



This booklet has been produced by the MSA Reliability Trials Sports Manager for the running of Reliability Trials in South Australia. The booklet is to be used with, and as a supplement to 2023 M.A. MANUAL OF MOTORCYCLE SPORT (MoMS).

***These rules** are applicable to all events conducted as Reliability Trials in South Australia. All competitors shall ride these Trials in accordance with the current MA Manual of Motor Sport, the rules stated herewith, any Supplementary Regulations released, and any final instructions approved by Motorcycling SA Inc.*

The Trials will be an open competition for motorcycles and motorcycles with sidecars in which holders of current Motorcycling Australia Senior National Licences are eligible to compete.

The Organising Club or Committee reserves the right to alter the Trial to suit entries and/or conditions of the day.

The Organising Club or Committee reserves the right to abandon the event.

All penalties in these rules are based on events being scored timed to the second, with one second being worth one point.

EXAMPLE: *Starting the motor within the main control area without official permission incurs a penalty of 600 points (ten minutes riding time).*

NOTE:

These Reliability Trials conducted under “Motorcycling South Australia” are different to the Reliability Trials described in the Manual of Motorcycle Sport (MoMS). Only the paragraphs relating to riders Helmet, Clothing and footwear, together with paragraphs relating to Motorcycle Equipment in the MoMS, will apply to these events.

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NOTE: *Red highlighted text denotes new rule change or addition for 2023 season*

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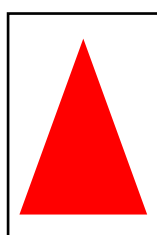
APPROVED COURSE MARKERS TO BE USED BY ORGANISING CLUB OR COMMITTEE



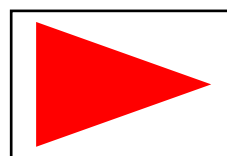
STOP



CAUTION



DIRECTIONAL



FINISH

Refer to sections 21 & 22

1 ENTRIES

- a) All entries will only be accepted on the official Entry Form made available in postal format, or electronically online. Competitors will be in possession of a current MA National Licence **BEFORE** submitting an entry. Entries will not be accepted without an MA Licence Number. Competitor includes passenger in the case of a sidecar entry.
- b) All late entries accepted may start at the rear of the field and shall incur a late entry fee; the fee incurred will be at the discretion of the Organising Club or Committee and shall be of no less than **\$50**.
- c) All team entries to be finalised, if possible, with entries. The Organising Club or Committee may grant provision for changes. Late team entries will be accepted up to the start of the event at the discretion of the Organising Club or Committee.

THE ORGANISING CLUB OR COMMITTEE RESERVES THE RIGHT TO REFUSE OR ACCEPT ENTRIES.

2 AWARDS

All awards will be at the discretion of the Organising Club or Committee.
In the unlikely event of a tie, the award for that placing will be divided equally.

3 RESULTS

Each competitor is to be advised of their score and the scores of all other competitors. This will include the full disclosure of results of any timed competitive section, time lost on any transport section, and any penalties applied to any competitor. The advice is to be in time to allow a protest to be heard and decided upon before official results are finalised and advertised.

All competitors will be informed of any penalty incurred for a serious rule breach as per MoMS.

4 CLASSES

Clubman competitors may only enter as Expert after approval from the Reliability Trials Sports Manager. Approval must be applied for in writing.

For Classes based on the age of a rider, the rider will stay in the entered age class for the rest of the season regardless of their birth date. The age class will begin from the first of January each year.

A competitor will only enter in one class. This class is to be nominated on entry form.
In the event of class alterations, affected riders **MUST** be notified before commencement of the event

2023**CHAMPIONSHIP SERIES CLASSES****SOLO****Clubman****D** Open 2 Stroke**F** Up to 405cc Four Stroke**G** 406cc & over Four Stroke**V** Veteran 45 - 54 yrs**M** Masters 55 yrs & Over**Expert****A** Unlimited**NOTE: Machine capacity must match class entered****SIDECAR****Expert****C** Unlimited**Clubman****K** Unlimited**Masters J** 45 Years & Over (*Rider Only*)**Sidecar Rider and Passenger will be awarded individually****SOLO & SIDECAR****P** Pre 1990 *Machine and its accessories must represent the era to conform to the class.***L** Ladies all Powers *Sidecar Rider must be female, passenger optional.***5 TEAMS****TRADE TEAMS:**

- a) Three machines and competitors. Name of Trade Team will be Entrant of all team riders. **ANY MAKE**, Solo or Sidecar.

CLUB TEAMS:

- b) Three machines and competitors. All team competitors, including passengers, will be a member of club entering team.

SIDECAR TEAMS:







- c) Three machines & competitors. Sidecar Team award to be added at the discretion of Organising Club or Committee **ANY MAKE**.
- d) All three members of any team will complete the course as laid down before becoming eligible for Team Awards. A competitor can be a member of only one Trade Team, but may also be a member of one Club Team and one Sidecar Team.

6 **REPORTING AND EXAMINATION**

- a) **COMPULSORY** Riders Briefing will be held 30 minutes before first riders starting time.
NO MACHINE EXAMINATION DURING RIDERS BRIEFING.
- b) Each Competitor shall report to Documentation check not later than 30 minutes before the first riders starting time, together with their Machine, Passenger (*if applicable*) and Necessary Documents. **Self-scrutineering forms** and the minimum safety equipment of Helmet and Boots, must be presented to Machine Examiner for inspection. Reporting later than the riders due time shall incur a time penalty of sixty (60) points per minute or part thereof.
- c) Prior to Machine Examination the competitors riding number (supplied by the organizing club or committee), shall be attached or adhered in an upright position to the fixed mounting plate on the machine fabricated for this purpose. (Ref sec 8d)
- d) **Although self-scrutineering is to be used machine examiners will conduct spot checks on machines. On completion of Machine Examination two timing tags will be affixed to the machine.**
The machine will be placed as directed by the marshals and will be considered as IN CONTROL.
- e) Machine Examination must not be carried out while the riders briefing is in progress, but may continue on completion of the briefing. Machine Examination shall be closed 30 minutes after the first riders starting time, unless stated otherwise in the organising Club or Committee's Supplementary Regulations, final rider notes or final riders briefing on the day.

7 **NECESSARY DOCUMENTS**

At Machine Examination and/or Document Check competitors shall produce:

-  Documents containing receipt of payment to prove their machine is correctly registered and insured.
-  Current Drivers Licence of the appropriate class.
-  Motorcycling Australia National Licence as per MoMS.
-  Where an Entrant enters a competitor, the appropriate Entrants Licence or copy thereof will be produced.
-  Proof of club membership.
-  **Self-scrutineering forms.**

Any Parent/Guardian signing their consent for a competitor under 18 years of age, must be present to sign the said competitor in on the day.

