducting the Australian ProMX Championship (hereafter called “ProMX”). The ProMX Sporting Regulations will also be underpinned by the 2026 General Competition Rules (hereafter called “GCRs”) contained in Motorcycling Australia’s (hereafter called “MA”) “Manual of Motorcycle Sport” (www.ma.org.au)

These Regulations may be added to in the form of Supplementary Regulations, Bulletins, Final Instructions and other official documents released by MA or Race Direction as applicable from time to time.

1.2 GENERAL COMPETITION RULES

The General Competition Rules (GCRs) are contained within the “Manual of Motorcycle Sport” (MoMS). The GCRs underpin the ProMX Sporting Regulations and should be referred to in conjunction with these regulations. MA may at any time provide a written clarification of any Sporting Regulation or GCR if it deems required and will be accepted as being the regulations the series is conducted under.

1.3 JURISDICTION

These regulations are made pursuant to the authority granted by the MA constitution. Refer to the MA website www.ma.org.au for further details.

ProMX will be conducted under MA Permits and is open to competitors holding a current MA Senior National Licence, an endorsed MA Junior National Licence, or an FIM Licence.

An International Meeting Number (IMN) will be issued if required for International riders holding an FIM Licence and they will require a valid Start Permission from their Federation.

Non-Australian citizens or Non-permanent residents of Australia are not eligible for a One Event Competition Licence. A One Event Competition Licence is subject to the conditions outlined in the Licencing and Conditions Document available at www.ma.org.au

1.4 EVENT INFORMATION

Refer to the ProMX website www.auspromx.com.au Competitor Information tab and the Stack Team App at least one week prior to each round for event documents including:

- Supplementary Regulations
- Final Instructions
- Entry lists

Competitor communication and notifications will be via the Stack Team App and email. All riders and team managers must have the Stack Team App installed and subscribe to the relevant classes. For further details please visit the “Competitors” link on the ProMX website.

1.5 PROMX EVENT MANAGEMENT (PROMX)

The management of the event will be carried out by ProMX Event Management which will be comprised of the following delegates:

- The Promoter (MA Representative)
- ProMX Event Manager
- ProMX Race Director
- Or other persons as appointed from time to time.

1.6 RACE DIRECTION

The Race Direction will be comprised of the following delegates:

- ProMX Race Director
- ProMX Clerk of Course
- MA Representative (or ProMX Deputy Race Director if nominated by MA)

1.7 MEDICAL SERVICES

Medical services will attend all rounds and will provide first response medical treatment at the circuit during the event.

- A concussion policy will be in place and applied at all rounds. More details can be found at <https://www.ma.org.au/medical-concussion>
- A road transport ambulance will also attend all rounds, unless the MA medical exemption process has been applied, where a suitable patient transport unit will be in attendance
- Any rider may be requested to undergo a Medical Inspection at any time by the request of ProMX Race Direction or Chief Medical Officer. Failure to comply will result in the suspension of the MA license of the rider, and other penalties may be applied by ProMX Race Direction.

1.8 INSURANCE/AMBULANCE COVER

MA's National Personal Accident Scheme provides basic cover for death and permanent disability. Refer to www.ma.org.au for more details on rider insurance.

Ambulance insurance is compulsory for competitors holding an MA licence. It is strongly recommended that competitors consider taking out weekly benefits insurance.

Where a rider is competing under an FIM Licence, FIM insurance will be applicable and proof of currency must be provided to Race Direction.

1.9 ENTRANT LICENSES

An entrants licence allows the team to enter on behalf of a competitor, protest on behalf of a competitor, and be listed in the program as an entrant. The team must nominate the entrant licence representative at Sign On, which will be noted and advised to Race Direction. An entrant licence is optional for competitors but will be required if the competitor wishes someone else to act on their behalf.

Please refer to the Licencing and Conditions Document available at www.ma.org.au or further information.

1.10 COMPETITOR CREW MEMBERS

Crew or Senior National Licenses are required for crew members wishing to have access to the restricted track areas including the Waiting Area, Start Gates or Signalling Area.

- Crew members for each round will be limited to 1 Mechanic, 1 Team Manager (if a registered Team), 1 Technical Mechanic (Brand representative)
- Technical pass holders will be limited to MX1, MX2, MX3 and MXW Championship classes only.
- Crew members will be required to present their licence and sign-on in person on the first day of the event
- Once signed-on Crew members will be given a wristband corresponding to the class(es) of their designated competitor(s)
- Please refer to the Licencing and Conditions Document available at www.ma.org.au for further information.

1.11 CLASS SPECIFICATION & GRADING

1.11.1 Championship Classes:

- MX1
- MX2
- MX3 (14 to Under 18)
- MXW (Women 15 years and over)
- MXV Veterans 30 to 39
- MXV Veterans 40 +

1.11.2 Cup Classes:

- MX85 Cup – WJMX Qualifier (12 to Under 16)
 - KTM Group MX65 Futures – Suitably Endorsed competitors aged (9 to Under 12)
- And any additional class/es approved by Event Management from time to time.

1.11.3 CLASS ELIGIBILITY

Entry endorsements/restrictions required before acceptance of entry

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 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.

MXW 15 years and over eligibility – Female riders aged 15 years can enter MXW class providing they hold the relevant endorsement. Refer to the license Conditions and Endorsement document available at www.ma.org.au for further details.

MX85 Cup – WJMX Qualifier. Only riders aged 12 to under 16 years as of 1st January 2026 will be eligible to compete. All riders must compete on 2-stroke 85cc Big Wheel machines only. The maximum age to qualify for the WJMX team selection will be in accordance with 2026 FIM Junior Motocross World Championship age criteria.

KTM Group MX65 Futures - Suitably endorsed riders aged between 9 and under 12.

1.12 JUNIORS AGE RESTRICTIONS

Please refer to the Licencing and Conditions Document available at www.ma.org.au for further information

1.13 ENTRIES

1.13.1 CONDITIONS OF ENTRY

The lodgement of an entry form is not a guarantee of entry. Final Instructions, entry lists and rider numbers will be posted on www.auspromx.com.au and notified electronically prior to each round (Correspondence will not be mailed).

ProMX Management may exclude any entered rider who does not meet the above criteria.

1.13.2 METHOD OF ENTRY

All entries are to be made via Ridernet and the links are available at www.auspromx.com.au. It is the responsibility of all competitors to ensure their Ridernet profile is up to date. No Entry will be accepted without payment of the entry fee other than by arrangement with MA.

The top 10 riders in series points in each class are guaranteed acceptance of entry up to close of entries (For round 1 this applies to the top 10 from the previous years Championship). All other entries for each class will be accepted based on the following criteria for the first 48 hours of entries opening,

- Competitors who have scored most points from previous rounds,
- Competitors who have entered previous rounds and not scored points,
- Any additional available spots will be filled on a first in basis.

Entries are capped at 48 for all classes, **excluding MX3** which is capped on a round-by-round basis to a maximum of 80 at MA's discretion.

Entries will close for each round at 11.59pm Australian Eastern Standard Time the Sunday prior to the round.

Late Entries may be available and if so, will close for each round at 11.59pm Australian Eastern Standard Time 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

In the case of postponement or abandonment of the event, MA may retain part or the entire entry fee. At MA's discretion, round/series points can be awarded for any completed races.

1.13.3 ENTRIES TO CONSTITUTE A CLASS

To constitute a class for the purpose of Australian Championships, points will be awarded where there are:

- a) 10 or more starters for Senior solo classes who actually participate in practice, qualifying or races
- b) 8 or more starters for all women classes who actually participate in practice, qualifying or races,
- c) For the purpose of these regulations a) and b) the minimum number is considered across the entire championship.

If there are fewer than the required number of starters in each class, those races will 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 discretion of ProMX Event Management. Fees already paid for that round will be refunded in the event the class is cancelled completely.

1.13.4 ENTRY WITHDRAWAL

Entries for a round can only be withdrawn online via Ridernet prior to the close of entries

For the withdrawal of an entry from a round to be valid it must be made at least 10 working days prior to the first day of the round in question. A withdrawal under this criteria will receive a refund, however \$20 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded.

If you withdraw within 10 working days of the first day 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 and \$20 of the entry fee will be withheld for administrative costs and all credit card and processing fees will not be refunded.

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 ProMX.

1.14 MEDIA & PR COMMITMENTS

All competitors are required to have a ProMX headshot photo. Photos will begin at ProMX Round 1 at a time allocated within the Final Instructions.

A competitor entering the championship after Round 2 must provide a headshot photo or liaise with ProMX media staff to organize a headshot photo. At times throughout the season ProMX may request competitors to make appearances representing themselves, their teams and ProMX.

Failure to attend an appearance without notice or an appropriately justified reason may result in a fine, or other penalty issued by the ProMX Race Direction.

1.15 IMAGES - ADVERTISING & ENDORSEMENTS

ProMX 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.

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

Competitors must seek written permission from ProMX Management regarding the use of private on-board cameras compliant with GCR 8.13.2. On-board cameras can only be used for recording vision and sound from the race. On-board camera footage recorded at any ProMX event must be made available to ProMX Race Direction. ProMX Race Direction have the right to request a copy of the recorded footage.

1.16 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 ProMX Race Secretary at sign-on a third party to accept the trophy on their behalf under extreme circumstances only and only if approved by ProMX Event Management. It will be each competitor's responsibility to collect their trophy. Failure to attend without notice or an appropriate reason will result in a fine, or other penalty issued by the ProMX Race Direction.

