



SUPPLEMENTARY REGULATIONS

<u>MEETING NAME:</u>	<u>VENUE:</u>	<u>DATE:</u>
2019 Australian Postie Bike Grand Prix	Streets of Cessnock's Central Business District	Saturday 9 th & Sunday 10 th November 2019
<u>PROMOTER:</u>	<u>MA TRACK LICENCE No:</u>	<u>MA PERMIT No:</u>
Cessnock Motorcycle Club	TBA	TBA
<u>RACE SECRETARY:</u>	<u>ADDRESS:</u>	<u>CONTACT No:</u>
Lyndel Butler	Lyndelbutler93@gmail.com	0411 194 315
<u>CLERK OF COURSE:</u>	<u>SCRUTINEER:</u>	<u>STEWARD:</u>
Craig Johnston	Brett Wynands	TBA

ANNOUNCEMENT:

The Cessnock Motorcycle Club, hereafter called the PROMOTER will conduct 2019 Australian Postie Bike Grand Prix for Honda brand CT110 step thru motorcycles with a capacity not exceeding 110cc on the streets of Cessnock's Central Business District, on Saturday 9th & Sunday 10th November 2019.

1. JURISDICTION:

- 1.1. The above-mentioned road race Open meeting has been authorised by Motorcycling NSW Limited who has issued the Motorcycling Australia Permit Number TBA and is open to holders of current Motorcycling Australia National Competition Licences
- 1.2. DAY LICENCES ARE ACCEPTED and must be ordered and paid for with entry fees. Cost \$80.00
- 1.3. The meeting will be held in accordance with the current General Competition Rules (GCR's), these Supplementary Regulations, the By-Laws of Motorcycling NSW and any final instructions.

BY ENTERING THIS MEETING ALL PARTIES AGREE TO COMPLY WITH THESE RULES, REGULATIONS, BY-LAWS AND INSTRUCTIONS.

2. ENTRIES:

- 2.1. Entries open forthwith and close 2nd November 2019 with online entry, or if class is full.
- 2.2. Entries are limited to 72 team's entries and will close once this number has been reached.
- 2.3. In the case of postponement or abandonment of the meeting, all or any part of the entry fee may be retained by the promoter, if such retention is approved by Motorcycling NSW.
- 2.4. Only entries received on the online entry form at www.racesecretary.com and are accompanied by the correct fee will be accepted.
- 2.5. **NOTE: LATE ENTRIES MAY BE ACCEPTED OR REJECTED AT THE DISCRETION OF THE RACE SECRETARY, AFTER CONSULTATION WITH THE RACE COMMITTEE OR CLUB EXECUTIVE COMMITTEE, AND THE RETURN OF ENTRY FEES AND DAY LICENCE FEES FOR ANY RIDER WITHDRAWING FROM THE MEETING IS AT THE DISCRETION OF THE PROMOTER.**

3. **INSURANCE:**

- 3.1. National Capital Benefits Scheme provides basic cover for death and permanent disability.
- 3.2. Personal Accident and Ambulance Insurance is the responsibility of the individual.
- 3.3. **IT IS STRONGLY RECOMMENDED THAT COMPETITORS GIVE DUE CONSIDERATION TO TAKING OUT SUCH INSURANCE COVER.**

4. **MEDICAL SERVICES:**

A full medical service will be in attendance for the duration of the meeting by Emergency services Australia

5. **ENTRY FEE:**

5.1. **ENTRY PASSES:**

Poste Bike GP team: \$400.00. Team Members: - 2 riders and 3-pit crew (which includes a team manager)

5.2. Woman's Race: \$100.00

If a One Event Race Licence is required they must be order and paid for with entry fee.
Cost \$80 this includes club membership.

5.3. Payment by Direct Banking or payment in to account at a bank:

Account Name Cessnock Motorcycle Club. **Bank:** Greater Building Society

BSB 637 000 **Account No:** 721 933 814 please mark if your team number as reference only.

5.4. Final instructions will be emailed out to the team and placed on Facebook page Australian Postie Bike Grand Prix www.facebook.com/australianpostiebikegrandprix?fref=ts

6. **PIT AREA**

Pit lane area is only accessible to those team members included on entries

i.e. Two riders and three pit crew per team.