8 **EQUIPMENT**

a) **MACHINES.**

All machines will comply with the MA Manual of Motorcycle Sport, South Australian Reliability Trials Supplementary Rule Book, South Australian Road Traffic Authority and A.D.R's. Road traffic permits are acceptable. Sidecar machines will also comply with section 30 SIDECAR REQUIREMENTS. Sidecar drive is not permitted. While competing **only**, all machines are exempted from the Fitting of Directional Indicator Lights, Chain Guards and Pillion Passenger Footrests. Refer to South Australian Government Gazette Issue No.42.

A competitor throughout the trial will use only one machine. Sidecar machines will be driven by the nominated rider, and will carry the nominated passenger throughout the trial.

b) **REAR VIEW MIRRORS.**

TWO (2) of 50mm diameter (minimum) required per machine and must be mounted on the handlebars in the fully extended position (not folded) when presented to machine examination.

The mirror glass must not be restricted by tape or any other obstacles that would impair the rider's vision.

c) **HANDLEBARS.**

As per MoMS. The handle bars must be equipped with a protection pad on the cross bar.

Handle bars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps.

All handlebar ends to be securely plugged; not just blanked off.

SIDECAR Lanyard ignition cut out switch must be fitted and operational whilst the machine is in competition and running for the duration of the event, as per MoMS. The lanyard must be tethered to the rider when the machine is being ridden. **FAILING TO COMPLY WILL INCUR A PENALTY OF 30 POINTS.**

EQUIPMENT Continued

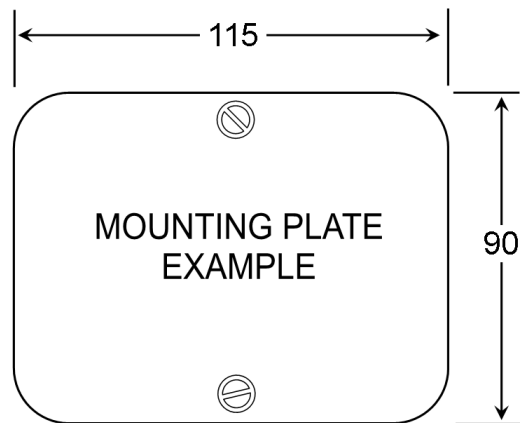
d) COMPETITOR NUMBER.

The organising Club or Committee will provide all competitors with a **RIDING NUMBER** fabricated from metal, aluminium, durable plastic, or an adhesive type. The number will be of no less than **115mm x 90mm**

For the purpose of attaching the competitors **RIDING NUMBER** (supplied by the organisers) at machine examination, each solo competitor shall supply a **MOUNTING PLATE** fixed to their machine in an unobstructed position on the left front side above the lower triple clamps.

Each sidecar team shall supply a **MOUNTING PLATE** fixed to their machine prominently on the left front corner of the sidecar body. The **MOUNTING PLATE** may be fabricated from metal, aluminium, or a durable plastic, of no less than **115mm x 90mm**, and must be able to accept either of the numbers provided by the organisers.

A mounting bolt of 6mm in diameter shall be fixed to the plate for the purpose of attaching the metal, aluminium, or durable plastic number provided by the event organisers. **Failure to supply the MOUNTING PLATE will incur a 300 point penalty.** Adhesive numbers may be provided by the organizers, as an **addition** or **substitution** to metal, aluminium or plastic numbers. The type of number being provided by the organising club or Committee shall be included with Competitor information, along with number dimensions and mounting hole configuration.



e) REGISTRATION NUMBER PLATE

All registered machines must be fitted with a registration number plate as issued by the motor registration division.

- 1) The number plate must not be bent or distorted from its original shape at any time, this includes folding around the mudguard.
- 2) The plate must be positioned so that every figure and letter of the registration number is upright and it is read from left to right.
- 3) Any part of the registration plate must not be obstructed by a tail light or reflector.
- 4) The number plate must be illuminated when the lights are switched on.
- 5) All machines issued with permits must be fitted with a plate in similar position to where a registration plate would be mounted. The plate may be fabricated from metal or aluminium and shall be 215mm wide x 95mm high. **FAILURE TO COMPLY WILL INCUR A PENALTY OF 30 POINTS.**

f) TYRES.

SOLO & SIDECAR - A tyre is NOT PERMITTED to be used if manufactured with the words "Not For Highway Use" or similar indication, meaning the tyre was not manufactured to be used on public roads. Some events may impose further restrictions. **TYRES NOT TO BE MODIFIED.**

g) HORN.

A warning device must be fitted and operational, the device must be continuous and audible.

h) LIGHTS.

Headlights (*Maximum 2*), with operational effective high and low beams minimum 25 watts must be fitted to the Motorcycle only. Halogen, High-Intensity Discharge (HID) or Light Emitting Diode (LED) with an (E) standard, which can be switched from high to low beam is acceptable. Lights that dim only, as a method of switching to low beam, are not acceptable. No lights other than those stated in these rules can be used. A Penalty of exclusion will apply.

- 1) Where a combination of headlights are fitted (*Maximum 2*), At least one headlight must contain the high beam, and an effective short-range low beam behind the one lens. All lights fitted must function when turned on, Penalty will apply for each non-functional light.
- 2) **NON (E) STANDARD** Light Emitting Diode (LED) lights will be accepted only for the auxiliary driving second headlight. Only one auxiliary light is allowed along with the main light, and any amount of individual LED's can be used in the LED array, as long as they are in the one housing.
- 3) High-Beam or auxiliary driving light maybe isolated by a separate switch, but the high-beam or auxiliary driving light must not be operating when lights are switched to low-beam, and must be simultaneously switched off by means of the main headlight high/low-beam switch only, when lights are dipped to low-beam.
- 4) Taillight and sidecar clearance light must be operating at all times when the headlight/s are on.
- 5) Tail lights for sidecars - two (2) red ones required. One lamp will be on the centre line of the motorcycle, the other lamp will be fitted to the left side rear.
- 6) All machines are required to have a separate rear reflector, RED in colour. The dimensions shall not be less than 50mm round, or 25mm x 60mm rectangle. The Reflector must not obstruct any part of the registration plate. Two reflectors, one either side, are required for sidecars. Reflective tape is not acceptable.