Television and on-track PA interviews will be conducted after races. It is a requirement of entry that any rider directed to the interview area at any time must follow the instructions of the officials.

The Top 3 riders in the ProMX Championship or Cup are required to attend the ProMX End of Year Awards.

1.17 TRACK CAMPING

All competitors seeking to camp at the track must notify ProMX Management in advance. Camping positions will be in designated locations at the discretion of ProMX Event Management. All campers must camp in their positions as directed on arrival. All persons camping onsite must be the holder of a valid entry pass or ticket. Failure to comply will result in a fine, or other penalty issued by the ProMX Race Direction.

If available, track camping will be on a Round by Round basis and will be advised.

1.18 ELECTRICAL POWER

Competitors must make their own arrangements regarding electrical power for use during the event. MA takes no responsibility for competitors or teams who do not comply with the Australian Standards and Occupational Health and Safety requirements. It is the responsibility of the Competitor or Team to ensure compliance with local, state, or territory laws, regulations or codes.

1.19 TIMING

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. A working Timing Transponder must be correctly fitted to the motorcycles at all times when the motorcycle is on-track. In the situation where the Timing Transponder is not working, the ProMX Race Direction may Black Flag the rider.

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

Transponder Rental

Riders without transponders may hire them for a fee of \$15.00 per bike – payable at time of 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.

The competitor who fails to return the transponder within 2 weeks of the conclusion of an event will incur replacement costs and may result in suspension of the competitor's MA license.

1.20 VEHICLE/TRANSPORTER ACCESS

Medical 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.

On competition day/s, all cars (including rental cars) will be required to be parked in the designated car parking area as advised in Final Instructions and not brought into the paddock.

Large Transporter

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

Large transporters will be given priority access to the paddock as per the Operation Schedule issued within the Final Instructions

1.21 WORKPLACE OCCUPATIONAL HEALTH, SAFETY & ENVIRONMENT (WH&S)

WH&S is the responsibility of all riders and teams, this must be taken seriously and treated in the correct manner.

Team managers are responsible for their team members and riders for all matters associated with WH&S. Where the rider is an individual, the rider is responsible for all matters associated with WH&S.

All persons associated with the event are subject to the health and safety legislation of the state authority where the event is held.

All teams must ensure the use of personnel harness when erecting the awning or working at heights during set-up on their team area. Failure to comply will result in a fine, or other penalty issued by the ProMX Race Direction.

1.22 PROMX KEY OFFICIALS

The following officials will be overseeing the event:

Series Steward
Series Race Director
Deputy Series Race Director
Series Clerk of Course
Series Race Secretary
Chief Technical Officer

1.23 RIDERS' BRIEFING

A virtual riders' briefing is available online and will be issued prior to the event and is compulsory viewing for all competitors and recommended viewing for support crew and parents or guardians, prior to attending the event. The virtual riders' briefing may also be available to view at Race Administration.

A track specific on-site rider's briefing will also be held at the venue. Competitors and team members will be notified within the Final Instructions and by Stack Team App of the time and location, and it is compulsory that all competitors and team members attend.

Failure to comply will result in a fine, or other penalty issued by ProMX Race Direction.

1.24 CIRCUIT DESCRIPTION

Visit www.auspromx.com.au

1.25 TRACK WALK

All competitors and licenced crew members who have completed sign on will be given the opportunity to walk the track to familiarize themselves with the track prior to any on track activities.

No public or other persons are permitted to walk the track without permission from ProMX Race Direction.. Timing of the track walk will be notified in the final instructions. The walk must be done on foot in closed toe shoes and competitors are reminded that service vehicles may be in operation on the track at this time.

1.25.1 Track Dissatisfaction

Competitors who are not satisfied with any aspects of the track can present these concerns to the Clerk of Course or ProMX Race Direction. If those concerns cannot be resolved; the competitor will be invited to withdraw from the event.

1.26 FACILITIES

Visit www.auspromx.com.au regarding information on each venue.

1.27 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.

1.28 MERCHANDISING

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

1.29 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.

1.30 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 correct Penrite ProMX Logo while contesting a round of the Championship may forfeit their right to any prize money and may not be permitted to compete.

1.31 ADMISSION CHARGES

As per specific event, refer to website.

1.32 FIRE EXTINGUISHERS

All riders should 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 should have a fire extinguisher available in the refuelling area.

For Electric machines, the recommended fire extinguisher is an independent F-500 Lithium-ion extinguisher.

1.33 CODE OF BEHAVIOUR

MA's Code of Behaviour applies to all competitors, team managers, mechanics, crew members, officials and parents/guardians and is contained within MA's Member Protection Policy. Refer to www.ma.org.au.

1.34 ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA

All competitors, officials and parents are bound by MA's Social Media Policy, found at 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.

1.35 ENVIRONMENTAL RESPONSIBILITY

Bike washing is to be undertaken as advised within the Final Instructions, which may be at designated wash bays, within a pit setup area, or a combination of both as determined and advised by ProMX Management. Setups must be mindful of working spaces, other competitors, teams, crews and the public.

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.

Failure to comply will result in a fine, or other penalty issued by the ProMX Race Direction.

2 CONDUCT OF THE EVENT

2.1 RIDER AND TEAM MEMBERS RESPONSIBILITIES

- Riders are responsible to read the ProMX Sporting Regulations, GCRs, the final instruction and rider bulletins which will be distributed using the Stack Team App.
- Riders are responsible for keeping their motorcycle in conformity with the rules.
- Riders or team members are to notify Race Direction if a change of motorcycle is required
- Riders may be held responsible for the actions of their team members.
- Random sound controls may be carried out at any time
- Riders using hired Computime transponders are responsible for returning transponder if leaving early.
- Riders and team members must conduct themselves in a responsible and safe manner
- If the rider wants to lodge a protest this must be lodged in accordance with the MA GCRs

2.2 RIDER GEAR

- Riders are responsible to wear a helmet and apparel which must be compliant with the GCR's
- An MA approved helmet as per GCR's in good condition must be worn at all times when riding on a motorcycle.
- This includes but is not limited to, boots, pants, jerseys, gloves, helmet, goggles, body protection back and front (compulsory for all competitors as per GCR's)
- Gloves and goggles must be worn at the start of each practice, sighting lap or race.
- The racing number on the back of the rider must be the same as on the motorcycle unless prior approved. The number must be a contrasting colour and clearly distinguishable from 20 metres. Back Rider numbers must be displayed at all times when on track, including during any warm up, practice or qualifying sessions.
- Long hair must be contained within the helmet.
- All body jewellery is to be taped over or removed during on-track competition.

2.3 MACHINE TESTING

- Voluntary sound and technical testing confirmations may be offered prior to the event in a designated area notified in Final Instructions or other manner
- Should you have a problem during competition and require to test a motorcycle you must seek permission from the CoC and an area will be provided if possible.
- Fuel or other bike testing may take place at any time as directed by the Chief Technical Officer, Race Direction or the Steward or under protest.

2.4 MACHINE CHANGES

- No machines may be exchanged for another machine once the Waiting Area is closed.
- No machines may be exchanged for another for timed qualifying once the initial machine has entered the first line of protection of the circuit. Machines may be exchanged during free practice only.
- The rider and the transponder must return directly to the mechanics area or as directed by Race Direction to take the replacement machine.
The original bike must be impounded and have sustained damage that could cause it to be unsafe/unrideable.
- All machines for possible replacement use must be provided with independent Self Scrutineering forms at sign on.

2.5 FORMATS, RACE DISTANCES AND SCHEDULES

- Will be provided in the Final Instructions
- Final Instructions may update these as issued by ProMX Management
- In exceptional circumstances, practice, qualifying and race lengths may be altered by ProMX Race Direction.

2.6 START PRACTICE

- An opportunity for 1 x practice starts may be provided to the riders at the start of free practice for Championship classes only, other than Veterans. This will be completed with the rider returning to the start line area as directed by Officials
- Start practice is optional.
- The first full lap of practice will then commence under Stationery yellow flags. No jumping is allowed on this lap and penalties will apply
- Start practice will be included in the allocated time for free practice

2.7 PRACTICE AND QUALIFYING

When a single qualifying session (maximum 48 riders) is held the fastest 40 competitors will be eligible to start each race. The next two fastest competitors (41st and 42nd) 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,

- Competitors who have scored points at previous rounds,
- Competitors who have entered previous rounds and not scored points,
- Any additional available spots will be filled on a first in basis.

If practice/qualifying is split into two groups refer to 2.9 (Split Qualifying).

MX1, MX2 MX3 and MXW will have 10 minutes free practice 10 minutes qualifying, (1 practice start will be allowed at the commencement of each free practice)

MXV will have 5 minutes free practice 10 minutes qualifying, (No practice start will be allowed at the commencement of free practice)

Additional Support Classes will be as per Supplementary Regulations for each class (there will be no practice starts at commencement of free practice)

For 1st lap of each class first practice session, a Stationery yellow flag will be displayed at all marshal positions around the track. The reason is to indicate exact marshal positions.

There is strictly no jumping as defined in National Flagging Protocols and the definitions at the end of this document.

No unnecessary stopping on the track unless being ordered to by an official.

Cutting the track to gain clear track is forbidden.

The Mechanics area may be closed with 2 minutes prior to end of qualifying. All bikes still in the mechanics area must leave the area immediately.

