

- 9) ENTRIES TO CONSTITUTE A CLASS** Refer to MWA 2018 Road Racing State Championship Regulations.
- If there is fewer than the required number of starters in a class, those races may not attract Championship points or trophies.
- If insufficient entries are received in any class, the decision to run or cancel a class, or to combine events and redistribute any awards etc. will be at the discretion of the Promoter.
- 10) FEES:** **Entry Fee for All classes - \$190**
- (Transmitter hire included in entry fee – Timing Brackets available at additional cost.)
- 11) CROSS ENTRY:** A cross entry occurs when a competitor enters a second class that they are eligible to compete in using the same machine/s in both classes. The competitor must make every effort to compete. No additional charge.
- 12) 2nd MACHINE ENTRY:** Second entry occurs when a second motorcycle of varying capacity is entered into a second class. No additional charge.
- 13) MEDICAL CLEARANCE:** Any rider or passenger, who is transported to hospital, via ambulance or private vehicle from an event, is recommended to attend hospital or is advised by a medical practitioner that they require a medical clearance certificate before taking part in any further event will have their license suspended until such time as they supply a medical clearance indicating that the *“Rider is fit to participate in motorcycle sport”*. This certificate must be produced on request at the next permitted event/ race meeting to the Race Secretary/MA Steward and submitted to Motorcycling WA. This also applies if a rider returns to the same race meeting after transportation to hospital. Ambulance cover is compulsory as a condition of your license and must be maintained for the duration of your license.
- 14) ENTRIES OPEN TO:** Entry is open to holders of current National Competition Licenses issued by M.A. and its LCB’s. Riders must be financial members of an MA affiliated club. One day Competition License holders may be considered at the promoter’s discretion.
- 15) ACCEPTANCE:** The Promoter reserves the right to reject any entries, and as such only the first 27 entries will be accepted for each Solo class, and the first 17 entries for sidecars – subsequent entries will be waitlisted. If a solo class has more than 29 entries or an event no cross nominations will be accepted into that class. If a field is oversubscribed at close of entries, then qualifying times will determine a race start. Bonafide non qualifiers (as advised by Clerk of Course) will receive a credit voucher value of \$100 in lieu of part entry fee payment.
- The promoter reserves the right to request proof of previous road race experience and verification of Competition License testing and approval. If this cannot be provided entry may not be accepted. Competitors who have not been assessed by Ridedays WA must attend at least one tuning day prior to an MCRC race meeting
- All riders and machines must comply with the 2018 Manual Of Motorsport – referred to within this document as GCRs- and meet the eligibility requirements of their class.
- A competitor/team must be capable of a minimum lap time of 115% of the fastest rider.
- 16) CANCELLATION OF ENTRIES:** No refund will be given unless notification from entrant/competitor is received in writing 7 days prior to the race meeting, or a relevant medical certificate is produced dated less than 7 days from the meeting.
- 17) SCRATCHINGS:** A rider or nominated representative must OFFICIALLY scratch from events and notify the Race Secretary in writing (forms are available in the race office). Failure to scratch may incur a penalty from the Clerk of Course or Steward. There is no entry fee refund for a scratching.
- 18) DUMMY GRID:** Access available to competitors/pit crews/officials only as marked.
- Enclosed footwear required. This is a no smoking area. No children (under 16) allowed.
- 19) PIT BAY ALLOCATION:** All undercover Pit Bay Carports will be pre-allocated for the season upon written requests only. Competitors, teams/groups wishing to pit together must apply in writing to be considered. Email requests to admin@mcrwa.com.au . Every endeavor will be made to allocate you to your preferred carport but we cannot guarantee your request. Note: 2 solo bikes per bay will be allocated.
- Allocations can be made prior to the event and must be requested at the time of entry form submission.
- Those who do not request a bay can choose from empty bays on the day.
- 20) POWER LEADS:** Power leads must comply with workplace safety requirements. MCRCWA take no responsibility for competitors or crews who do not meet the Australian Standards and Occupational Health and Safety Act.

RIDER ELIGIBILITY

21) RIDER

Entry is open to holders of current National Competition Licenses issued by M.A. and its LCB's. Riders must be financial members of an MA affiliated club.

CLUBMAN: Is open to current C and D grade riders. Once a competitor has won a "Clubman Round" **they will not be eligible** to re-enter this event. At the discretion of the Competitions Committee a winner **may** be allowed to re-enter (i.e. round won in rain, not a normal front runner). As riders can be graded out of this class they are encouraged to cross-enter in the Superbike or Supersport classes where eligible. Competitors may be identified as ineligible to enter at the discretion of the promoter upon review of their performance.