9 SPARES. EQUIPMENT. ETC

- a) All spare parts, gas (air) cylinders, air pumps, tools, accessories and any other items or equipment which may be required or desired by the competitor during the course of the Trial must be carried by the competitor/s or on the machine for the duration of the Trial. The taking on of such items or equipment after the commencement of the Trial whether provided by the competitor/s or by any other person is prohibited and WILL RESULT IN EXCLUSION from the Trial. Any competitor who aids or assists any competitor in a breach of this rule may also be excluded.
- b) AIR FILTERS may be taken on at official fuel dumps, 1 filter per fuel stop per lap unless stated otherwise in the Supplementary Regulations, or Rider Notes of the organizing club or Committee. Dirty air filters to be cleaned and oiled by the competitors only, PENALTY EXCLUSION.
- c) DISCARDED EQUIPMENT may not be retrieved; this includes any items being discarded for the convenience of reduced weight, or to benefit rider performance when competing in the section. PENALTY EXCLUSION
- d) Events running for more than a period of one day, where the machines are impounded overnight, headlights can be discarded but not replaced. The machine must still have at least one operational high and low beam headlight fitted.

10 PROTECTIVE CLOTHING

- a) Each competitor will wear approved protective clothing and will maintain in good condition. Refer to chapter on Protective Clothing in the M.A. M.O.M.S. Manual.

Helmet, goggles, gloves and boots etc maybe replaced during the event, when it is deemed to be no longer safe for the competitor to use. Replacement items must be passed by the Machine Examiner prior to starting the first lap and WILL be retained by the organising club or Committee until required.

- b) **HELMETS** as per M.A. M.O.M.S Manual & **WILL BE IN GOOD CONDITION.**

All helmets must meet any of the following three standards, and bear a relevant conformance mark to comply with the Australian road rules.

- Australian Standard 1698-1988, (AS1698-1988)
- Australian/New Zealand Standard 1698:2006 (AS/NZS 1698:2006)
- United Nations Economic Commission Europe Regulation (ECE 22.05)



- c) **CAP LIGHTS (see example)** may be attached to the peak of the competitors helmet, to be used as a work or emergency light. A maximum of two (2) may be fitted, and the power source (batteries) must be contained within the Cap Light. The Cap Light may remain attached when the competitor is riding the motorcycle.



NO OTHER LIGHTS TO BE ATTACHED TO THE HELMET

- d) **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** unless the camera is integrated into the helmet, by design of the manufacturer, as per M.A. M.O.M.S Manual.

- e) MSA Heat policy may be implemented by the organisers/officials on the day. This will be with regard to the wearing of jackets, based on weather conditions and at the discretion of the organisers/officials.
- f) Subject to rule 11 e), a competitor may leave their jacket with officials under supervised conditions at main control prior to starting on the first lap, with the intention of retrieving it during the course of the event. The jacket can only be reclaimed by the competitor by whom it was left, and only when the competitor has returned to Main Control. Jackets will only be accepted with empty pockets and may be labelled with the competitor's number by the officials.

11 FIRST LAP

It is recommended that the first lap of ALL EVENTS is to be run in daylight.

12 COMPLIANCE WITH ROAD LAWS

- a) Registration and Third Party Insurance shall cover all machines. They should comply with both the Road Traffic Act and the Motor Vehicles Act and the regulations under those Acts.
- b) Any competitor reported for any offence by a Police Officer or an event Official whilst riding on public roads will be excluded from the event eg: mono wheeling, speeding etc.
- c) Any competitor reported by an official for failing to dip headlights on a 'transport section' whilst competing, will incur exclusion or the minimum PENALTY OF SIX HUNDRED (600) points.
THE ONUS IS ON THE COMPETITOR TO MAKE SURE THEIR MACHINE MEETS THE ABOVE REQUIREMENTS
- d) Any competitor whose machine, due to damage or loss of components, ceases to comply with the Road Traffic Act will be EXCLUDED and required to WITHDRAW from the Trial.

13 STARTING PROCEDURE / MAIN CONTROL

- a) AT MAIN CONTROL ONLY, competitors failing to appear on their due start time, will incur an accumulative penalty of sixty (60) points per minute or part thereof after their due time has passed. Competitors may start their machine as instructed by starter or any appointed official 1 minute before their due time of departure. Starting the motor within the main control area without official permission WILL INCUR A PENALTY of SIX HUNDRED (600) POINTS.
- b) Failure to move the machine from the start line under the power of the motor within one minute of their departure time will incur a penalty of sixty (60) points per minute or part thereof.
At the expiration of one minute, the competitor may start the machine by other means without assistance.
Once the competitor has passed the timing device, he/she is deemed to have left control.
- c) **MAIN CONTROL TO TRANSPORT STAGE**
Should a competitor leave main control prior to being directed by the starter, and earlier than their scheduled start time, they WILL BE PENALISED sixty (60) points per every minute or part thereof they left early, no other penalty will be applied.
- d) **MAIN CONTROL TO COMPETITIVE SECTION**
Should a competitor leave main control prior to being directed by the starter, and earlier than their scheduled start time into a competitive section, they WILL BE PENALISED one hundred and twenty (120) points per every minute or part thereof they left early, no other penalty will be applied.
- e) All competitors start at one (1) minute intervals; however the Organising Club or Committee reserves the right to alter intervals of starting times.
- f) A mandatory ride break between consecutive laps will be taken by all competitors of TEN (10) MINUTES minimum, or as set by the organising Club or Committee. Failure to take the mandatory break shall incur a penalty of sixty (60) points for every minute or part thereof left early.
- g) Starting orders for all classes in the series at the discretion of the organising Club or Committee.

THESE PROCEDURES WILL APPLY ON EACH DEPARTURE FROM THE MAIN CONTROL ONLY.

14 MOVEMENT OF MACHINE

- a) Whether the machine is travelling a lap of the course, or is parked at Main Control, or is elsewhere on the course (whether under motor power or otherwise), the competitor alone (and passenger if any) will be responsible for the movement and security of the machine throughout the duration of the Trial.
- b) From the time of arrival to the venue, no one other than a helmeted rider or passenger is to be mounted on the machine or sidecar, whether stationary or moving. PENALTY OF THREE HUNDRED (300) points apply.