If a Bike change is required during free practice, it is the responsibility of the rider to return to the Mechanic area **with their transponder.**

2.8 SPLIT QUALIFYING (WHEN REQUIRED)

If any class as determined by MA, requires practice/qualifying to be split into two groups, the following will apply:

- For Round 1, riders will be seeded by the previous year's championship standings if entered, with the odd numbers in qualifying Group 1 and even numbers in qualifying Group 2 with any remaining competitors selected via lottery.
- From Round 2, riders will be seeded by current championship standings, with the odd numbers in qualifying Group 1 and even numbers in qualifying Group 2 with any remaining competitors selected via lottery.
- If entered, the top 10 riders in series points in each class are guaranteed a qualifying position at the following round.
- When both Groups have completed qualifying the Groups will be merged to form one group only. The fastest rider from Group one will receive 1st ranking and the fastest rider from Group 2 receiving 2nd ranking and so on until all competitors have received a ranking.
- Any position penalties incurred will be applied to finalise the final qualification order.

- The top 40 competitors will compete in the Championship races on that day with the 1st ranked rider receiving gate pick #1 and the 2nd ranked rider receiving gate pick #2 and so on until all competitors have been allocated.
- The 41st and 42nd will be 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.

2.9 WAITING AREA

- The Waiting Area will be located near the start line and open no later than 15 minutes prior to sight lap.
- Machines will be allocated to their Gate pick positions in order of Final Qualifying
- Technical pass holders must not enter the waiting area unless assisting a Mechanic and have received permission from the Starter to enter. They must never work directly on the machine – any occurrence of this will be deemed outside assistance and penalties will apply.
- Riders and accredited supporting crew must always enter the track via the Waiting Area
- Only the rider, mechanic and managers are permitted in the waiting area and may inspect the Start area prior to pre-selection gate viewing.
- With 1 minute to closing of the Waiting Area a horn will sound indicating gate pick procedure is about to commence. All riders, mechanics and managers must return to their machines in readiness for gate pick.
- The Waiting Area will close 10 minutes prior to commencement of sight lap.
 - **All bikes must be in the waiting area prior to this closing time.**
 - Work can be carried out on the bike in the waiting area.
 - Any late bikes will lose all rights to Qualifying gate pick position.
- Technical pass holders are expected to assist anyone racing the brand of motorcycle they are listed to.
- Riders will have access to use toilets in or next to the waiting area if required.
- Refuelling is strictly forbidden in the waiting area unless under instruction of the CoC or Race Director

2.10 STARTING GATE

- Refuelling is strictly forbidden in the start area unless under instruction of the CoC or Race Director
- Technical/Manager pass holders must not enter the Start or Pit Areas until the race is underway unless assisting a mechanic and/or under direction of an official. Under no circumstances can the Rider or Technical/Mechanics/Managers pass holders step past the start gate area onto the track.
- The starting gate is defined as between the start gate mount and the rollback board or back of start pad (grate/concrete). The Start Area is defined as between the rollback boards/grate/concrete and start fencing barrier.
- Once gate pick has commenced, no team member including mechanics, may attend the Starting Gate unless given express permission by Race Management
- The rider, mechanic and manager may view the start gate prior to Gate Pick.
- 1 minute to close of waiting area the horn is sounded.
The rider, mechanic and manager must leave the start area and return to their bikes.
- The start process is considered underway from the close of the waiting area. Only the Rider can enter the start area / start gates once the Gate Pick process has commenced unless express permission is given by Race Management
- Riders will be called for starting gate selection in order.
- Riders will select and prepare their start gate without impeding the next riders gate pick.
- Once selected the rider cannot change to another starting gate, if a rider delays selection the next rider will have right of way.
- Any rider absent when the gate pick is underway will forfeit their selection and pick upon their return
- Once the rider has prepared the start gate they return to the waiting area to receive their bike in preparation of the sight lap.
- Riders may receive no outside assistance in selection of their preferred gate once they have been called to pick their starting gate.

- Tools (Rags/gloves excepted), water, soil from outside of the starting gate, may NOT be used to prepare start gates
- Riders who have mechanical problems in the waiting area and do not succeed in repairing their motorcycle before all riders have taken their start position must follow the instructions of the officials.
- Riders with mechanical problems at the starting gate must take their motorcycle off the start grid or remain stationary. They must not 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 but only after receiving instructions from an MA Official.
- Riders may use starting blocks.
- Motorcycles must be centered in the starting gate. Motorcycles must be at 90 degrees to the gate. There should be no movement after the 5 second board is displayed.

2.11 SIGNAL AREA / MECHANICS AREA

- Only Managers and Mechanics may enter the Signalling Area
- Technical pass holders may only enter the work area situated adjacent to signalling area.
- Technical pass holders are expected to assist anyone racing the brand of motorcycle they are listed to and must not work directly on the machine.
- Riders must always enter the mechanics area by the mechanics area entrance. When a rider “misses” the entrance, the rider must continue in the direction of the course for another lap.
- Spare bikes are permitted in the mechanics area during practice and qualifying. All spare bikes must have completed self-scrutineering. All spare bikes must be positioned in the mechanics area prior to the beginning of practice/qualifying sessions. Spare bikes are prohibited in the mechanics area during all races.
- Riding in the mechanics area is restricted to walking pace only between the Mechanics In and Mechanics Out signs

2.12 RACE START PROCESS

- 2 minutes before the commencement of sighting lap a 2-minute board and a whistle will signify that the sighting lap is about to commence
- Riders and bikes will be release from the Waiting Area and proceed to an area as directed by Race Direction but proximate to the start straight
- 1 minute before the commencement of sighting lap a 1-minute board will be displayed
- When time has expired a green flag will be displayed and riders will commence their sight lap one by one in the order of qualifying
- Sighting lap is optional. If the rider does not wish to complete the sighting lap they should proceed to their selected gate.
- If a rider commences the sight lap, then that rider must ride around the entire circuit to return to the start or as directed. Any short cuts will be regarded as receiving an advantage and start penalties will apply
- All riders are in the starter’s hands from the time of commencement of the sighting lap green flag being displayed.
- When the riders return they will meet their mechanic in an area allocated by Race Management for engagement of holeshoot buttons, exchange of goggles etc.
- The rider will then enter the Start Area and onto the Start Gate in readiness for the race start.
- A green flag will be displayed by the starter.
- With 20 seconds to gate drop the 15 second board will go up.
- The 15 sec board will be displayed for the full 15 seconds, then a 5 Second board will be displayed indicating 5-8 sec to the start.

2.13 ON TRACK

- Whenever there are multiple officials displaying different flags in the same area, the superior flag always takes precedence over the other flag(s), (ie. yellow waved flag takes precedence over yellow stationary flag, medical flag over all yellow flags)
- Track inspection times will be listed in the Final Instructions
- No riding on the circuit outside practices, qualifying and races.

- Riders must ride in a responsible manner and not cause danger to other competitors / participants.
- Riders must use every effort to stay inside the original marked track at all times.
- Riders must always ride in the direction of the course.
- Riders who leave the track may continue at greatly reduced speed until they can re-enter the track safely.
- Riders must re-enter at the closest point where they left it, without gaining an advantage.
- No unnecessary stopping on the track unless being ordered to by an official.
- Riders riding slowly or returning to the pit lane or paddock should avoid using the racing line and interfering with other riders.
- Riders who return to the paddock during a session will not be allowed to re-join that session.
- Assistance on the track by a marshal or medical staff is allowed only in the interest of safety.
- After having crossed the finish line, riders must continue at a steady speed and clear the finish area as quick as possible. Slowing down abruptly or stopping in the area is not allowed.
- Riders, team managers or team members must not interfere with the Race Director or Clerk of the Course while these officials perform their duties during a practice/race.
- Riders, team managers or team members who wish to consult with the Race Director or Clerk of the Course during a race/practice must direct their enquiries to the Race Secretary located at MA Race Operations Truck. Any Protests and/or Appeals must be in accordance with the procedure stated in the GCRs

2.14 BOARD SIGNALS

- “2 Minute Board”: 2 Minutes to start of sighting lap or session
- “1 Minute Board”: 1 Minute to Start of Sighting lap or session.
- “15 seconds Board”: 15 seconds until the starting procedure enters its final phase.
- “5 Second Board” : The starting gate will drop within the **next 5 to 8 seconds**.
- “Last Lap Board”: 1 lap to go before the end of the Race / last lap.
- “Penalty Board” the in-race penalty board will be displayed with his/her race number to a rider indicating in-race penalty has been applied. In-race penalties are not protestable in accordance with the GCR’s.

2.15 FLAG MARSHALS

- Flag Marshals must not provide assistance to riders other than by using their flags.
- Flag Marshals must not hold a motorcycle for a rider when he/she makes repairs.
- Flag Marshals must not assist riders to re-start their motorcycles.

2.16 TRACK MARSHALLS

- Track Marshals must not provide assistance to riders other than by using their flags.
- Track Marshals must not hold a motorcycle for a rider when he/she makes repairs.
- Track Marshals must not assist riders to re-start their motorcycles.

2.17 PODIUM PRESENTATION

- Winner of the first moto will go directly to the podium.
- Top 3 overall after moto 2 will go to the podium and any other rider directed for TV interview.
- Water for washing and drinking will be provided at the podium
- Team manager of the winning rider can be present.
- The rider leading the point’s standings (holder of the red plate / if not in the top 3).