Arm bands will be supplied with entry package at sign on.

No children under the age of 16 will be permitted in pit area.

7. **CLASSES OF COMPETITION:**

The Australian Postie Bike Grand Prix 2019.

Bikes must be as follows:

- A) Honda brand CT110 Step through motorcycles
- B) Tyres are to be standard or of a road legal type. Size not to exceed 2.75 x 17 and to be rated E1/E2/E3/E4 or DOT rated approved or Dunlop TT900GP
- C) Slicks and/or grooved slicks tyres will not be allowed.
- D) Capacity not exceeding 110cc
- E) The upper limit set for qualification will be maximum horsepower to the rear wheel is set at 6.3 horsepower hot or cold.
- F) Gearing standard 15-45
- F) Handlebars are to be standard or a similar bar or style (eg pro taper XR50) no clip on or bar below top triple clamp.
- G) Exhaust standard – no baffle removed.
- H) Induction: system is to be standard air box, filter, carburettor, piping positioning, choke mechanism in place.
- I) **Drain plug and fill plug to be drilled and lock wired.**
- J) Crankcase breather overflow bottle to be fitted.
- K) Standard bowser fuel only to be used – no race fuels allowed eg: elf, avgas etc. If a bike is suspected of having race fuels a fuel test may be used.
- L) All bikes entered will be ridden as per race format provided. Those machines progressing to and finishing in the top 10 of the GP event will be quarantined directly after the event and subjected to a dyno and if needed pull down and by your mechanic and measured by an accredited measurer to ensure the regulation in point 24.7 Australian Postie Bike GP Rules point 19.

8. **AWARDS AND PRIZEMONEY:**

First Prize. \$1,000.00.

Second Prize. \$500.00.

Third Prize. \$250.00.

A giant cheque for first place and prizemoney cheques will be presented at presentation following Grand Prix.

The first 10 bikes will be checked on the dyno to confirm bikes comply with the rules within these regulations before any prize money or awards are presented. If a bike does not comply the team will be excluded from the results.

9. **ENTRIES TO CONSTITUTE A CLASS:**

There will be a maximum of 72 teams and a minimum of 45 teams.

10. **RACE FORMAT:**

1) **Postie Bike Grand Prix:**

- a) Parade Lap 9.00am Sunday
- b) Followed by sighting lap for each rider in the team.
- c) Each team will contest a 20-minute practice/qualifying heat in grids of a maximum of 36 teams on track at once.
- d) Team allocation for practice/qualifying session will be printed in program and/or final instructions.
- e) Two Qualifying Heats race of 20 laps will be seeded to ensure a fair spread of abilities across heats.
- f) Teams must change rider on a minimum of 3 occasions during the 20 lap heat
A single rider must not ride in excess of 10 of the 20 laps in a heat.
- g) The first eighteen (18) teams from each heat, will contest The Australian Postie Bike Grand Prix 2019
- h) The Australian Postie Bike Grand Prix will be held over 90 minutes plus one lap.**
- i) Teams placed 19th to 36th in each heat will go through to the Ray White Cessnock Cup.
- j) **Ray White Cessnock Cup** which will be held over 1 hour plus 1 lap.

2) **Postie Bike Women's Race:**

Limit of 36 entries. Only competing teams can nominate a female rider on their team bike.

1 X 15 minute practice qualifying session to determine start positions for the Postie Bike Women's race.

Postie Bike Women's race will be held over 12 laps.

10.1. Results will remain "Provisional" until ratified and confirmed by Motorcycling NSW.

11. **MACHINES AND RIDERS:**

- 11.1. All machines entered must comply with the current GCR's and the rules for the Australian Postie GP listed at point 24.
- 11.2. Change of machine - Team Manager needs to provide this in writing to the Clerk of Course – no later than 30 minutes before the start of the race. The replacement machine used must also have cleared scrutineering
- 11.3. Noise &/or Fuel Testing and measuring of cylinder may be carried out at any time during this meeting. If any officials see any modification within the pits without prior consent from the clerk of the course and the Scrutineer penalties will apply from time penalties up to exclusion.
- 11.4. On Board Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted.