15 CONTROLS/ROUTE CHECK POINTS

- a) Controls and Route Check Points (Secret Controls) will be placed on the course at the discretion of the Organising Club or Committee. Controls will be identified by a suitable sign placed at least 10 metres before the control or route check. Competitors are required to **STOP AT ALL CONTROLS and CHECKS**.
A suitable sign with the word "ROUTE" displayed will identify Route Check Points. A competitor will be considered "in control" once the competitor passes the "Control sign".
If the control (other than main control) is the start of a "transport" section the competitor may leave the control as soon as the control keeper has recorded the competitor's number and time, and is instructed to leave.
- b) **RIDER BEHAVIOUR** – Any rider or sidecar team entering or exiting a control inappropriately without considering courtesy to control keepers or officials within the section control start or finish sign (i.e. roosting soil, brake sliding unnecessarily), and the said act is reported by the appointed control keeper/official affected, may incur a penalty of 300 points.
- c) **ROUTE CHECK PROCEDURE** - A competitor will not be required to produce any cards or objects for signing or punching etc. Officials are required to record the competitor's number. The onus is on the competitor to make sure their number is recorded at each route check.
- d) Competitors are required to STOP at all CONTROLS, ROUTE CHECK POINTS and STOP SIGNS as per Sec 17 STOP SIGNS.
- e) Competitors observed by appointed Control Keepers/Officials failing to stop at a CONTROL, ROUTE CHECK or STOP SIGN, may incur exclusion or the minimum PENALTY OF SIX HUNDRED (600) points.

16 COMPETITORS CARDS (IF APPLICABLE)

- a) In events that require competitor/s to carry a Time Card, the following will apply. At each Control the actual time of departure will be marked on the competitor's Time Card the onus is on the competitor to hand the card to the control keeper and ensure the correct time is marked on the card.
- b) The loss of a time card should be reported at the next time control and the competitor's time together with the fact that the competitor has lost the card should be noted on the control keeper's sheet.
The competitor/s MAY be given a replacement card and a penalty maybe applied for the loss of the card.
Penalties are at the discretion of the organising club or committee.
- c) At Machine Examination the Organising Club or Committee may supply Card Holders, which are to be returned at the conclusion of the Trial with riding number (where supplied).

17 STOP SIGNS

- a) **WHITE BACKGROUND** with a **DIAGONAL RED CROSS** (*Ref diagram on page 1*) means all competitors are required to stop before proceeding. A caution sign may be displayed within thirty (30) metres before the stop sign in a competitive section.
- b) Forward motion will completely cease and one foot will be placed on the ground by the SOLO or SIDECAR RIDER, this also applies to RTA (Road Transport Authority) stop signs.
- c) Subject to rule 17b), If clear vision of the road being entered is obstructed at the location of a stop sign which has been placed by the event organisers, the rider must stop at the stop sign, complete the stop procedure, before continuing on to a more suitable location where they have a clear vision to enter the road safely.
FAILING TO STOP may incur exclusion or the minimum PENALTY OF SIX HUNDRED (600) points.

18 SECTION TIMING

- a) The Trial course between any two timed controls is called "a Section".
The Organising Club or Committee can allocate a time in minutes for competitors to complete each section.
- b) TRANSPORT
Competitors will be scored at 60 points per minute or part thereof for every minute in excess their allocated time. A Competitor arriving after their due time at control prior to a competitive timed section shall be considered late and will be held to the next forward minute.

SECTION TIMING CONTINUED

c) COMPETITIVE

Competitors will be scored at the rate of 1 point per second for actual time taken to complete the section. Time taken in a section will be complete after the competitor has passed the “**END**” of section signs. Competitors must slow their machine to a safe speed before entering the end of section Control, and are required to stop at the Control. (*Refer to Section 15a Controls/Route Checkpoints*)

Any competitor failing to ride a competitive section, either intentionally or not, which results in the bypassing of the section and any of the control checkpoints **WILL BE EXCLUDED** from the event.

- d) **NOTE:** A competitor's section time begins when that competitor is actually checked out of a control regardless of the usually referred to, "losing time". Competitors are not required to make up lost time and may continue to ride behind their scheduled time throughout the Trial to a maximum of 45 minutes at Main Control. Penalties for lost-time are non-recurring. Time penalties are only applied once - that is, to the actual section where the time is lost.
- e) If 2 or more competitors arrive at a control on the same minute the competitors shall not leave together when due to start a competitively timed section. Riders on time into the control will have first preference leaving in the same order as to which they arrived, the later rider/s will be held for a period of up to but no longer than 30 seconds without penalty. The delayed time of the later rider/s must be recorded by the control keeper. The later rider/s delayed start time shall then be adjusted in the results.
- f) Should a competitor leave a control prior to being directed by a control keeper, into a competitive section before their due time, they **WILL BE PENALISED** one hundred and twenty (120) points per every minute or part thereof they left early, no other penalty will be applied. The Organising Club or Committee reserves the right to impose these penalties.
- g) Any competitor arriving at Main Control more than forty five (45) minutes later than their scheduled time will be deemed out of time and excluded from the event, unless the competitor's late arrival is a direct result of rendering first aid or assistance to any other injured competitor. The reimbursement of lost time shall then be issued as per 21 ASSISTANCE paragraph b). Any competitor arriving more than sixty (60) minutes late at any other control, shall be deemed late and may be excluded from the trial by the Clerk of Course or Steward. The maximum average speed of non-competitive sections will not exceed the average speed of 40 Kph.

19 ASSISTANCE

- a) The provision of any assistance whatsoever, whether solicited or not, to a competitor by any other person at any time during the Trial will result in **EXCLUSION** of that competitor from the results. Notwithstanding this prohibition, a competitor may not necessarily be excluded from the results where the assistance provided is physical and is reasonably required in the interests of safety. For the purpose of this regulation, 'physical' assistance will not in any circumstances include the provision by any person of any items of equipment the subject of previous regulation under the heading 'Spares, equipment, Etc'.
- b) A competitor who stops to render first aid or assistance to any other injured competitor may be redeemed the time lost. For confirmation of the time lost the competitor must notify the on duty control keepers at the next control. After being confirmed by Clerk of Course the help provided was deemed authentic the competitor's time shall be redeemed.
- c) Any competitor who aids or assists any other competitor in a breach of this rule **MAY** also be **EXCLUDED**. The expression "outside assistance" refers to the act involved when any person other than the competitor/s, or an official in the performance of his/her duty, comes into contact with the motorcycle.