2.18 CREDENTIALS AND ACCESS

- Team Manager - start gates (previewing only), waiting area, Managers area as identified at rider briefing or Signalling area only for races that their rider is participating in
- Technical - Access to Waiting Area only if required and the designated Work Area situated near to the signalling area
- Mechanics Pass, Access to Waiting Area, Start line and Mechanics / Signal Area in class listed on band
- Industry Pass, Access to Mechanics / Signal Area

- Credential cards must be displayed at all times along with the correct wrist band
- Penalties for infringement will be a minimum fine of \$ 500 and possible loss of credentials

2.19 MEDICAL INFO

Medical services will be provided at all rounds.

- Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Family or team members should proceed to the medical truck where they will be spoken to by the medical director. (Please don't enter the medical truck until invited.)
- The administration of intravenous fluids is not permitted by the Anti-Doping Code of FIM except as a part of treatment of a legitimate medical condition. This means that such treatment can only be administered by a doctor either in the medical setting or hospital. If a rider's medical condition is such that it requires the administration of intravenous fluids, then the rider will be medically unfit to compete.

2.20 RIDERS PADDOCK

- All parking times will be listed in the Final Instruction
- The only vehicles allowed in the rider's paddock are those transporting motorcycles
- All other vehicles must park in designated area.
- Awning setup all pegs outside your awnings must be capped and must not be installed in any way that impedes pedestrian walkways or service vehicle access roads.
- Teams must comply with OH&S standards when setting up. Fines will apply for non-conformity.
- Riders and teams must leave the riders paddock in a clean manner, should a rider or team leave a mess a cleanup fee will be charged. (You must remove your old parts and tires)
- Noise curfew no generators or noise after 10pm

ENTRIES, RIDERS AND TEAMS

2.21 DISCLAIMER

ProMX Race Direction may in case of necessity or safety, postpone, stop or abandon a race or part of a race.

2.22 RACE DISTANCES

The race distances will be according to the Final Instructions or as advised by the ProMX Official Schedule of each round.

2.23 EVENT SCHEDULE

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

For the purpose of drug and alcohol testing and the enforcement of these regulations, the commencement of the event will be deemed to be 7:00AM on the day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

2.24 CLASSES OF COMPETITION

MX1 Australian Championship	All rounds	175 to 300cc 2-Stroke and 290cc & Over 4-Stroke
MX2 Australian Championship	All rounds	100 to 150cc 2-Stroke & 175 to 250cc 4-Stroke
MX3 14 to Under 18 Australian Championship	All rounds	122cc to 150cc 2 stroke & 250cc 4 stroke
MXW Australian Women's Championship (15 & Over)	4 rounds (1, 6, 7, 8)	122cc to 150cc 2 stroke & 250cc 4 stroke

MXV 30 to 39 Australian Championship	1 round (8)	All Powers
MXV 40+ Australian Championship	1 round (8)	All Powers
Cup Classes:		
MX85 Cup – WJMX Qualifier	3 rounds (1, 2, 4)	See Point 4.10 for eligibility
KTM Group MX65 Futures	3 rounds (3, 5,8)	See Point 4.11 for eligibility

NOTE: Eligible electric machines are permitted to compete in all applicable classes as per the requirements listed in the electric machine information which can be found at <https://www.ma.org.au/licences-rules/rules/electric-machine-information/>

It is not the responsibility of the venue, club or promotor to supply electrical outlets for the charging of electric machines. It is the sole responsibility of the competitor to supply or arrange the power outlet required for charging of their Machine.

2.25 RACE – FORMATS & QUALIFYING

All Championship classes will have qualifying at all rounds.

The top 10 from 2025, if entered 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.

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

Race Format: MX1 & MX2

Round	Venue	Format
1	Wonthaggi	2 x 25 min plus one lap motos
2	Canberra	2 x 25 min plus one lap motos
3	Gillman	2 x 25 min plus one lap motos
4	Toowoomba	2 x 25 min plus one lap motos
5	Appin	2 x 25 min plus one lap motos
6	Traralgon	2 x 25 min plus one lap motos
7	Conondale	2 x 25 min plus one lap motos
8	QMP	2 x 25 min plus one lap motos

All other classes

MX3 14 to Under 18	2 x 20 min plus one lap motos
Women's MXW (15 & Over)	2 x 15 min plus one lap motos
Vets MXV	2 x 15 min plus one lap motos
MX85 Cup – WJMX Qualifier	2 x 20 min plus one lap motos
KTM Group MX65 Futures	2 x 10 min plus one lap motos

All race durations are subject to change by ProMX Race Direction.

2.26 POINT SCORING AND GRID POSITIONS

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

If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.

If points are tied for any position in a Series, the tying competitor who has the greatest number of higher placings in the Series will be awarded the position.

Grid positions will be determined from final timed Qualifying.

In MX1, the Top 10 Shootout (10 fastest qualified riders), will determine top 10 grid positions.

2.27 AWARDS AND PRIZEMONEY

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

Prize Money will be awarded each round based on the overall classification for the round. Any prize money not invoiced or claimed within 30 days may be forfeited.

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

Privateer Awards

MX1 Andrew McFarlane Privateer Award to be awarded by Motorcycling Australia

MX2 Jono Porter Privateer Award to be awarded by Motorcycling Australia

Holeshot Award

MX1	\$250 per moto
MX2	\$150 per moto
MX3	\$100 per moto
MXW	\$150 per moto

Based on the results from the MX1 Top 10 Shootout (10 fastest qualified riders), a monetary prize of \$500 will be awarded to the rider gaining pole position pending any post-session penalties. This payment will be included in the payment of prize money for overall round result if applicable.

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.

2.28 RIDER AND CREW SIGN-ON

A rider must hold a current MA Senior or Junior National licence (as required for their category) and will present in person to Rider Sign on at a time advised in the Final Instructions.

All Crew members must hold either a current MA Crew Licence or a current Senior National licence and will present in person to Rider Sign on at a time advised in the Final Instructions.

An Entrant must hold a current Entrant Licence and will present in person to Rider Sign on at a time advised in the Final Instructions.

No wristbands will be issued without presenting to the Race Secretary and signing an indemnity.

Any crew member requiring gate or signaling area access must hold either a MA Crew or Senior National Licence. (one event Crew Licenses are available)

2.29 RIDING OF MOTORCYCLES IN THE PADDOCK (HELMETS)

- 2.29.1 Helmets must be worn at all times when riding a motorcycle including Crew
- 2.29.2 No passenger is allowed on the motorcycle unless advised by Race Direction.
- 2.29.3 Motorcycles must be ridden at a pace where you can stop immediately. Competitors who ride too fast or ride outside of designated areas will be penalized at the discretion of Race Direction.

2.29.4 PIT BIKES AND BICYCLES

- Riding of motorized or electric pit bikes is prohibited in the paddock area. This includes skateboards, rollerblades, scooters, mini-bikes, motorbikes, quad bikes or trail bikes being used by adults or children.
- The use of bicycles in the paddock may be available at some circuits. Approval for bicycles will be advised in the Final Instructions. Where the use of bicycles is approved, this must include the use of a correctly fitted helmet meeting Australian Standards.
- Persons found using any of the prohibited items or failing to follow these regulations in the Paddock will receive a fine at the discretion of Race Direction, in the case of support personnel the fine will be issued to the Competitor and/or Team.

2.30 FORCE MAJEURE

In the event of Force Majeure for any reason the ProMX Championship will consist of a minimum of three rounds and/or 6 races for each class.

2.31 RACE EVENT PROTOCOLS

DEFINITIONS

COURSE CUTTING

Riders must use only the marked track. However, if they accidentally leave the track, they may continue at a reduced speed until they can re-enter the track safely. They must re-enter, without gaining an advantage, at the closest point possible to where they left the track.

RIDE CAUTIOUSLY

Do not hit anyone or anything. Stay well clear of a problem. No racing moves should be attempted in the proximity of an incident.

A SIGNIFICANT REDUCTION IN SPEED MUST BE OBSERVED;

All riders are responsible for their own speed which must be significantly slower.

The lead rider should reduce speed sufficiently that the entire group can transport through the Controlled Sector safely and without incident.

The slowest rider determines the speed of all bikes behind. This includes lapped or about to be lapped competitors. All racing is suspended whilst in the Controlled Sector until you have reached the next sector or pass a green flag. Hold your position on track and do not gain advantage in the Controlled Sector.

JUMPING

You will be deemed to have jumped if the rear wheel lands on or past the downramp for a single obstacle or a series of obstacles that can be cleared in a single action,

WALKING PACE

A speed that you can stop in an instant, have full control over your machine and able to avoid any unforeseen circumstance.

At this speed the machines wheels must not leave the ground and you must continue at that speed until you have reached the next sector or pass a green flag

OUTSIDE ASSISTANCE

- Assistance with Start Gate selection once Gate Pick process has commenced
- Assistance with starting or repairing motorcycle unless authorised by Race Direction
- Riders receiving signals outside of the signalling area by the mechanic, including signalling in any form as defined by Race Direction.
- Riders consulting with others along the track or control areas.
- Riders receiving any assistance along the track, except from an Official in the interest of safety.
- Radio communication to the rider is forbidden

FLAGS AND SIGNALS

Riders must obey the official flags and board signals.