12. **RIDING NUMBERS:**

Teams can advise bike numbers but must be between 1 and 99. They will be allotted on a first in first served basis. If the number you have asked for is taken the Race Secretary will contact the Team manager to work out another one. Number plates:

- a) Bolt-on number plates; be made of rigid material with minimum dimensions of 235mm height and 285mm width.
- b) White Background with black numbers
- c) Number figures must be Arial Rounded MT Bold font. Height 140mm, width of each figure 75mm, space between figures is 25mm.

13. **GRID POSITIONS:**

Grid positions for heat races will be determined by the single fastest lap by either team member from practice/qualifier.

14. **RIDERS BRIEFING:**

A Riders' briefing will be held prior to the commencement of practice and ALL competitors MUST attend. Riders' briefing sign-on sheets must be signed by the competitor as confirmation of attendance.

15. **DRUG AND OR ALCOHOL TESTING:**

By order of Motorcycling NSW, random drug &/or alcohol testing of participants (i.e. officials, competitors, mechanics, pit crew and any other person associated with the control, direction and operation of the competition) may take place prior to, or at any time during this meeting.

16. **CODE OF CONDUCT:**

All competitors, officials and parents are reminded of the Motorcycling Australia - CODE OF CONDUCT (as stipulated in the GCR's) which is a guide to appropriate behaviour at all motorcycle race meetings. This CODE OF CONDUCT applies to this meeting and shall be enforced.

17. **TIMETABLE:**

9th SATURDAY

10.00am to 6pm: Sign on and Scrutineering. Dyno of all bikes and quarantine.

6:00pm to 11:00pm: Welcome Street Party for Teams and Crews to meet the General Public in Main St.

10th SUNDAY

09.00am: Parade / sighting laps X 2.

09.20am: Group A (36 Teams) 20 minute practice / qualifying.

10:00am: Group B (36 Teams) 20 minute practice / qualifying.

10:40am: Ladies: 15 minute practice / qualifying.

11:20am: Heat One of 36 teams 22 Lap qualifying race for Grand Prix

12:15pm: Heat Two of 36 teams 22 Lap qualifying race for Grand Prix

1.00pm: Cessnock Cup up to 36 teams for one hour plus 1 lap

2.30pm: Postie Bike Female Race 12 laps

3.00pm: Australian Postie Bike Grand Prix 36 teams for 90 minutes plus one lap

☐ All the times above are subject to change. Confirmation will be advise at riders briefing on race order.

For the purposes of drug & alcohol testing, the commencement of the meeting will be deemed to be 10.00pm Saturday and 7.30am Sunday with the completion of the meeting being at the completion of all racing.

19. **CIRCUIT DESCRIPTION:**

The circuit is approximately 1450 metres in length. See map on our face book page.

20. **STARTS:**

Start for heats will be a Le Mans grid with running motors.

The start for the Grand Prix will be a road race grid. With the winners of each heat race on the front row the 2nd placegetters on the 2nd, the 3rd placegetters on the 3rd and so on.

21. **RACING:**

As per point 10.

22. **NOISE:**

All machines must have complete standard exhaust systems as per the manufacturer.

23. **PAYG WITHHOLDING:**

The Pay As You Go Tax affects the payment of prize money. If you do not provide an ABN or declare the sport is a hobby, the Promoter may withhold 47% of prize money 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 moneys paid to you.

24. **SPECIAL NOTES AND WARNINGS:**

24.1 **Presentation:**

Presentation of awards will be conducted after the event.

Final information on this will be given at riders briefing.

24.2 **Admission:**

General Spectator admission is free; the pit area is restricted to riders and crew only.

24.3 **Pit Area:**

Fully enclosed footwear must be worn. No alcohol - smoking, pushbikes and scooters in pit area until racing has concluded. Persons under the age of 16 years will not be permitted in the pit area. **No Children in pit area**

24.4 **Alcohol and Smoking:**

No Alcohol to be consumed in the pit area As per GCR's.

No Smoking in the pit area

Points 24.3 and 24.4 will be enforced if teams do not comply they will be excluded from the meeting.

24.5 **Circuit:**

No person shall have access to the circuit, except for the officials and riders of the meeting, unless specified by the Clerk of the Course.