20 NOISE

Machines may be required to undergo a noise emission test before or any time during a Trial. Noise limit of 112db when competing in any Trial

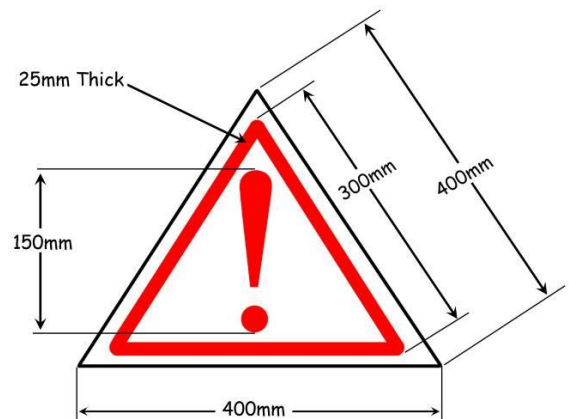
21 THE ROUTE

- a) Competitors will follow the correct course as laid down by the Organising Club or Committee. It is recommended the distance between designated fuel stops not to exceed 80km. If the distance is greater than the recommendation, the promoting Club or Organising Committee is advised to notify competitors before the start of the event.

THE COURSE WILL BE MARKED AS FOLLOWS:

- 1) **STRAIGHT ON** - **WHITE MARKERS**, or other markers approved by the Reliability Trials Sports Manager.
- 2) **DIRECTIONAL** - **WHITE BACKGROUND** with **RED ARROWS**, or other markers approved by the Reliability Trials Committee. Placement is recommended 10 metres minimum before a corner, as well as two being placed on the corner. A course indication marker should then be placed a short distance after a change of direction.
- 3) **STOP** - **WHITE BACKGROUND** with a **DIAGONAL RED CROSS**, (refer to section 17 STOP SIGNS).
- 4) **BUNTING** - May also be used to accurately define course.
- 5) **SECTION ALTERED** - To be used at controls, in conjunction with a **CAUTION SIGN**, where a competitive section has been altered for safety or land management reasons.
- 6) **CAUTION** - **WHITE BACKGROUND** with **RED EXCLAMATION MARK** in **RED TRIANGLE**

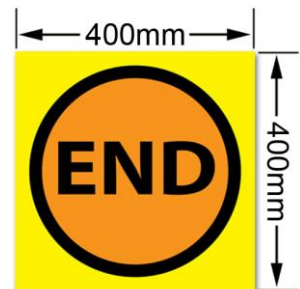
The caution sign shall take the shape of an **EQUILATERAL TRIANGLE**, (fig1) the length of each side being no less than 400mm long. Within the triangle there is to be placed a **RED EQUILATERAL TRIANGLE** of 25mm thickness, the length of each side being no less than 300mm long. In the centre of this red triangle there will be placed a **RED EXCLAMATION MARK** of no less than 150mm in length and drawn in proportion to its surrounds. The caution sign will be placed at least 30 metres before the danger.



- 7) **END** - **THE WORD "END" INSIDE ORANGE CIRCLE** within **YELLOW BACKGROUND**

The "**END**" signs shall be placed for the competitor to visually acknowledge the finish of the competitive timed section.

Two (2) **END** signs will be placed on the left and right of the marked course at the finish of each timed section, guiding the competitors to ride between. The competitors finishing time will be taken at the exact second the competitor passes the signs. **DIMENSIONS:** The signs shall be square in shape and no less than 400mm X 400mm.



- b) In all private property sections competitors are required to ride **BETWEEN THE MARKERS**, as erected by the Organising Club or Committee. Where only single course markers are used riders will ride within three (3) metres of each marker. Failure to follow the course **will INCUR A PENALTY OF SIX HUNDRED (600) POINTS** or **MAY INCUR EXCLUSION**.

THE ROUTE CONTINUED

- c) Where 2 markers are used the minimum width between the markers shall be 1.7 metres.
- d) Any damage caused to public or private property will be reported as soon as possible to the nearest control official and the Organising Club or Committee at Main Control.
Should a competitor leave the course at any point, the competitor WILL RETURN TO THAT POINT before continuing along course as marked.
- e) Competitors are advised of the dangers of travelling the course in the reverse direction in a competitive section at any time during the running of the Trial. Any competitor observed doing so in an attempt to book into a Route Check Point will **BE EXCLUDED** from the event.
- f) Where the course involves riding on a sealed road, competitors will remain on the sealed portion of the road at all times. Any competitor failing to do so may incur exclusion, or a minimum PENALTY OF 600 POINTS. (Refer to section 12 compliance with road laws).
- g) If changes to the course are necessary during a Trial, then those changes will be marked with discs and arrows at the discretion of the Organising Club or Committee.

22 REFUELLING & MAINTENANCE

- a) Fuel, oil, water and air, including liquids and lubricants of any type required to maintain the machine, other than that carried on the machine, can only be taken on at the Official Fuel Stops.
- b) All competitors must **STOP DISMOUNT** and turn **ENGINE OFF** prior to entering the designated refuel and work area **Penalty six hundred (600) points**. The engine will remain off until the machine and rider has exited the defined refuel and work area. **Penalty six hundred (600) points** applies for starting the machine in the defined area.
- c) An environmental mat is to be used when refuelling, replenishing all oils and chemicals (including the oiling of chains) in order to stop ground contamination. Mats are not required to be used when the designated refuelling area is located at a service station.
- d) **ALL OUTSIDE ASSISTANCE IS FORBIDDEN WITH THE REFUELLING PROCESS**, including, but not limited to, lubricating the drive chain, replacing or maintaining air filters, inflating tyres. Failing to comply will incur **EXCLUSION**.
- e) **UNLESS AUTHORISED, THE PUBLIC** are prohibited to enter the FUEL STORAGE ZONE and the REFUEL AND WORK AREA to assist a competitor.
- f) **ASSISTANCE MAY BE GIVEN** with replenishment of hydration or consumables required by the competitor/s. The exchange of consumables or replenishment of hydration packs, can be carried out anywhere **OUTSIDE** the defined refuel & work area.
- h) **WORK STANDS** are **NOT PERMITTED** at any time during events.

23 REPAIRS

- a) Adjustments and repairs may be made at any control, except within the Main Control Area (That is between the **MAIN "IN"** and **MAIN "OUT"** timing devices). The competitor will carry out all work, and this includes the nominated passenger in the case of a sidecar. The acceptance of **ANY ASSISTANCE WILL INCUR EXCLUSION** from the Trial. The Clerk of the Course, their assistants and/or the Stewards of the Meeting have the right to cause any competitor to repair any defective fitting or part which renders the machine unsafe or in a breach of the Road Traffic Act. This work may only be carried out in the competitors riding time, and **WILL** be completed to the satisfaction of the mentioned officials.
FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS WILL INCUR EXCLUSION FROM THE TRIAL.
- b) Any competitor who aids or assists any competitor in a breach of this rule **WILL** also be **EXCLUDED**. No work of any description will be permitted within the Main Control area other than work authorised by a Machine Examiner or any appointed official. Starting the motor without the permission of the Machine Examiners, Starter or any appointed official **WILL** incur a **penalty of six hundred (600) points**. (Refer to Section 13, Starting Procedure / Main Control).