Whenever there are multiple officials displaying different flags in the same area, the superior flag always takes precedence over the other flag(s), (ie. yellow waved flag takes precedence over yellow stationary flag, medical flag over all yellow flags)

- **Yellow flag, stationary:** Caution, ride cautiously, racing may continue passing permitted.
- **Yellow Flag, waved:** 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 takes precedence to the stationary yellow flag).
- **Medical Flag:** Medical or track staff on the track, proceed with extreme caution, ride at walking pace, roll each jump, wheels on ground, no overtaking till the next sector or pass a green flag. (The medical flag takes precedence to the stationary and waved yellow flags **unless it is held by a sole flag marshal using a waved yellow and holding the medical flag above their head to communicate to Medical Services and officials that they are required to attend the scene**)
- **Blue flag Stationery:** Race leaders are coming,
- **Blue flag Waved:** Warning, you are about to be lapped. Hold your line.
- **Black flag + Board with a rider's number:** Rider in question to stop and leave the track using the repair and/or signalling area or access from the circuit to the paddock within 1 lap of the display of the board.
- **Green flag:** Course clear
- **Red flag:** All riders must stop racing and go to the Start area unless indicated by Officials.

2.32 STARTS

As per GCR's

2.33 FINISHES

As per GCR's

2.34 FINISH LINE

As per GCR's

2.35 STOPS AND RE-STARTS

As per GCR's

3 TECHNICAL REGULATIONS

The onus of proving that a competitor, and the competitor's Machine and protective clothing/ equipment, are eligible to compete, is on the person seeking to prove it.

Where any rule prohibits the modification of any Machine or class of Machines, that Machine or that class will be deemed to have been modified if any part or parts thereof have been altered from OEM.

In the interpretation of any rule relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in these GCRs.

3.1 MACHINES AND RIDERS

All machines entered must comply with the following ProMX Technical Regulations and 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.

3.2 AUSTRALIAN CHAMPIONSHIP CLASSES:

- Australian MX1 Championship - 175 to 300cc 2-Stroke and 290cc & Over 4-Stroke
- Australian MX2 Championship - 100 to 150cc 2-Stroke & 175 to 250cc 4-Stroke
- Australian MX3 Championship - 122cc to 150cc 2 stroke & 250cc 4 stroke
- Australian Women's MX (MXW) Championship - 122cc to 150cc 2 stroke & 250cc 4 stroke
- MXV - 30 to 39 Australian Championship - All Powers
- MXV - 40 + Australian Championship - All Powers

SUPPORT CUP CLASSES:

- MX85 Cup – WJMX Qualifier
note: All riders must compete on 2-stroke 85cc Big Wheel machines only.
- KTM Group MX65 Futures

3.3 ANTI-DOPING

3.3.1 Anti-Doping Policy

All competitors, team managers, crew members, mechanics, officials and parents/guardians advised that drug testing may take place in accordance with MA's Anti-Doping Policy, as carried out by Sports Integrity Australia.

3.3.2 Anti-Doping Hotline

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

For the purpose of drug and alcohol testing, the commencement of the event will be deemed to be 7:00 AM day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

3.4 DRUG AND ALCOHOL TESTING

All competitors, team managers, crew members, mechanics, officials and parents/guardians are advised that random breath-testing may take place throughout the round.

For the purpose of drug and alcohol testing, the commencement of the event will be deemed to be 7:00 AM, day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

The carrying or consumption of alcoholic beverages in the paddock or pits by competitors, crew or teams is prohibited.

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.

3.5 SCRUTINEERING & TECHNICAL INSPECTION

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 with a maximum of two machines per rider). A link to this form will also be provided in the Final Instructions.

In addition to completing the self-scrutineering form, competitors competing on the Stark Varg, must present their machine to the appointed official to have the power output locked to the competitors preferred HP figure, if lower, however must not be higher than permitted for the class entered. Information regarding this requirement is available in Appendix “D” of the MoMS and the Electric Machine information Document available at <https://www.ma.org.au/licences-rules/rules/electric-machine-information/> Locking of the power setting must be confirmed by the appointed official at each Event prior to any on track activity.

Note: Random Scrutineering and riding gear checks may be carried out at any time during the event. It is compulsory that back and chest protection is used by all riders competing.

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 or Race Direction as per the GCRs and these regulations. The Steward, Race Direction 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 Race Direction for further action.

Machines may be sealed at the discretion of the Steward or Race Direction 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, if approved by MA Technical Manager, 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 Race Direction 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 Race Direction for further action.

Note: At the discretion of the Steward, Race Direction 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.

3.6 MA LOGO ON JERSEY

All competitors will be required to run an MA Logo on their jerseys. 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.

3.7 NUMBER PLATES

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 be penalized in accordance to ProMX Race Direction.

For one-off round competitors, there will be a sticker available at Race Admin.

Number plates colours as per GCRs.

The only exception to this will be MXW riders who can use the MXW colours in any class.

Red Number Plates

The 2025 Champions will have a red front number plate with white numbers at round 1 if entered in the same class.

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.

3.8 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 www.ProMX.com.au. Numbers will be issued at the discretion of Motorcycling Australia and ProMX Event Management in line with the ProMX National Rider Number Allocation Process.

The top 3 overall placings in their respective class in the preceding ProMX Championship who return to compete in the same class in the following year have the right to carry their number that corresponds to their overall finishing position in the preceding Championship and are encouraged to do so. A Rider Number application must be completed.

- The rider must have met the minimum requirements as listed in the MoMS during 2025 to reserve their number for 2026.
- A rider may only register one number per class for 2026.
- If the rider did not compete in a minimum of four rounds in 2025, their number may be forfeited for 2026, and they will need to reapply for it.

Back Numbers

Back numbers are compulsory as per the GCR 8.15 - No Junior or Senior may compete unless wearing the Machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke. The numbers must be clearly visible from a distance of 20 Metres, or as approved by ProMX Race Direction.

3.9 MACHINES. RIDERS & MECHANICS

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

Change of eligible machines which have been scrutineered are allowed provided it is not during competition (qualifying, closing of the waiting area prior to race).

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.

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.

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

3.10 NOISE

Sound testing may take place at any time throughout any championship round, all machines must comply with the GCRs as per Appendix C Sound Emissions & Fuel for all sound testing.

3.11 FUEL

Fuel for all Machines must comply with the GCR's as per Appendix C: Sound Emissions & 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.

3.12 USE OF TEAR OFFS & ROLL OFFS

All competitors must comply to the Tear-Off requirements of each round as advised in the Final Instructions. Failure to comply may result in penalties from ProMX Race Direction.

3.13 HOMOLOGATION

For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

3.14 CAMERAS

All camera-mounts **including body cameras** are subject to approval by the Chief **Technical Officer**:

- a) **Helmet:** Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer,
- b) **Body: Small action cameras may be permitted to be worn over hard body armour only,**
- c) **Motorcycle:** Cameras may be fitted to the Motorcycle provided they are securely mounted.

3.15 PROTECTIVE CLOTHING AND HELMETS

Although MA approves materials, MA does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability. No competitor may start in any Motocross or Supercross Competition unless wearing the protective clothing/equipment as outlined in Appendix A of the GCR's, Protective Clothing and Equipment.

MACHINE AND RIDER IDENTIFICATION

3.16 NUMBER PLATES

For all Competitions three number plates must be fitted: one at the front and one on each side.

Number plates must:

- a) Be made of flexible materials only and be the same size as the equivalent OEM, without sharp edges,
- b) Display front number plate figures with minimum dimensions of 140mm in height, 70mm in width per figure, 25mm stroke width, and 15mm spacing between figures; and,

Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.

Side number plates must: (if not an integral part of the Machine)

- a) Be fitted above a horizontal line drawn through the rear axle,
- b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 100mm to the rear of the rider's footrest,

These numbers, where possible, must be the same size as the front numbers with a 10mm wide border, 10mm between figures and be legible at a distance of 20 meters.

Number backgrounds on side number plates may be an integral part of the rear seat section.

Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

3.17 NUMBER PLATE COLOURS

Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
MX1	White	Black
MX2	Black	White
MX3 (14 to under 16 Jnr) (16 to under 18 Snr)	Black Black	Yellow White
MXW	Reflex Blue	Yellow

Colours for Junior capacity racing:

AGE GROUP (YEARS)	BACKGROUND COLOUR	FIGURE COLOUR
65cc 2-stroke	Canary Yellow	Black
85cc 2-stroke & 150cc 4-stroke	Mail Box Red	White
100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke	Black	Yellow

For ProMX Events, where MA is the RCB and transponders are used, numbers on side plates may be a minimum of:

DIMENSIONS	MEASUREMENT (mm)
Height	85
Width of each figure	70
Width of stroke	25
Space between 2 figures	15

3.18 BACK NUMBERS: SENIORS AND JUNIORS

No Junior or Senior may compete unless wearing the Machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

3.19 ENGINES

3.19.1 RECIPROCATING ENGINES:

The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{D^2 \times 3.1416 \times C \times N}{4}$$

Where: D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

3.19.2 ENGINE CAPACITY TOLERANCES

The actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity for that class as stated within GCR 8.24.2.

3.20 FRAMES AND PARTS - GENERAL

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

3.21 FUEL TANKS

Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

3.22 EXHAUST SYSTEMS

Exhaust systems must:

- a) Be fitted with silencers,
- b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,
- c) Be attached as closely as practicable to the Machine and in a manner that does not, in the opinion of the Technical Officer, create a hazard to other competitors.

3.23 CENTRE AND SIDE STANDS

Centre and side stands must be removed for all types of Competition.

3.24 FOOTRESTS

Footrests must:

- a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
- b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

3.25 HANDLEBARS

The width of handlebars must be not less than 600mm and not more than 850mm.

Exposed handlebar ends must be plugged with a solid material or rubber cover.