24.6 **Environmental Protection:**

A protective absorbent mat or catch tray must be placed underneath the engine/gearbox and fuel tank of a motorcycle while parked in the pit, paddock or work area.

24.7 **Fire Extinguishers:**

All TEAMS should have minimum of a 2kg dry powder A:B(E) class working fire extinguisher in their pit area.

24.8 **Timing Transponders:**

All riders will receive a transponder, when not riding this MUST be left in you pit tent.

Australian Postie Bike GP Rules: Table of Contents



1. Further bike requirements.
2. Fuel Tanks and Refuelling
3. Number Plates
4. Riders
5. Pit Lane Speed
6. Pit Lane Crew
7. Stopping on Track
8. Changing of Motorcycle Parts
9. Neutralization of the Race
10. Start Procedure
11. Behaviour During Practice and Race
12. Medical Cars
13. Interruption of Race
14. Re Start after Interruption of Race
15. Ride Through Penalty Procedure.
16. Withdrawing from the event
17. Safety Car Procedure
18. Finish of Race details.
19. Honda CT 110 Specifications and Requirements
20. Dyno testing standard
21. Check List.

1) THE FOLLOWING MUST BE REMOVED:

Please see spec sheet point 19. Honda CT110 Specifications and Requirements

2) FUEL TANKS AND REFUELING.

Refuelling:

- a) The machine must be stopped in the allotted pit lane area.
- b) All members of the refuelling team must wear long sleeve shirts and pants and covered footwear.
- c) During refuelling your machine must be stationary with the engine stopped.
- d) Refuelling will be deemed to have started when the fuel tank has been opened & completed when tank is closed.
- e) Smoking is strictly prohibited in areas where refuelling is permitted.
- f) Teams are liable for exclusion from the event for failing to adhere to any of the above points.
- g) No other work of any kind can be carried out while refuelling is being carried out.
- h) Refuelling may be performed before changing tyres. Refuelling may be performed after changing tyres.
- i) A reminder – When refuelling, only one person, the one with the fuel churn, is permitted to be touching the bike.
- j) When refuelling is being performed, no other team member, apart from the refueller, is permitted within 500mm of the bike.
- k) A breach of any of the above will result in a Ride Through penalty, as per point 15.

Fuel Tanks:

- a) Fuel Caps may be changed to take quick refuel churn.
- b) Fuel stop in the main race is not compulsory.

Refuelling Churns are the ONLY refuelling device to be used by all teams:

3) NUMBER PLATES:

- a) Bolt-on number plates; be made of rigid material with minimum dimensions of 235mm height & 285mm width.
- b) White Background with black numbers
- c) Number figures must be Arial Rounded MT Bold font. Height 140mm, width of each figure 75mm, space between figures 25mm

4) RIDER:

- a) Teams made up of 2 riders and 3 pit crew.
- b) There is a limit of laps a rider can do in one stint that being a minimum of 5 laps (unless in the case of a rider crashing his team mate can take over while he is being checked out for injuries without any penalties) and a maximum of 10 laps.

- c) Each rider must have a letter on both sides of his helmet this must be able to be seen by the official at pit exit. A or B and a coloured armband Rider A Yellow Rider B Green.
- d) Change of Team Rider (who is already entered for the meeting in another team) can be added to the team on the day; the team manager must complete a "change of rider" form and take this to the clerk of course no later than twenty (20) minutes before the start of the race.

5) PIT LANE SPEED:

Pit lane speed is 1st gear idle. Breach of this rule will result in a Ride Through penalty, as per point 15.

6) PIT LANE CREW:

Each team is permitted only 5 team members (3 crew and 2nd rider) on pit lane area at any one time.

No person under the age of 16yrs or not a crew member is permitted at any time.

At rider changes: the bike must be in neutral and fully stopped to constitute a change.

A breach of any of the above will result in a Ride Through penalty, as per point 15.

7) STOPPING ON THE TRACK.

- In case of a breakdown on the track, the rider must immediately move the motorcycle off the track, so that it does not hinder the other riders. The rider may proceed to make a repair with the means at their disposal if not directed by the track marshals to move.
- If the rider wants to take the motorcycle back to the pits, they must push it in the direction of the race, keeping to the verge of the track and following marshal's directions to the closest exit point.
- The rider pushing his motorcycle in the pit lane may be assisted by two mechanics.