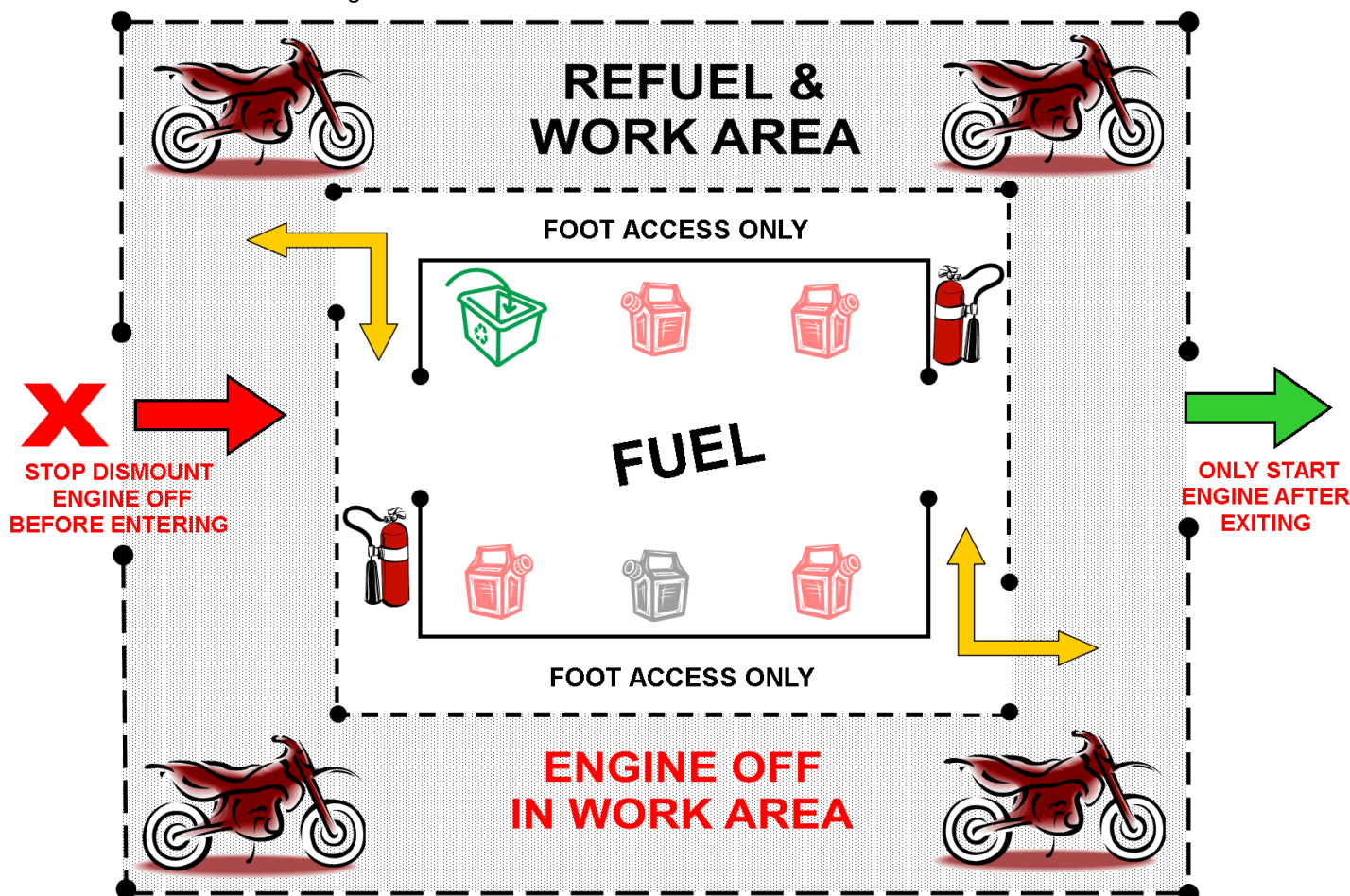
24 FUEL / OIL / AIR

- a) All fuel carried on a solo motorcycle may only be carried in the fuel tank as fitted to the machine, and in fitted approved auxiliary tanks designed to attach to the motorcycle.
- b) Fuel carried on a Sidecar machine will be in the fuel tank as fitted to the machine, additional fuel may be carried in the Sidecar, provided it is in a metal or approved container and securely attached to the Sidecar. Machine Examiners reserve the right to determine what is a suitable container and method of securing.
- c) It is the responsibility of the competitors to transport their fuel requirements to and from the fuel dumps, and to maintain the security of their fuel supplies once the event is finished.
All fuel containers and boxes must be labelled with the rider's name, or event allocated number.
Other than fluids & air filters required to maintain the machine, no other replacement parts are permitted to be stored in a competitor's container at the fuel stop. Non-compliance may incur a penalty of 600 points.
- d) ANY COMPETITOR TAKING ON FUEL OR OIL (NOT ALREADY ON THE MACHINE) OTHER THAN AT OFFICIAL FUEL STOPS WILL BE EXCLUDED.
- e) ANY COMPETITOR TAKING ON GAS (AIR) CYLINDERS OR FUEL/OIL CONTAINERS AT ANY OFFICIAL FUEL STOP OR AT ANY OTHER TIME DURING THE TRIAL, WILL BE EXCLUDED.
- f) All fuel stops are to be equipped with fire extinguishers and are to be in a secured area with the appropriate signs (Stop Dismount Engines off, No smoking) clearly visible. All fuel stops are to be properly policed for the duration of the event.

ALL FUEL MUST BE STORED IN APPROVED CONTAINERS AT OFFICIAL FUEL STOPS

25 REFUELLING AREA EXAMPLE

This is a suggested layout only and may vary depending on the area to be used for refuelling. In any case refuel and work area shall be defined by the use of bunting tape or similar as per diagram below. The refuel and work area shall be isolated from the fuel storage in the form of a walkway to separate the two areas. Only Competitors are to enter the fuel storage area on foot to access their fuel.