Handlebar levers must:

- a) Have ball ends with a minimum diameter of:
 - i) 15mm, for levers longer than 76mm,
 - ii) 10mm, for levers shorter than 76mm.
- b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps.

Throttle controls must be self-closing.

Solo handlebar hand lever protectors must be single mounted.

3.26 BRAKES

Efficient brakes must be fitted to the front and rear wheels.

3.27 KICK START LEVERS

Kick start levers, other than transverse, must be folding.

3.28 TYRES

Tyres must comply with the following:

3.28.1.1 Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used.

3.29 MUDGUARDS

Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

Mudguards must be made of a material which is not liable to cause personal injury if deformed.

4 Judicial Regulations

4.1 The Controlling Bodies

4.1.1 Administration of Rules

Subject to the provisions of the Code, the bodies with authority and responsibility for the administration of Rules regulating the conduct of competitions and recreational activity in all disciplines are as follows:

- FIM - World Championships and FIM Prize Events as they are defined in the Code,
- MA:
 - International events, other than World Championship and FIM Prize Events,
 - Australian Championships,
 - A Series,

4.1.2 If any such agreement or arrangement:

- Includes the FIM, and
- Is for the conduct of an event which includes both International and National events, where relevant, these Rules will apply to the National events conducted at the event, but in all other respects the FIM Rules will apply and be binding on all participants.

4.1.3 Rules not Covered in These Regulations:

For rules not covered by these regulations the MoMS and MA Policies will apply.

4.2 ProMX Event Management

4.2.1 The management of the event will be carried out by the ProMX Event Management which will comprise the following delegates:

- The Promoter (MA Representative)
- ProMX Event Manager
- ProMX Race Director
- Other persons as appointed from time to time.

4.2.2 The duties of the members of ProMX Management are:

- To ensure the smooth and efficient running of the event.
- To receive reports from the various Officials concerning scrutineering, practice and races.
- To make recommendations to the Promoter to improve the smooth and efficient running of the event.
- To make recommendations concerning any organizational matter that is in contradiction to the MA's protocols or the Regulations.
- To meet at any time required during the event, but at least:
 - Prior to the first practice session of the event.
 - At the end of each event day which may be held by electronic means.
- The quorum for a meeting of the ProMX Event Management is two persons. All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the ProMX Event Manager will exercise a casting vote.
- The Race Director may invite the participation of Officials or other persons to report in the meetings.
- The MA Stewards may also attend these meetings but have no voting rights.

4.3 Race Direction

4.3.1 Race Direction will comprise the following persons:

- ProMX Race Director (who shall chair the meetings)
- Clerk of Course
- MA Representative (or ProMX Deputy Race Director if nominated by MA)

4.3.2 The duties of the Race Direction are:

- To make decisions as provided in the Regulations.
- To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the ProMX Sporting Regulations.
- To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations, provided that such decision is absolutely necessary to resolve a

situation not foreseen in the ProMX Sporting Regulations. In such exceptional cases, such decision may prevail over specific provisions of the ProMX Sporting Regulations.

- Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (eg: to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the ProMX Sporting Regulations.

And via the Clerk of Course:

- To make determinations as provided in the Regulations
- To impose penalties for any infringements of the regulations

4.3.3 Race Direction meetings:

- The Race Direction will meet at any time required during the event.
- The quorum for a meeting of the Race Direction is two persons.
- Each member has one vote. Decisions are based on a simple majority. In case of a tie, the Race Director has a casting vote.

4.4 MA Stewards (ProMX Series) Jury

The Jury will comprise of the following persons:

- MA Series Steward
- A Steward appointment by rotation and approved by MA

The Jury has no executive role in the running of the event, except to:

- Provide clarification in the interpretation and application of regulations
- Review and evaluate evidence to assist in identifying possible breaches of the regulations
- Conduct hearings for the purpose of adjudicating protests or providing penalties
- Assist the Race Direction in evaluating the circuit prior to on track activities
- Assist the Race Direction in evaluating any circuit Protective Devices before on track activities commence and after they have been damaged.
- Provide a competition report to MA

The series Steward will be considered the senior Steward and has overriding authority when making collective decisions.

4.5 Officials

4.5.1 Powers and Authorities of Officials

In the administration of these Rules, the powers and authorities of the Championship are exercisable by and through officials.

For these purposes, MA, in consultation with ProMX Event Management, will approve the appointment of any one or more of the following officials:

- Race Director
- Clerk/s of Course
- Steward/s
- Race Secretaries
- Chief Medical Officer
- Chief Technical Officer

To conduct the championship any one or more of the following operational officials may be required:

- Time keepers and Scorers
- Track Marshals
- Flag Marshals
- Starter

4.5.2 ProMX Officials

Series Officials will be appointed by ProMX Event Management to perform supervisory and executive roles and must be present at each event to ensure the smooth and efficient running of the Series.

- All Series officials shall be appointed for the Championship by MA.
- Except in cases of illness or Force Majeure the officials will be expected to be present at every round of the event.

4.5.3 Race Director

A Race Director is responsible for:

- Maintaining continuity and uniformity in the application of the regulations over the entire series
- Ensuring proper observance of the regulations
- The efficient running of the practice, qualifying and races
- All communications between Race Direction and the MA Stewards Jury
- Ensuring that all series officials are carrying out their duties fully and effectively and acting according to their roles

A Race Director may:

- Amend any series SR if, in the opinion of the Race Director, exceptional circumstances arise requiring amendments
- Amend the Series program
- Institute any prosecution for any offence committed during an event
- Impose on a competitor or entrant any penalty of exclusion or relegation or any time or points penalty or fine as provided for under these Rules
- Do any act, publish any document and make any declaration, not inconsistent with these Regulations, which is necessary for the fair and proper conduct of the Series
- The Race Director shall have overriding authority in the following matters:
 - The control of practices, qualifying and races, including modifying the program,
 - The stopping of any race or session
 - Starting procedure

The Clerk of the Course may give orders in respect of the previous matters, only with the express agreement of the Race Director

4.5.4 Clerk of the Course

The Clerk of the Course shall work in permanent consultation with the Race Director. Subject to the control and direction of the Race Director of the event, the Clerk of Course is responsible for:

- The conduct of the event
- Ensuring that the circuit is suitably prepared for and maintained during the event
- Ensuring that all operational officials are carrying out their duties fully and effectively and acting according to their roles
- Ensuring that all relevant services are in place
- Receiving and reviewing any protest and conveying it to the Steward
- Impose on a competitor or entrant any penalty of exclusion or relegation or any time or points penalty or fine as provided for under these Rules
- Stop any event
- Exclude any competitor from any competition for any reason provided for in these Rules
- Exclude from any event any machine which the Clerk of Course considers to be dangerous,
- Order any event to be re-started or re-run
- At the Race Director or Senior Stewards request and direction, acquire and collate any or all information from any operational official and present it to the Race Director or Steward.
- Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary for the fair and proper conduct of the event

4.5.5 Deputy Race Director

The Deputy Director, shall work in permanent consultation with the Race Director. Subject to the control and direction of the Race Director, the Deputy Race Director is responsible for:

- Maintaining continuity and uniformity in the application of the regulations over the entire series, as directed by the Race Director
- Ensuring proper observance of the regulations, as directed by the Race Director
- The efficient running of the practice, qualifying and races, as directed by the Race Director
- Any communications between Race Direction and the MA Stewards Jury, as directed by the Race Director
- Ensuring that all series officials are carrying out their duties fully and effectively and acting according to their roles, in support of the Race Director
- Investigating any incident or possible breach of the regulations
- Acting in the capacity of the Race Director if or when the Race Director is unavailable.

4.5.6 Deputy Clerk of Course

The Deputy Clerk of the Course, of which there may be more than one, shall work in permanent consultation with the Race Director and Clerk of Course. Subject to the control and direction of the Race Director and/or Clerk of Course of the event, the Deputy Clerk of Course is responsible for:

- Coordinating daily inspections to ensure that the circuit is suitably prepared for and maintained during the event
- Attending any incidents that cause injuries or race stoppages, making reports from the scene as well as coordinating any activities required to ensure the track is fit for purpose to continue the event
- Investigating any incident or possible breach of the regulations
- The administration and delivery of any Clerk of Course determinations
- Ensuring that all operational officials are acting according to their roles
- Acting in the capacity of the Clerk of Course if or when the Clerk of Course is unavailable or indisposed

4.5.7 MA Stewards

With the appointment of a Race Director to the Series, Motorcycling Australia will appoint one or more Stewards for any round of the championship to form an MA ProMX Stewards Jury. The Jury has no executive role in the running of the event, except to:

- Provide clarification in the interpretation and application of regulations
- Review and evaluate evidence to assist in identifying possible breaches of the regulations
- Conduct hearings for the purpose of adjudicating protests or providing penalties
- Assist the Race Director in evaluating the circuit prior to on track activities
- Assist the Race Director and Clerk of Course in evaluating any circuit Protective Devices before on track activities commence and after they have been damaged

A Steward may:

- Hear and determine any protest
- Institute, hear and determine any prosecution for any offence committed during the event and impose any penalty or penalties under these Rules
- Order any competitor to submit to a medical examination to determine if the competitor is fit to participate in the event
- Order the administration of any fuel, drug, or other test
- Impose on a competitor or entrant any penalty of relegation time or points penalty, exclusion, fine or suspension as provided for in these Rules
- Order any machine, which the Steward considers does not comply with these Rules or the relevant final instruction, to be impounded at the end of the event and detained under the control or direction of the Steward for such period as may reasonably be necessary for it to be examined
- Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary or the fair and proper conduct of the event
- Refer any matter to the RCB

The Steward will, as soon as possible, and no more than five days after the conclusion of an event, complete and deliver to MA a Competition Report in the prescribed form which must include:

- A copy of the program
- The results of the event including a record of any determinations or penalties that may have affected the results
- Total number of competitors
- A plan of the venue or record showing the location and number of falls where:
 - a competitor received medical treatment
 - and/or the competitor is transported to hospital
- The number of persons transported to hospital including details of suspected injuries
- A record of all determinations written and description of penalties imposed
- A record of fines and/or fees collected
- The number of officials on duty at the event
- A detailed report of any injury to an official or any situation where an official was stuck by a bike

Protest Fees and Fines are to be collected by the Steward and paid to MA.