8) CHANGING OF MOTORCYCLE PARTS:

- During the practices, defective parts may be replaced or A team can change bikes if demonstrated to scrutineers the bike initially entered has failed mechanically. The replacement machine used must also have cleared scrutineering.
- During the race, all defective parts may be replaced with the exception of the frame and engine and gearbox
- At no stage can a motor or gearbox be changed.**

9) NEUTRALISATION OF THE RACE.

If, during the race, an incident (climatic conditions or any other cause) puts safety at risk and renders it impossible for the normal progress of the competition, the Clerk of the Course may decide to neutralise race.

This will be fully explained at riders briefing.

10) START PROCEDURE:

The following procedures and timetable will apply:

Countdown to Pit Exit opening for sighting lap.

02.45 pm --'5 minute' board displayed at Starter's Stand. Horn sounds. '5 minute' board displayed at pit exit

02.50pm - Pit exit opened. Green flag and. Horn sounds the first rider will make his way around the track and line up in grid position and stop engines. During this time that the pit exit is open, pit crew only have free access to the grid.

Minor adjustments to machines may be made,

Under no circumstances shall refuelling or the addition of any liquids occur on the grid.

Pit Exit Closing

02.55pm - Horn sounds. Pit exit closed.

Countdown to Race Start

02.55pm - '5 minute' board displayed. Horn sounds from Starter's Stand. Grid access closed.

02.59pm - '1 minute' board displayed. Horn sounds.

02.59.30 - '30 second' board displayed. Horn sounds.

03.00pm - The National flag will be rapidly dropped to signify the start of the event.

Should any team be unable to start machine, the following procedure will apply:

03.00.20 seconds - a green flag will be waived by the starter.

Marshals will then attempt to push start any machine that has not left the grid.

This assistance will continue for approximately 30 seconds, after which the machine will be pushed into the pit lane. Under no circumstances are persons other than course marshals and the rider to touch the machine before it has started or before it has been pushed into the pit area.

03.00.45pm - pit exit opened. Any competitors remaining in pit lane are now free to join the event.

Competitors are advised that any breach of any of the above procedures will result in a penalty being imposed by the C of C.

11) BEHAVIOUR DURING PRACTICE AND RACE.

11.1 Riders must obey the flag signals, the light signals, and the boards, which convey instructions. The Clerk of the Course will penalize any infringement to this rule.

11.2 Riders must ride in a responsible manner, which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalized with one of the following penalties: Fine – Ride Through – time penalty – disqualification

11.3 Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then they may re-join it at the place indicated by the marshals or at a place which does not provide an advantage to them.

- a) Any infringement of this rule during:
- i) Practices will be penalized by the cancellation of the lap time concerned.
 - ii) During the race, by a Ride Through the riders must return to pit lane keeping to left hand side of pit lane.

Then stopping at pit exit where the pit marshal will advise when he or she may re-enter the race.

While on a Ride Through penalty a rider may not receive any assistant from his team.

- b) Further penalties. (Such as fine – disqualification) may also be imposed

11.4 Any repairs or adjustments whilst on/or alongside the race track must be made by the rider working alone with absolutely no outside assistance in a place directed by the marshals.

The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine. If the bike can be taken back to the pits then the team can repair the bike for a re start after the bike has been re scrutineered. The lap of the stoppage will not be counted.

11.5 If the rider intends to retire then he must park his motorcycle in a safe area as indicated by the marshals.

11.6 If the rider encounters a problem with the machine, which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals

11.7 Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

11.8 Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change tyres. All such work must be carried out in the pit lane on the working apron in front of the boxes. Heavy work can be done inside the pit-box.

11.9 Riders who stop their engines in the pits may be assisted to re-start their motorcycle by two mechanics.

11.10 Riders are not allowed to transport another person on their machine or to be transported by another rider on their machine (exception: Another rider or by another rider on the parade lap or after the chequered flag).

11.11 Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

11.12 No signal of any kind may pass between a moving machine and the rider's team, or anyone connected with the machine's team entrant or rider, except for the signals of the time keeping transponder, legible messages on a pit board, or body movements by the rider or team.