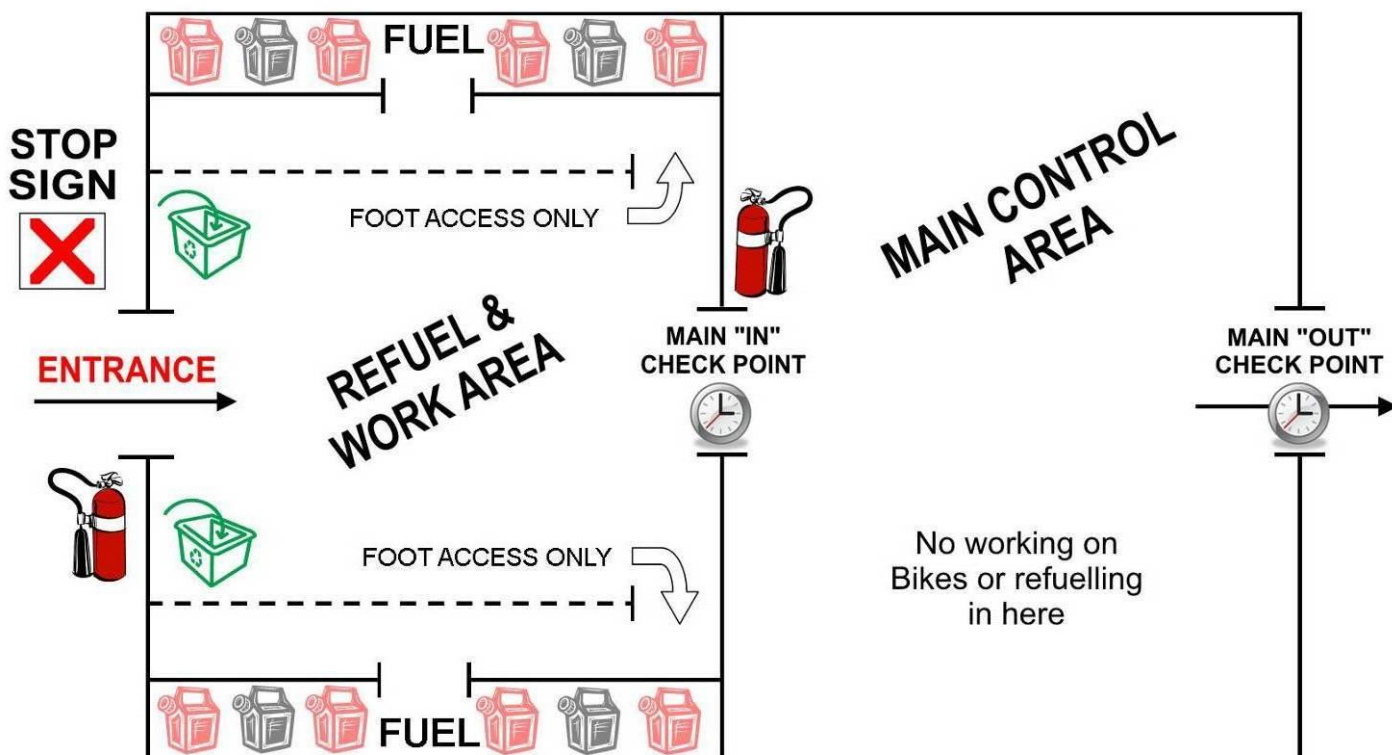
26 MAIN CONTROL / REFUELLING AREA EXAMPLE

Competitors are to STOP, TURN OFF ENGINE and DISMOUNT before entering refuelling and work area. Failure to do so will incur a penalty of six hundred (600) points.

Motor can not be restarted until one (1) minute before leaving "OUT" checkpoint. Ref section 13 STARTING PROCEDURE / MAIN CONTROL.

This is a suggested layout only and may vary depending on the area to be used for Main Control, in any case Refuel & Work area shall be separate from Main Control area and defined by the use of bunting tape or similar as per diagram below. The refuel and work area shall be isolated from the fuel storage in the form of a walkway to separate the two areas and the machines being refuelled.

If refuelling is carried out completely away from the Main Control area (i.e. at a Service Station), Main Control should be as below with "STOP" sign at Main "IN" checkpoint.



27 FINAL MACHINE EXAMINATION

After the completion of the Trial, a Machine Examination will be held, and the penalty for infringements (i.e.; missing or inoperative components) will be as listed below. Points lost at this examination will be included in the final points tally.

Sidecar Rear Light	30	High Beam, Headlight	30	Brake Light	30
Sidecar Front Light	30	Low Beam, Headlight	30	Mudguard Front	30
Warning Device	30	Mudguard, Rear	30	Muffler	30
Rear Red Lamp	30	Brake, Foot	30	Rear-view Mirrors	30 (each)
Handle Bar Lever Balls	30 (per ball)	Brake, Hand	30	Auxiliary Headlight	30
Rear Red Reflector	30 (each)	Registration Plate	30		

28 ADVERTISING

All competitors, particularly those entered by an Entrant, will comply with the MA Manual of Motorcycle Sport in relation to ADVERTISING OF RESULTS.

29 SIDECAR REQUIREMENTS

1. The sidecar must have a body of metal or some other substantial material.
2. Where a nose cone is fitted, the sidecar must have an overall length, excluding rear step if any, of at least 1270mm and overall width of cockpit at least 380mm.
3. The width of the rear of the nose cone must be the same as the front of the cockpit and have a minimum height of 300mm.
4. The front of the nose cone must have minimum dimensions of 125mm wide and 125mm high or a radius of 65mm.
5. The nose cone must be at least 350mm long.
6. There must be no less than 4 attachment points between the sidecar and the motorcycle.
7. The sidecar body must be at least 920mm long, measured from the front plate or the rear of the nose cone, where fitted, to the rear of the body, excluding any rear step.
8. The width of the sidecar body must be at least 380mm.
9. A body which does not have a nose cone must be fitted with a front plate at least 400mm high. The front plate must be attached to form part of the body, with no space between the baseboard and the front plate.
10. The sides and rear of the body must be at least 200mm vertically high.
11. The passenger must be protected from the rear wheel, primary and final drive of the motorcycle and the sidecar by:
 - (a) a mudguard: or
 - (b) either the sidecar body or the motorcycle, sidecar frame.
 Where no such protection is provided, the rear and sidecar wheels must be valanced on the inside.
12. If the sidecar body is not fully enclosed then a door or doors must be used to complete the enclosure of the bodywork, and must be securely fastened when in both the open or closed positions. These doors may be opened in competitive sections, provided that there is sufficient protection for the passenger. Machines must be presented to machine examination with the said door or doors in the fully closed position.
13. A passenger seat must be fixed inside the body of the sidecar, the seat base must be padded to a minimum thickness of 25mm and shall be a minimum dimensions of 200mm x 150mm.
14. Passenger grab rails, handles may be fitted. Straps are prohibited.
15. Sidecar wheel drive is prohibited.
16. Protection must be provided between the sidecar body and motorcycle frame so as to prevent a competitor's foot being trapped.
17. SIDECAR Lanyard ignition cut out switch must be fitted and operational whilst the machine is in competition and running for the duration of the event, as per MoMS. The lanyard must be tethered to the rider when the machine is being ridden. **FAILING TO COMPLY WILL INCUR A PENALTY OF 30 POINTS.**