CLASS DEFINITION

22) MACHINE: General Competition Rules (GCRs) available at: www.ma.org.au

All machines must comply with MOMS 9.9 (General Rules), 9.11 (Machine & Rider Identification), 9.14 (Sound Emissions), 9.15 (Fuel), 9.16 (Engines) and 9.17 (Frames & Parts)

SUPERBIKES:

Is open to four stroke machines that comply with MOMS 9.18. Engine capacities are to be over 800cc

SUPERSPORT:

Is open to four stroke machines that comply with MOMS 9.19. Engine capacities are to be over 500cc, up to 800cc.

CLUBMAN 600:

Open to bikes with engine capacities over 500cc and up to 800cc.

Clubman 1000:

Open to bikes with engine capacities over 800cc.

125GP:

Is open to machines 125 single cylinder 2 stroke that comply with **GCRs** 9.24.1

Production : The following post 2008 motorcycles are eligible

- Kawasaki Ninja 250
- Honda CBR 250
- Yamaha R3
- Benelli 302
- Kawasaki Ninja 300
- Honda CBR 300
- KTM 390
- Suzuki GSXR 250

SIDECARS:

Is open to Formula 1 (9.26) and Formula 2 (9.27) machines that comply with MOMS 9.25. Period 5 also must comply with 9.26.4 oil containment & underside protection.

Fuel for Period 5 sidecars permits the use of Methanol (10.26.1.8). These machines MUST be identified with a letter "M" sticker on the front number plate and driver must supply a clearly identifiable bucket of water in pit bay area.

FUEL WARNINGS and HANDLING refer to GCR's Appendix C.

23) SPECIAL REQUIREMENTS:

SPONSORS DECALS (if applicable) By entering the 2018 Championship and Series competitors agree to carry the required Class sponsor's decals (in the required position) in all qualifying and race sessions. Decals will be available from the Scrutineering Bay and Race Office on race morning and are to be correctly displayed prior to Event 1.

BELLY PANS:

Without exception, all machines including sidecars must be fitted with an integral lower fairing dam or separate catch tray.

RACE NUMBERS: As per GCR 9.11.

SEEDED NUMBERS

2016 1st, 2nd 3rd place getters in Championship classes for Superbike, Supersport, 125GP and Sidecars are encouraged to use their seeded number of 1,2 or 3 in each class.

RAIN LIGHT (Optional but recommended for wet weather racing)

Motorcycles may have a functioning red light mounted at the rear of the machine. This light may be switched on any time the motorcycle is on the track or being ridden in the pit lane and the session is declared WET.

All lights must comply with the following:

- a) Lighting direction must be parallel to the machine Centre line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the Chief Scrutineer. In case of dispute over the mounting position or visibility, the decision of the Chief Scrutineer will be final.
- c) Power output/luminosity equivalent to approximately: 10-15 (incandescent), 0.6-1.8 W (LED).
- d) The output must be continuous – no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
- e) Safety light power supply may be separated from the motorcycle.
- f) The Chief Scrutineer has the right to refuse any light system not satisfying this safety purpose.

TYRE INFORMATION

24) TYRE RULES:

PLEASE NOTE: See the MCRCWA Website or contact the MCRCWA Office for the 2018 WA State Road Racing Championship Homologation Tyre List

ALL CLASSES

Tyres must comply with the WA State Road Racing Championship Homologation Tyre List. Only one set of tyres shall be used for all races at each round. There is no restriction on wets once the race has been declared wet.

“Wets” are deemed to be tyres with a tread block 25mm or less on either dimension or any molded treaded tyres. Homologation is not required for wet tyres.

Rider choice of an unsuitable tyre compound for the first race will not be sufficient reason to change tyres for the second and third race.

25a) MARKING OF TYRES:

SUPERBIKE, SUPERSPORT, 125GP and PRODUCTION

The Chief Scrutineer or nominee will mark both tyres on each motorcycle after the first race of the round. Competitors are to return to their Pit Bays via the Scrutineering Bay at the end of all events.

25b) CHANGING OF TYRES:

SUPERBIKE, SUPERSPORT, 125GP and PRODUCTION

The rider can change a tyre for reasons of safety upon application to the Technical Scrutineer who will be the sole judge to approve the change.

If a tyre or tyres are changed with the approval of the Technical Scrutineer, then the competitor/s will start the next leg from the back of the grid.