11.13 A speed limit of 1st gear idle will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 1st gear is placed up to where the sign 1st gear crossed out is placed.

a) Any rider found to have exceeded the limit during the practice will be subject to a fine of \$ 200.

b) Any rider who exceeds the pit lane speed limit during a race will be penalised with a Ride Through penalty.

11.14 Stopping on the track during practices for start practice is forbidden.

11.15 After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

11.16 It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track during practice sessions, warm ups and races.

11.17 Any rider whose machine spills oil on the track causing interruption of practice, warm up or race twice in the same event will be penalized or fined by C of C

12) MEDICAL CARS

The medical cars, if they are to go on the track, will have lights on.

Overtaking of these cars or other vehicle (e.g. ambulance), is not permitted all bikes must fall-in single file behind and remain in order with no overtaking.

13) INTERRUPTION OF A RACE

If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all flag marshals' posts around the circuit. Riders must immediately slow down and return to the pit lane.

14) RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

If a race has to be re-started this will be done as quickly as possible.

When all teams have returned to pit lane, the Clerk of the Course will announce a new start time and procedure.

The intermediary placing's will be made available to teams before the following part of a race can be started.

Riders will take their place behind the Safety Car according to the intermediate order in a single line.

Overtaking is forbidden. The Safety Car will make a complete lap and will leave the track before the starting line.

15) RIDE THROUGH PENALTY PROCEDURE BULLETIN

If, at any time during the event, a 'ride through' penalty is imposed on a competitor, the following procedure will apply

- 1. The following boards will be displayed to the appropriate competitor from the start / finish line;

RIDE THROUGH

RIDER No.

2. The same boards will be displayed to the pit lane immediately after they have been displayed to the appropriate competitor.
3. The competitor must enter the pit lane after the next lap and then proceed directly through Pit Lane, while observing the relevant speed limit, to the pit exit to be directed back onto the race circuit..

Note the following;

The ride through penalty is not permitted during a Safety Car period.

- * Upon receiving a 'Ride Through' penalty, a competitor must proceed directly to the pit lane at the completion of the following lap and must not stop at his or her pit area or be attended to by any member of his or her pit crew.
- * The 'Ride Through' penalty boards will be displayed until the competitor enters the pit lane or for a maximum of three laps. If a competitor fails to stop after the third time the boards have been displayed, these penalty boards will be withdrawn, a black flag will be displayed, and the competitor will be excluded from the event.
- * In the event that a 'Ride Through' penalty is imposed on more than one rider at a time, the procedure detailed above will be applied to one competitor at a time, and in the order that the original offence occurred. This means that there could be a delay of several laps from the time of the breach of the rules until the display of the penalty boards.
- * If the above 'Ride Through' procedure is breached in any way, a further 'Ride Through' penalty will be imposed on the competitor in question.

16) WITHDRAWING FROM THE EVENT.

Should a team take their bike into their pit space during the race and move outside this area with the bike the team is deemed to have withdrawn from the event.

17) SAFETY CAR PROCEDURE.

If, at any time during the race, it becomes necessary to put a service vehicle of any type on the circuit, the following procedure will apply:

1. All flag points will display the following 'Safety Car' board. With a stationary yellow flag
The yellow flag will be waved at the point preceding the incident.
2. If a Medical vehicle is required on track they will be advised via radio of the location of the last bike and can enter the track when past their point of track entry.
3. The Safety car will stop at Pit Exit ready to enter the circuit and collect the lead bike via the pit exit with flashing amber lights on its roof and travel at approximately 40 to 60 kph.
4. Competitors must form up in single file (approximately 3 bike lengths apart) behind the safety car. Overtaking is not permitted while ever the 'Safety Car' boards are displayed unless directed to by the safety car
5. The pit entry will remain open while the Safety car is on the circuit and competitors are free to enter the pits at any time. However, the pit exit will be closed each lap as the safety car approaches pit lane and will remain closed until the bulk of the field has passed the pit exit. It will be open then to allow those in pit lane join the rear of the field.
6. When the Safety car is no longer required on the circuit, it will switch off its flashing lights will exit the circuit to the rider's left via the pit entry road.
7. No overtaking is permitted between the Safety Car exiting the track and the riders crossing the finish line (timing transmitters will be the determining factor – penalty will be a ride through)
8. Racing will restart with the waving of a green flag at the start / finish line. No overtaking is permitted until after you cross the finish line / pass the green flag.