2023 RELIABILITY TRIALS EXPERT LIST

SOLO

Red highlights new to list

AHRENS HAYDEN
ARBON LUKE
BAKER ALISTAIR
BANKS JAMIE
BENTLEY LEIGH
BLENKIRON MATTHEW
BLENKIRON SHAUN
BOEHM DANIEL
BROOK BRADLEY
BURMAN DOMINIC
DIENER ANTHONY
DIENER SHANE
FERRIS JAMES
HANK ANDREW
HANNAFORD NICK
HARMAN SHAUN
HAYDON ANDY
HAYDON BRETT
HAYDON KYAN
HAZEL ROB
HEIDENREICH ALEX
HEINRICH MARK
HOFF SIMON
HUNTER BRADLEY
IRRGANG SCOTT
JENKE DAMIEN

JONGEBLOED DAVID
JUDD NICHOLAS
KELLER SEAN
KERIN MICHAEL
LANGE JESSE
LAUNER SCOTT
LEWIS NELSON
LEWIS TOBY
LINKE COWAN
LONG AARON
LONG TRENT
MAYNE BEN
MCINNES JOSH
MORONEY PHILIP
MULLAN RYLEY
MUSTER TODD
NEAL PATRICK
NEWELL NATHAN
NOBLE BRENDAN
NOBLE NATHAN
OSBORNE PAUL
OYE TOM
PFITZNER JASON
PLOWMAN DANIEL
PORKERT PAUL
PRIOR BENJAMIN

PRIOR DANIEL
PUMPA ROWAN
REICHSTEIN CHAD
RICHARDSON DAMON
ROBINSON MATT
RUDD PETER
SAINT ALEX
SCHMITKE JASON
SCHWARZ DAVID
SHIELDS CHRIS
SIMPSON NATHAN
SIMS RAY
SMITH PAUL
STEVENSON LUKE
SWEETMAN LUKE
TAYLOR CRAIG
THROUP NICHOLAS
THROUP SEAN
THROUP TRISTAN
TIDSWELL RICK
TREMAINE ZACH
TUCKER JACK
VOSS DAMIEN
WATTS SCOTT
WEGNER SAM
WOOLFORD DUANNE

**PRO CLASS MOTOCROSS RIDERS ARE
AUTOMATICALLY GRADED AS EXPERT RIDERS**

SIDECAR

EXPERT STATUS APPLIES TO SIDECAR RIDER ONLY

BECKMAN JARRED
BECKMAN SHANE
BOWLES GLEN
EVANS KEITH
HARMAN SHAUN
HUNTER BRADLEY
HUTCHESSON MAX
LAUNER MARK

LAUNER SCOTT
LINDNER CRAIG
MAYNE BEN
MANUEL BRAD
MANUEL DAVID
NELDNER MATTHEW
OSBORNE PAUL
PLOWMAN DAN

REESE JAMES
ROHRLACH ADRIAN
SCHILLER SHANE
SCHULTZ CHRIS
SCHUTZ JAKE
SIMPSON COLIN
TSCHARKE KYM
WATSON ROSS

INDEX OF PENALTIES

RULE BREACH	PENALTY	REF
Reporting late at sign on.....	60 Points per minute or part there of.....	6b
Failure to supply Number Mounting Plate.....	300 Points.....	8d
Registration Plate missing.....	30 Points.....	8e
Lights fitted other than those stated.....	Exclusion.....	8h
Failing to wear lanyard, or cut out switch not operational	30 Points.....	8c
Mounted on a machine without a helmet.....	300 Points.....	14b
Failing to appear on due start time (Main Control Only)	60 Points per minute or part there of.....	13a
Starting Motor at Main Control without permission.....	600 Points.....	13a
Failure to move machine from start line in one minute..	60 Points per minute or part there of.....	13b
Reported for offence on Public Road.....	Exclusion.....	12b
Failing to comply with the Road Traffic Act during event	Exclusion.....	12d
Receiving outside assistance.....	Exclusion.....	19a
Receiving assistance from another competitor.....	Exclusion.....	19c
Taking on Spares and Equipment.....	Exclusion.....	9a
Receiving assistance with cleaning Air Filters.....	Exclusion.....	9b
Taking on Discarded Equipment.....	Exclusion.....	9c
Taking on Fuel or Oil outside of official Fuel Stops.....	Exclusion.....	24d
Taking on Gas(air) Cylinders or Fuel/Oil Containers.....	Exclusion.....	24e
Receiving assistance with the refuelling process.....	Exclusion.....	22d
Failing to dip headlight/s.....	Minimum 600 points - Maximum Exclusion.....	12c
Leaving early from Mandatory Ride Break.....	60 Points per minute or part there of left early..	13f
Inappropriate Rider behaviour at a Control.....	300 Points.....	15b
Failing to Stop at Control.....	600 Points.....	15d
Failing to Stop at Route Check.....	600 Points.....	15d
Failing to Stop at a Stop Sign.....	Minimum 600 Points.....	17c
Failing to ride or bypassing a competitive section.....	Exclusion.....	18c
Failing to Stop Turn off Engine & Dismount.....	600 Points.....	26
Starting Engine inside a Designated Refuel & Work Area	600 Points.....	26
Leaving Main Control Early into a Transport Stage.....	60 Points per minute or part there of left early	13c
Leaving Main Control Early into a Competitive Stage.....	120 Points per minute or part there of left early	13d
Leaving a Control Early into a Competitive Stage.....	120 Points per minute or part there of left early	18f
Failure to follow the course.....	Minimum 600 points - Maximum Exclusion.....	21b
Travelling the course in the reverse direction.....	Exclusion.....	21e
Failure to remain on sealed portion of road.....	600 Points.....	21f
Failing to repair defective machine under instruction....	Exclusion.....	23a
Non Compliant replacement parts stored at Fuel stops.	600 Points.....	24c