If the Technical Scrutineer refuses approval and the competitor elects to change the tyre, or tyres, that competitor must start subsequent races for the remainder of the round from the rear of the starting grid, **20 seconds after the starting signal**, under separate start orders.

In the case of competitors changing machines for the next leg, the tyres used must be the ones used in the previous leg unless the above applies.

25c) WET TYRE USAGE:

For all classes the use of wet tyres is only allowed when the track has been declared wet by the Clerk of Course.

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

If a race, qualifying, practice or warm-up session is declared wet by the Clerk of Course then competitors can change to wet tyres without penalty. These need not be presented for marking.

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

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

25d) Tyre Disposal

Tyres must not be left at the circuit for disposal. It is the competitor's responsibility to remove tyres from the circuit and dispose of same. A penalty will be enforced.

26) FUEL

As per 2018 MOMS 9.15 – Appendix C 2.

Fuel for all 4 stroke classes competing at this event will comply to GCRs **Appendix C**

Fuel for 125GP machines competing at this event will comply with GCRs **Appendix C 2 A/C'**

Fuel for Period 5 sidecars permits the use of Methanol. Refer to MOMS 10.26.2.3 for Period 5. These machines must be identified with a letter "M" sticker on the front number plate and driver must supply identifiable bucket of water in pit bay area.

FUEL WARNINGS and HANDLING refer to MOMS Appendix C 4 and 4.3

27) NOISE EMISSIONS

Refer to GCRs Appendix C Sound Emissions and Machine Testing

28) TIMING TRANSPONDERS:

- 1) Competitors must purchase and fit a mandatory timing transmitter bracket (available for \$10 from the race office).
- 2) Timing transmitters are issued on race day from the Race Office.
- 3) Once the timing transmitter is transferred to the competitor, it is the competitor's responsibility for any repairs and/or replacement cost of the transmitter if damaged or lost.
- 4) It is the competitor's responsibility to return the transmitter at the end of the days racing to the Race Office
- 5) Timing transmitters must be fitted for all practice, qualifying and race sessions.

29) RIDING OF MOTORCYCLES IN PIT PADDOCK

By Order of M.A. there is to be "no riding of motorcycles in the pit paddock". The riding of competition motorcycles will only be allowed in the designated areas at walking pace. No skateboards, rollerblades, scooters, pushbikes, minibikes, balls or frisbee's allowed in pit lane.

EVENT INFORMATION

30) OFFICIAL SCRUTINEERING:

Held on the day of the event as stated in round Supplementary Regulations.

All machinery must be presented to the Scrutineering Bay. (See Round Specific Sup Regulations)

Solo machines are to be presented with belly pan removed and available for inspection.

All sidecars are required to remove bodywork prior to presenting machines to machine examiner.

All machines and competitors must be scrutineered prior to commencing practice or racing.

All Competitors MUST PRESENT their riding leathers, boots, helmet, gloves and back protector for inspection at time of scrutineering. Do not present riding gear in gear bags, it must be removed and presented to the machine examining. Any competitor not doing so will not be checked.

Current MA Competition License and Club Membership card must be presented at time of scrutineering.

Machine (including any spare bike) with engine not running must be presented to the Machine Examiners during the allocated time schedule.

Machines will be randomly checked at scrutineering for radiator additives. Please refer to GCRS 9.17.1.10.

Competitors in any class wishing to run an On Board Camera must present the camera mounted to the machine at the time of the machine being officially examined. Required Registration paperwork must be also presented at this time.

31) ON BOARD CAMERAS

A maximum of 2 camera's may be permitted, but rider must first register at the Race Office, complete Application Form then present bike with mounted camera to Chief Scrutineer for inspection and approval.

Refer to Camera Mounting Rules at www.mcrcwa.com.au/competition.

Camera's mounted on helmets are not allowed at events promoted by the MCRCWA.

32) DAMAGED MACHINES:

Machines, which suffer accident damage in practice, qualifying or race sessions, must be re-examined before participating further on the day. The onus is on the rider to have his machine re-scrutineered and a penalty for non-compliance will apply.