General points to note:

- * The Safety car will only be used if absolutely necessary; it is in the best interests of all competitors that these procedures are followed exactly.
- * Whenever the Safety car is on the circuit and any yellow flags are displayed, competitors should be aware that other service vehicles (fire tender, ambulance, etc,) and trackside personnel may also be on the circuit; extreme caution should be exercised by all competitors at all times.
- * Any violation of the Safety car procedure will result in a "Ride Through" penalty being imposed.
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18) FINISH OF RACE DETAILS.

The finish of the event will occur in accordance with the following:-

On the first occasion that the leading competitor crosses the start / finish line after the time schedule of that race has been completed, the 'last lap' board will be displayed to that competitor and then all other competitors. One lap later, the chequered flag will be displayed to the leading competitor and will remain displayed for five minutes. To be classed as a finisher, every competing machine must:-

1. Complete a distance equal to or greater than 75% of that completed by the class leader, and
2. Receive the chequered flag by crossing the start / finish line within five minutes of the race winner.

Competitors and teams should note that despite how many laps you have completed, you must cross the finish line within five minutes of the winner to be classed as a finisher.

3. Top ten bikes will be quarantined straight after the finish line and taken to an enclosed location to be re dyno to make sure compliance with Point 20 and this will be adhered to.

19) Honda CT110 Specifications and Requirements



The bike must present to the scrutineers as OEM standard as manufactured in every aspect including having the rear standard rack and engine bottom crash plate all attached, with the items removed as per Sup Regs APBGP Rules point 1, and /or with the following exceptions.

The following exceptions are the **only visible modifications allowed**:

- * Tyres are to be standard or of a road legal type. Size not to exceed 2.75 x 17 and to be rated E1/E2/E3/E4 or DOT rated approved or a Dunlop TT900GP. Slicks and/or grooved slicks will not be allowed. The tyres will be a dot rating.
- * Teams can paint the bike any colour they wish and add any logos or graphics they wish provided the choice would not offend the average person.
- * *Teams may improve the front suspension of the bike provided all improvements are housed within the standard fork tube and sliders.*
- * Handle bars are to be standard or a similar bar or style (eg pro taper XR50) no clip on or bar below top triple clamp.
- * *Number Plates:*
 - a) **Teams must supply BLACK number figures on white backgrounds on both side and front number plates**
 - b) Arial Rounded MT Bold Font Height 110mm, width of each figure 60mm, space between figures 25 mm.

The key wording is:

“All other parts of the motorcycle must remain UNMODIFIED.”
Which means the bikes must remain **OEM STANDARD.**

On the next page is the specification sheets from Honda Australia on the CT110.

CT110**1985-2012**

ENGINE		
Bore / Stroke (Capacity)	52.0 x 49.5 mm (105 cc)	
Engine Oil:		
- capacity after draining	0.9lt (900 cc)	
- viscosity and classification	10W-40	SE or SF
- type		
Valve Clearance (cold):		
- intake	0.05mm	0.002 in.
- exhaust	0.05mm	0.002 in.
Valve Timing:		
- intake (open / close)	5° BTDC	20° ABDC
- exhaust (open / close)	25° BBDC	5° ATDC
Stem-to-Guide Clearance:		
- intake	0.010 - 0.040 mm	0.0004 - 0.0013 in.
- exhaust	0.030 - 0.055 mm	0.0012 - 0.0022 in.
Cylinder Compression	12.0 kg/cm ²	171 psi
Cylinder-to-Piston Clearance	0.01 - 0.04 mm	0.0004 - 0.0016 in.
CARBURETION		
Carburettor ID#	PD10H	
Float Level	10.7mm	0.42 in.
Main Jet	# 72	
Slow Jet	# 38	
Jet Needle Clip Position	3 rd clip position	
Idle Speed (±100 rpm)	1500 rpm	
Air Screw Initial Setting	2 1/8 turns out	
IGNITION		
Spark Plugs:		
- standard	NGK: DR8ES-L	ND: X24ESR-U
Spark Plug Gap	0.6 – 0.7mm	0.02 – 0.03 in.
F-Mark	10° BTDC @ 1500 rpm ±100 rpm	
- pulse generator coil	0.7V minimum	
Ignition Type	Capacitor Discharge Ignition	
TIRES		
	front	rear
Air Pressure	175 kpa (24 psi)	225 kpa (32 psi)
Sizes	2.75-17-41P	2.75-17-41P
SUSPENSION		
Front Fork Fluid:		
- oil capacity after draining	90 cc	3.04 oz.
- oil type	Pro Honda Suspension Fluid SS-8 (10W)	