If more than one Steward is appointed, those Stewards may collectively or individually exercise the powers set out in these Rules.

The Series Steward will be considered the Senior Steward and has overriding authority when making collective decisions.

One Steward, acting as the “Senior” Steward, must hold a current MA officials licence with MA L4 MX Steward accreditation.

A second Steward, acting as Deputy Steward, may hold a current MA L4 MX Steward official accreditation/licence or, if graded L3 or less, may be acting in an Assistant Steward capacity while recording participation experience.

4.5.8 Chief Technical Officer

Responsible for ensuring that Technical Regulations are correctly enforced and supervising technical inspections and protests of a technical nature.

4.5.9 Chief Medical Officer

Responsible for liaison with the Race Director and/or Clerk of Course to ensure compliance with the MA Medical Code, ProMX Medical Plans and to deliver an effective medical service.

4.5.10 Race Secretary

Responsible for the organization and administration of an event and for those purposes:

- Must comply with the instructions of the Race Direction and the Senior Steward
- May publish notices and documents as directed
- May ensure that officials, riders, entrants and mechanics (where relevant) are signed-in and informed of their risk in completing the indemnity and disclaimers
- Must provide the Steward with a copy of any sign on sheets, Medical or Officials reports, the program and the results of all events conducted

4.5.11 Starter

Responsible for the management and implementation of the start procedure.

4.5.12 Operational Officials

Will be engaged on a round by round basis. In carrying out their duties, operational officials must:

- At the beginning of the event report to the Clerk of the Course or the person nominated as responsible for a specific team for instructions
- Only use apparatus authorised under these Rules
- Provide the Clerk of Course with reports as required
- Comply with the directions and instructions of the Clerk of Course and/or Race Direction
- Carry out their functions to the best of their abilities and in accordance with these Rules

4.6 Offences and Penalties

4.6.1 List of Offences

It is an offence if during any ProMX event any person or entity (including promoter, entrant, club, licensee, rider, crew, member or support person):

- a) Breaches, or encourages or allows others to breach, any MA policy, GCR, Series Regulations, Final Instruction or riders briefing instruction;
- b) Acts in a manner prejudicial to the sport, or that brings, or is likely to bring, the sport into disrepute including:
- c) Engaging in unlawful conduct;
- d) Verbally or physically assaulting or intimidating, or being offensive, abusive or obstructive toward another person;
- e) Acts in a reckless or dangerous manner while competing;
- f) Disobeys any reasonable directive, order or instruction of the RCB or official exercising authority under the GCRs;
- g) Participates or attempts to participate in any Event for which that person or entity has failed to complete an entry form, failed to obtain the appropriate licence, or pay the entry fees;
- h) Falsifies any document, makes a false or misleading report, or makes a false complaint.

4.6.2 Support Personnel:

An offence committed by a Support Person may, in addition to any penalty imposed upon that Support Person, result in a penalty being imposed upon the entrant, licensee, competitor or other person associated with such Support Person.

4.6.3 Juniors:

- a) The Clerk of Course and/or Race Direction may penalize any junior competitor or any junior competitor competing in senior competition for the actions of the agents or parents of the competitor.
- b) Use of the purple flag only applies to junior competitors while competing in Junior Competition.

4.6.4 Tests for Prohibited Substances:

A person who commits an offence contrary to the MA Anti-Doping Policy or MA Drug and Alcohol Policy will be sanctioned by MA in accordance with that policy. If any doubts exist over banned substances it is recommended competitors contact Sport Integrity Australia (www.sportintegrity.gov.au)

4.6.5 Investigation Prosecution and Determination of Penalties during Events

A prosecution for any alleged offence committed during the course of any ProMX event must be initiated by the laying of charges against the offender, and be communicated to the offender, during the ProMX event or by post-event investigation of the Race Direction.

4.6.6 Any such prosecution:

- a) Should always be initiated by the Clerk of Course, Race Director, Steward or Race Direction
- b) If initiated by the Steward, can be referred to, and actioned by the Clerk of Course, Race Director or Race Direction in accordance with this rule;
- c) Should be investigated and determined by the Clerk of Course, Race Director, Steward or Race Direction and, if proven, a penalty should be imposed by the Clerk of Course, Race Director or Race Direction;
- d) In a circumstance that the Clerk of Course, Race Director or Race Direction is unable or unwilling to initiate, investigate and/or determine a prosecution, such prosecution will be referred to the Steward to be investigated and if proven determined for the imposition of a penalty.

4.6.7 In determining an alleged offence and prior to imposing a penalty:

- a) The Clerk of Course, Race Director, Steward or Race Direction may act on their own initiative or act on such information and in such manner as they think fit having regard to the offending conduct;
- b) No person or entity may be represented by a legal practitioner;

- c) No penalty may be imposed unless and until the offender has been given the opportunity to make representations as to the nature and circumstances of the offence. This does not apply to any in-race penalties which are determined under Rule 4.6.8.

4.6.8 Imposition of Penalties during a Practice, Qualifying session or Race (In-Race Penalties)

In any practice or qualifying session or race conducted during the course of an event, the Clerk of Course, Race Director, Steward or Race Direction may fine, exclude, impose time penalty, drop of position penalty, remove championship points or relegate, any competitor, if:

- a) The whole or any part of that competitor's machine has left the track and thereby gained an advantage, unless such action was:
 - i. For the safety of other competitors, or
 - ii. Due to the action of other competitors,
 - iii. The competitor leaves the track and does not:
 - 1. Continue at a reduced speed and
 - 2. Re-enter safely at the closest point possible from where they left the track
 - 3. The competitor has gained an advantage as a result of an unfair start,
 - 4. The competitor has been guilty of unfair or unsafe conduct,
- b) The competitor receives outside assistance including radio or other forms of communication other than:
 - i. By a relevant official at the start of an event, or
 - ii. In the interests of safety
- c) The competitor's machine is dangerous
- d) The competitor's machine does not comply with the requirements of these Rules or any
- e) technical regulations
- f) The competitor has refused to submit to a medical test required by the Race Director or Steward under these Rules
- g) The competitor, or the competitor's team, has breached the refueling Rule

For the purpose of these rules:

- a) a decision does not operate as such unless and until it is notified to the competitor affected by it or to that competitor's team, providing such notification is practicable within the context of the practice session, qualifying session or race, and may include electronic notification by the official timing screen
- b) a penalty imposed during an event must be notified and actioned by the Clerk of Course or Race Direction, within the context and time limits of the start and finish of the practice session, qualifying session or race

No person may protest against, or make an appeal from, a decision to impose a penalty during a practice session, qualifying session or race.

4.7 Penalties

All penalties may be applied by Race Direction or by the Clerk of Course, Race Director or Steward as required.

Penalties will be applied on a case by case basis.

Repeat offenders will receive increasing severity penalties with due regard given to mitigating circumstances prior to any penalties being concerned.

In imposing any penalty, the Steward, Clerk of Course or Race Direction must have regard to the following principles:

- a) No penalty should be imposed (excepting the Imposition of a penalty during a Practice, Qualifying session or Race) unless and until the offender has been given the opportunity to make representations as to the nature and extent of the penalty
- b) In ordinary circumstances a single penalty should be imposed for a single offence
- c) The punishment for an offence should be commensurate with the gravity and effects of the offence,
- d) The interests of the sport are paramount
- e) The severity of penalties imposed on an individual should increase if that individual continues to commit offences against these Rules
- f) Mitigating factors put by, or on behalf of an offender, must be taken into account, as must the effects on others of the actions of the offender

The Clerk of Course may impose the following penalties for any offence committed under these Rules:

- a) A reprimand,
- b) A fine no greater than \$2,000,
- c) Relegation
- d) Time penalty
- e) Exclusion
- f) Removal or ejection from the venue

The Race Director or Steward may impose the following penalties for any offence committed under these Rules:

- a) A reprimand
- b) A fine no greater than \$4,000
- c) Relegation
- d) Drop of Position – in Race Penalty
- e) Time penalty
- f) Exclusion
- g) Suspension of no more than six (6) months
- h) Removal or ejection from the venue

4.7.1 Fines

Fines are payable to Motorcycling Australia.

- a) Any person or body having power to impose any fine under these Rules must fix a time no more than 30 days from notification within which the fine is to be paid.
- b) Motorcycling Australia may impose, as a penalty in default of payment of the fine within the fixed time, a penalty of suspension.
- c) An order for suspension of any person or body will operate throughout the period the fine is outstanding, so as to prevent that person or body from participating in any competition or recreational event.