- 33) IMPOUND OF MACHINES:** The MCRC reserves the right to inspect and impound any machine on a random basis.
- At the conclusion of the final race for each class at each round, a minimum of the first six machines shall be impounded for 30 minutes in an area to be nominated by the Chief Scrutineer. Team Members/crew and authorized personnel are not permitted to enter the designated scrutineering impound (parc ferme) area until all machines have entered and come to a stop. Team member/crew and authorized personnel are to wait for instructions by the Chief Scrutineer that they may enter.**
- All Competitors in the SUPERBIKE / SUPERSPORT / 125GP / SIDECAR / PRODUCTION classes must sign the Statutory Declaration on the entry form, verifying compliance with the GCR's for the machine as per section 20 of these Supplementary Regulations.
- 34) CHANGE OF MACHINE:** Is allowed on the day of the event and for events conducted over legs provided that:
- the requested machine has been officially scrutineered for the round (prior to 10am)
 - the request is provided in writing to the Race Secretary 10 minutes prior to the next leg and approved by the Clerk Of Course and appointed Steward.
- Riders should also refer to tyre rules for Superbike, Supersport, 125GP and Production machines if changing machines.
- 35A) CHANGE OF RIDER/ DRIVER PASSENGER:** Is allowed on the day of the event and for events conducted over legs provided that:
- the substitute rider is already entered on the day
 - Notice of change is given in writing to the Race Secretary of the Meeting.
 - the request is approved by the Clerk Of Course and appointed Steward.
- 35B) CHANGE OF PASSENGER** A current national licensee who has competed in a national (open) road racing competition as a passenger within 12 months may replace any injured sidecar passenger. Notification must be given in writing along with a completed entry form, which is to be presented to the Race Secretary of the Meeting.
- The replacement passenger is to produce a current license and full riding gear for scrutineering. ? allow One Event
- 36) EVENT SCHEDULE/ PROGRAMME:** The promoter's reserve the right to alter, delete or vary events in the program subject to the approval of the Clerk Of Course and the Steward of the Meeting.
- 37) WALK THE TRACK** Competitors are offered the opportunity to walk the track between 7.00am and 8.00am on the day of the event.
- 38) RIDERS BRIEFING:** **Held on the day of the event prior to practice/qualifying as** stated in the Round Supplementary Regulations. All competitors (and guardians of Junior riders) are required to attend the Briefing to be held in the designated area and sign the attendance register at the Briefing. Late arrival or failure to attend the Rider's Briefing could result in a penalty.
- 39) PRACTICE** Held on the day of the event unless otherwise stated in the Round Supplementary Regulations.
- No rider will be allowed to compete in the program of events until they have participated in official practice.
- Practice Sessions will be held at All rounds – refer to round specific supplementary regulations.
- No rider will be permitted to practice in any other but his or her allocated sessions without prior permission from the Clerk of Course. Riders' allocated Practice groups will be notified race morning.
- 40) QUALIFYING** Qualifying sessions will be held for Round 1. See Round 1 Supplementary Regulations for schedule of qualification.
- Qualifying will determine Grid starting positions for **Race one only, Round One of each category.** Remaining legs will be as per finishing order of the previous race

RACE INFORMATION

- 41) FIRST RACE:** Refer to round specific Supplementary Regulations.
- 42) LUNCH BREAK:** Refer to round specific Supplementary Regulations.
- 43) GRID SPACINGS:** SOLOS'S and Sidecars will be 3/3/3 Echelon style grid. **GCR 9.12.7 and 9.12.8**
- SIDECARS will remain at 2/2/2/2 Echelon style grid. **GCR 10.12.8.**

Pole Position will be the position on the first row of the starting grid on the opposite side to the direction taken by the first corner.