20) 20 Dyno Testing Standard



All bikes competing in the Australian must complete the dyno testing prior to the event and must comply with the following parameters:

1. Bike engine must be warmed to operating temperature prior to testing
2. 30 psi pressure in the rear tyre
3. Maximum 6.3 hp
4. Maximum torque 6 lbs
5. Minimum RPM for test 8500

Conducting the test:

- The test will be conducted in an enclosed area with a dyno operator, motorcycle club official and a scrutineer only (not open to the public).
- A minimum of 2 runs on the dyne will be conducted but at the discretion of the dyno operator and scrutineer may run to a maximum of 4 to stabilise the bike performance.
- Any bike failing the dyno test will be allowed a rerun, the 2nd test will be slotted into the testing schedule as soon as possible any further tests the bike will go to the end of the line.

Below is an example of a dyno test conducted in a standard Honda CT 110



21) CHECK LIST.

To help make things clear to all, the following check list may help.



Check off List for Bike		Checked
Front Wheel	Standard	
Front Forks	Standard: may improve the front suspension of the bike provided all improvements are housed within the standard fork tube and sliders.	
Front Guard	Standard and remain on bike	
Handle Bars	Standard: or a similar bar or style (eg pro taper XR50) no clip on or bar below top triple clamp.	
Levers	Standard (not broken and have knobs on end.)	
Seat	Standard	
Back Rack	Must be in place an unmodified. Air intake must be via rear rack as manufactured.	
Mirrors	removed	
Lights	removed	
Blinkers	removed	
Head Light	removed	
Tail Light	removed	
Tail Light bracket	removed	
Battery and wire harness	May be removed if not required.	
Side covers	Remain on bike	
Speedo	removed	
Back Guard	Standard	
Back Wheel	Standard	
Gearing sprockets	To remain Standard, i.e. 15 front – 45 rear.	
Tyres	Tyres are to be standard or of a road legal type. Size not to exceed 2.75 x 17 and to be rated E1/E2/E3/E4 or DOT rated approved or Dunlop TT900GP. Slicks and/or grooved slicks will not be allowed.	
Exhaust system	Standard - no baffle removed.	
Induction: system	Is to be standard air box, filter, carburettor, piping positioning, choke mechanism in place.	
Engine	Standard 110cc The upper limit set for qualification maximum horsepower to the rear wheel is set at 6.3hPA horsepower hot or cold	
Air Filter	Standard	
Carburettor	Standard	
Brakes	Standard	
Brakes Lines	Standard	
Other Point	No lighting of the frame or any components of the bike.	
Engine Crash Bar	Not to be removed	
Paint	Any Colour.	
Advertising	Is permitted on all machines, but must be at least 25mm clear of the number plate background	

Number Plates	<p>For Front</p> <p>a) Bolt-on number plates; be made of rigid material with minimum dimensions of 235mm height and 285mm width.</p> <p>b) White Background with black numbers</p> <p>c) Number figures must be Arial Rounded MT Bold font. Height 140mm, width of each figure 75mm, space between figures 25mm</p> <p>For Sides of Bike</p> <p>a) <i>Teams must supply number figures</i> Arial Rounded MT Bold Font Height 110mm, width of each figure 60mm, space between figures 25 mm.</p>	
Frame	No modifications , which means no drilling holes in the frame to lighten it or cutting off of any part of the bike frame.	
<p>Drain plug and fill plug to be drilled and lock wired.</p> <p>Crankcase breather overflow bottle to be fitted.</p> <p>Standard bowser fuel only to be used – no race fuels allowed eg: elf, avgas etc</p>		

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