4.7.2 Suspension and Disqualification

Any Person or Body who is the subject of:

- a) An order of exclusion, or
- b) An order for suspension or disqualification for any offence committed at, connected with, or arising from, any competition; is liable to forfeit the right to receive or retain any award, trophy or prize in respect of that competition.
- c) A Fine, may have imposed, as a penalty in default of payment of the fine within the fixed time, a penalty of suspension. An order for suspension of any person or body will operate throughout the period the fine is outstanding, so as to prevent that person or body from participating in any competition or recreational event.

An order for suspension or disqualification from competition may operate so as to prevent from participation in competition a Machine or Machines of a particular manufacturer provided that no such order may be made unless the appellate body is satisfied that the offence or offences leading to the making of the order were committed with the knowledge, or at the instigation, of the manufacturer or the manufacturer's agent.

4.7.3 Notification of Penalties

If any penalty imposed alters the result of any competition, then Motorcycling Australia must, as soon as practicable after being notified of the penalty, alter the record of that competition so as to reflect the alteration.

i. Practice and Qualifying

Offence	Minimum Penalty
1 st lap of first practice session – jumping under Stationery yellow flag	1st offence: 3 positions from final qualifying position Subsequent offence: Relegation to Last Qualifying gate pick position and \$500 fine
Unnecessary stopping on the track	Loss of fastest lap
Riding outside of track markers and gaining advantage during Qualifying	Loss of current lap time.
Bike change with first bike failing Scrutineer check	All qualifying times will be forfeited
Cutting the track to gain clear track or gain advantage	Loss of 3 positions from final qualifying position

ii. **Waiting Zone**

Offence	Minimum Penalty
Unauthorized access to waiting zone or start area	1st offence: Loss of accreditation for day Subsequent offence: Loss of accreditation for season
Conducting refuelling	Exclusion
Urinating in public	\$500 Fine

iii. **Bike Changes**

Offence	Minimum Penalty
During Qualifying	Loss of all laps on replacement bike and \$250 Fine
After closing of the Waiting Zone	Exclusion

iv. **Signal Zone / Mechanics Area**

Offence	Minimum Penalty
Rider “misses” the entrance or enters in wrong manner	Loss of 3 positions from qualifying or race results
Stopping in Transit Lane	Loss of 1 position from qualifying or race results
Conducting refuelling	Exclusion
Spare motorcycle in track perimeter	Disqualification
Speeding in mechanics area	\$250 Fine

v. **Starting gate**

Offence	Minimum Penalty
Conducting refuelling	Exclusion
Hesitation in selecting start gate	Forfeit pick and take next available
Outside assistance to select gate	Relegation 2 places from finish
Use of tools, water or external soil	Relegation 2 places from finish
Jump or Rolling Start	Relegation 2 places from finish
Building Ramps, mounting or passing the roll back board	Relegation 2 places from finish

vi. **On Track**

Offence	Minimum Penalty
Intentional abuse of markers	1st offence: 5 seconds Subsequent offence/s: + 5 seconds per offence
Off Track offence (not slowing, not re-joining at nearest practical point, unsafe, gaining an advantage/position)	1st offence: Position gained + 1 position Subsequent offence/s: Position gained + 1 + additional 1 position for each prior offence
Breach of yellow flag requirements (GCR8.16.1.5)	As per GCR 8.16.1.6
Breach of medical flag requirements (GCR8.16.1.9)	As per GCR 8.16.1.10
Not slowing to a pace under medical flag they can stop in an instant OR gaining an advantage by closing in on rider	Relegation 5 places
Outside Assistance	Disqualification
Riders returning to paddock during session	Not allowed to re-join same session

Off Track

vii. **Technical Penalties**

Offence	Minimum Penalty
Fuel test failure	Mandatory Exclusion (GCR App. C17.3.11). Non-protetable and possible fines
Sound emission breach (pre-race)	Cannot compete until repaired and re-tested
Sound emission breach (post-race)	3 positions (GCR App. C17.3.6.4)

viii. Rider Gear

Offence	Minimum Penalty
No back number (pre-race)	Cannot compete
No back number (post-race)	Reprimand
Junior competitors with NO Front and back upper body protection	Cannot compete

ix. Riders' Briefing

Offence	Minimum Penalty
Non attendance Riders Briefing	Fine up to \$250

x. Test Area

Offence	Minimum Penalty
Unauthorized testing of motorcycle	Fine \$250

xi. Credentials and Access – penalties for non compliance other than excepted areas below

Offence	Minimum Penalty
Team Manager start gates (pre viewing only) waiting zone and Mechanics / Signal	\$500 Fine
Technical access Waiting Zone only when required, and Mechanics Work Area only/ Not Mechanics Signalling area	1st Offence: \$500 2nd Offence: All access rescinded for Season
Mechanics, Access to Waiting Zone, Start line and Mechanics / Signal – Zone in class listed on band	\$250 Fine
Industry Pass, Access to Mechanics / Signal – Zone	All access rescinded

4.8 Protests

4.8.1 Right of Protest

With the exception of a penalty Imposed during a Practice, Qualifying session or Race, any entrant or competitor may protest:

- a) Against a decision to reject an application by a competition licence holder to compete in any competition,
- b) Against a decision, action or determination of any official,
- c) Against the action or conduct of any other competitor, entrant, mechanic or crew member during the course of any event.

Any protest must:

- a) Be in writing,
- b) Contain sufficient information to convey to the Steward a clear understanding of what is in dispute. Where, in the opinion of the Steward, a protest does not so contain sufficient information, the Steward may decline to accept or act upon such protest.
- c) Be accompanied by the prescribed fee of \$100 which will be refunded if the protest is upheld, or if not must be remitted to Motorcycling Australia.
- d) Be received by the Steward or Clerk of Course and conveyed to the Stewards or Steward Jury.

- e) Comply with the following time limit of no more than 30 minutes after the competitor has been notified of the penalty for the action or conduct,

4.8.2 Protest Hearings

The MA Steward or MA Stewards Jury must hear and determine any protest and must notify the outcome to the protester, and any person materially affected, within a reasonable time.

Only in exceptional circumstances may the MA Steward or MA Stewards Jury refer any question raised in any protest, or the protest itself, to MA and must:

- a) Notify such referral to the protester, and to any person materially affected by the protest
- b) Provide to MA all evidence and exhibits submitted to the Steward or Jury in relation to that protest
- c) Comply with all directions and instructions of MA

In hearing and determining any protest, the MA Steward or MA Stewards Jury may:

- a) Direct any reasonable alteration or modification to any course
- b) Alter or amend any program
- c) Overrule, vary or amend any decision or direction of an official
- d) Substitute for any decision of an official, the decision of the MA Steward or MA Stewards Jury with or without condition
- e) Give such directions, instructions or orders as the MA Steward or MA ProMX Stewards Jury thinks fit for the efficient and fair conduct of any competition
- f) Alter, vary or amend the result of, or prize for, any competition
- g) Do whatever is necessary for the proper consideration of the protest

In hearing and determining any protest, the MA Steward or MA Stewards Jury must apply the following principles:

- a) The protester and any person materially affected or likely to be so affected by the outcome of the protest must be notified of the protest and the time and place fixed for the hearing
- b) The determination of the protest must be in writing and published to the protester and any person affected by the determination
- c) The principles of natural justice must apply
- d) The protester and any person materially affected or likely to be so affected by the determination may not be represented by a legal practitioner
- e) The MA Steward or MA Stewards Jury is not bound by the rules of evidence and may be informed of facts in such manner as the MA Steward or MA Stewards Jury thinks fit
- f) The MA Steward or MA Stewards Jury must determine the protest according to equity, good conscience and the substantial merits of the case
- g) Unless otherwise ordered, every decision made by the MA Steward or MA Stewards Jury will take effect from the moment of pronouncement of the decision.

4.8.3 Protests – Technical (Engines or Components)

If an engine, or component of an engine, is to be measured for the purposes of a technical protest, the protesting party must, in addition to payment of the protest fee, submit a \$500 bond.

Where the Steward determines that the measured machine:

- a) is ineligible, the bond and the protest fee will be refunded;
- b) is eligible, the bond will be forfeited to the party whose engine was measured and the protest fee remitted to MA.

In addition to the matters the MA Steward or MA Stewards Jury must take into account under Rule 4.8.2, when determining a technical protest the ProMX Steward shall have regard to the measurements recorded in the Measurer's Report.

There is no Right of Appeal from the ProMX Steward's determination of a technical protest on the basis of any alleged errors in the measurements recorded in the Measurer's Report.

4.8.4 Protests – Juniors

In addition to the previous rule regarding the "Right of Protest" item c), Juniors must comply with the following:

- a) A protest may only be made by a competitor,

- b) After completing a practice session, qualifying session or race, the competitor must indicate the intention to protest to an official prior to returning to the pits, (refer GCR5.1.6.4)
- c) The Clerk of Course or Race Director must designate an area, to be announced at the riders' briefing and to be marked by a purple flag, where an official must be present to note any indications of protest,
- d) No discussion on the content of the protest may take place at the marked position,
- e) A competitor who indicates an intention to protest must return to the pits and present the protest to the Clerk of Course, Race Director, Race Direction of MA Steward.

4.9 Appeals

4.9.1 Right to Appeal

A person or entity having a material interest in an MA Steward's determination under these Rules may appeal to MA for the determination to be dealt with in accordance with the MA Non-NIF Complaint and Dispute Resolution Policy by completing the Application Form found at the Motorcycling Australia website and submitting it to MA at the address shown on the form accompanied by the filing fee of \$1,000 within 48 hours of the MA Steward's determination.