- 44) STARTING POSITIONS:** For all events conducted over more than one leg, competitors will be allocated starting positions by finishing order of previous leg.
- Grid positions for Round 1, race one of each class will be determined by qualifying
 - Remaining legs will be as per finishing order of the previous race.
 - For all remaining rounds leg 1 will start as per finishing order of final leg of previous round.
- 45) DNF / DNS STARTING POSITIONS:** Riders who do not start (DNS) or finish (DNF) in a leg will be allocated positions at the rear of the grid for the next leg.
- When there are multiple DNF's competitors are gridded at the rear of the grid based on their championship/series points.
- 46) REAR OF GRID PENALTY STARTING POSITIONS:** The penalized rider will be allocated a position at the rear of the grid.
- When there are multiple penalties competitors are gridded at the rear of their class based on their championship/series points.
- 47) VACANT GRID POSITIONS:** If a rider is "excluded" or deemed to be a "DNS" for a leg his/her position on the grid will remain vacant.
- 48) WARM UP LAP:** Competitors will be given one (1) warm-up lap for each event, unless otherwise advised by the Clerk of Course.
- During the sighting/warm-up lap there will be no practice starts and/or weaving. It is an offence to act in a reckless or dangerous manner whilst competing. Practice starts and/or weaving of any kind will be seen as an offence and penalties will be given.
- Riders returning to pit lane after the commencement of the warm-up lap without the approval of the Clerk of Course will be required to start the race from pit lane after the field has passed pit lane exit.
- Competitors who elect not to ride the warm-up lap must start the race from pit lane after the field has passed pit lane exit. Competitors who are not prepared to start the race immediately upon the conclusion of the warm up lap will be required to move clear of the grid and may join the race as soon as the last rider passes them. If a rider has not commenced the race after the leader has completed one lap, the rider is considered to have retired.
- 49) GRIDDING UP:** **Following the warm-up lap competitors must form up in grid positions at the start line without assistance.** The onus is on the competitor to self-grid. Penalties may be applied for delayed gridding.
- 50) START PROCEDURES:** When the warm up lap has commenced, a siren will sound.
- The Method of Start will be as follows:
- The Race Official will place competitors in the hands of the Starter.
- 2 Minutes prior to the warm up lap commencing a siren will sound along with a pit paddock announcement stating that "Pit exit will open for Race number #__ in 2 minutes"
- 30 seconds prior to the warm up lap commencing a siren will sound along with an announcement stating that "Pit exit will open for Race number #__ in 30 seconds".
- When the pit exit is opened and the warm up lap has commenced a 30 second countdown will commence.
- Not less than 30 seconds after pit exit is opened, the siren will sound and pit exit will be closed.
- Any competitor, who has failed to leave pit lane at this point, will be required to start the race from Pit Exit at the direction of the Chief Grid Marshal.
- After completing the warm up lap, riders will grid up in their allocated grid positions and await Starters instructions.
- All Race STARTS will be by clutch and are signaled by the following START PROCEDURE:
1. The Red Flag Start Official leaves front of Grid (Riders standby for start)
 2. Red Light On (Race Start Imminent)
 3. Red Light Off (START OF RACE)

In the event of the starting lights malfunctioning, the red light will be replaced by the drop of the National Flag.

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

Competitors who elect not to ride the warm-up lap must start the race from pit lane after the field has passed pit lane exit.

Competitors who are not prepared to start the race immediately upon the conclusion of the warm up lap will be required to move clear of the grid and may join the race as soon as the last rider passes them.

Competitors may wait for their next race on pit lane for pit exit to open, in their allocated grid placing on the designated dummy grid.

When a race is red flagged riders are to return to the main grid and will be given warm up lap/s as determined by the Clerk of Course prior to the re-starting of the race.

51) JUMP STARTS:

As per GCR 9.12.10.1 each machine must remain stationary in its grid position until the start signal is given.

GCR 9.12.10.2: A Jump start occurs when there is any movement from the machine or the machine is not in its nominated grid position when the field is in the starters control prior to the start signal being shown.

A 15 second penalty will apply to any rider committing a jump start. The Official Starter in conjunction with the Clerk of Course will adjudicate the penalty.

The penalty shall as soon as practicable, be notified to the rider's representative.

52) TRACK RE-ENTRY:

In all areas of the track, competitors must return to the track as close to the point where they left the track as possible, without going "against the flow of traffic". They must always re-enter the track safely.

53) FINISHES:

As per GCR 9.12.10: a competitor finishes an event and qualifies for inclusion in the results if the competitor:

- Completes not less than 75% of the race distance (9.12.12.1); and
- Is shown the chequered flag on crossing the finishing line.

**54) EXITING TRACK/
RETURNING TO PITS:**

All solo competitors & machines are to return to the paddock bays (during or at the end of any session including warm-up, practice, qualifying, racing) via the Machine Scrutineering shed, where they may be stopped by an Official to inspect their tyres/bike.

**55) STOPPING & RE-
RUNNING OF RACES:**

Supplementary to GCR 9.12.12 and 9.12.13

If more than two laps, but less than 75% of the race distance, have been completed, and a Timing System malfunction making times unreliable or unavailable, riders will grid for the re-start as per **GCR 9.12.13.6** and the finishing order of part two of the event will determine results of the race.

When a race is red flagged riders are to return to the main grid & will be given a warm up lap prior to re-starting of the race. If there is a significant delay riders will be sent back to the pits to await further instructions.

56) POINTS:

As per GCR 9.12.16 – points will be awarded from 1st to 20th place as follows
25,20,18,17,16,15,14,13,12,11,10,9,8,7,6,5,4,3,2,1

In the event of two or more competitors having identical times in a race (dead heat or combined times in a re-start), points for the places occupied by the competitors shall be combined, then divided equally by the number of competitors involved, and allocated accordingly.

The Overall winner of each class shall be the rider amassing the highest number of points over the scheduled races.

**57) CHAMPIONSHIP/
SERIES AWARDS and
CONTINGENCIES****WA SUPERBIKE STATE CHAMPIONSHIP***Incorporating C GRADE SERIES*Trophies for 1st, 2nd, 3rd for Superbike Championship & C Grade Series and 1st placed B grader.**SUPERSPORT STATE CHAMPIONSHIP***Incorporating C Grade Series*Trophies for 1st, 2nd, 3rd Supersport Championship & C Grade Series**125GP STATE CHAMPIONSHIP**Trophies for 1st, 2nd, 3rd 125GP Championship**SIDECAR STATE CHAMPIONSHIP**Trophies for 1st, 2nd, 3rd Sidecar Championship, 1st placed F2**PRODUCTION Championship**Trophies for 1st, 2nd, 3rd Production Championship & C Grade Series (**C Grade Series dependent on entries distribution, and may change at the promoters discretion prior to Round 1**).**B GRADE SERIES**Round trophies for 1st, 2nd, 3rd + 1st placed 600.**CLUBMAN ROUND-BY-ROUND**Round trophies each class for 1st, 2nd, 3rd + 1st D grader**FOR END OF SEASON CHAMPIONSHIP/ SERIES AWARDS Points will accrue over the season, for the following Awards;****SUPERBIKE State Championship Points**1st, 2nd, 3rd place trophies**SUPERBIKE C-Grade Series Points**1st, 2nd, 3rd place trophies each grade

(C Grade Riders are eligible for class points & trophies)

SUPERSPORT State Championship Points1st, 2nd, 3rd place trophies**Supersport C Grade Series Points**1st, 2nd, 3rd place trophies

(C Grade Riders are eligible for class points & trophies)

125GP State Championship Points.1st, 2nd, 3rd trophies**SIDECAR State Championship Points**1st, 2nd, 3rd place trophies plus Highest placed B-grade & P5 Team in Championship**PRODUCTION Championship Points**1st, 2nd, 3rd trophies.**Production C Grade Series (May be changed at promoters discretion prior to Round 1)**1st, 2nd, 3rd trophies.**B Grade Series.**1st, 2nd, 3rd trophies.**MEMBER PROTECTION
POLICY**MA's Member Protection Policy applies to all competitors, team members, officials, coaches and parents and is contained within MA's Manual of Motorsport (www.ma.org.au)

SOCIAL MEDIA**ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA POLICY**

MA's Electronic Communications and Social Media Policy applies to all competitors, team members, officials and parents and can be referenced at <http://www.ma.org.au>

ANTI-DOPING

All competitors and officials are advised that drug testing may take place in accordance with MA's Anti-Doping policy and/or as carried out by the Australian Sports Anti-Doping Authority.

If a competitor has any doubts over banned substances it is recommended they contact the Drugs in Sport Hotline on 1800 020 506 or visit www.asada.gov.au When drug testing takes place the payment of prizemoney or awards may be delayed until the results of the tests are known.

ALCOHOL TESTING

All competitors and officials are advised that random breath-testing may take place throughout the round.

The carrying or consumption of alcoholic beverages in the Paddock, Pits or Pit Lane is prohibited.

INDEMNITY**MOTORCYCLE RACING IS DANGEROUS AND CAN RESULT IN INJURY OR DEATH TO COMPETITORS AND DAMAGE TO MACHINERY.**

These Supplementary Regulations and attached Entry Form are important documents, which affect your legal rights and obligations. Read both documents carefully and do not sign the Entry Form for this competition unless you are completely satisfied that you understand the contents AND AGREE TO BE BOUND BY THEM.

WARNING and RESPONSIBILITY:

It is a condition of entry that the competitor or guardian indemnifies the land owners and occupiers, the organizers, the promoters, the sponsors, Motorcycling WA, Motorcycling Australia (MA), their servants and officials, and any land controlling bodies or private landholders against any claims or liability for any damage, loss or injury he or she may suffer arising in any way out of the competition.

Where more than one signs the indemnity, they are liable each of them and all of them jointly.

The competitor participates at his or her sole risk and responsibility. He or she accepts the track/ venue as it stands with all shortcomings hidden or otherwise and the full knowledge that participation can be hazardous.