



## 2023 SUPPLEMENTARY REGULATIONS

<u>MEETING NAME</u>	<u>VENUE</u>	<u>PROMOTER</u>	<u>DATE</u>	<u>MSA PERMIT NUMBER</u>
ROUND 1: THE PHILIP HAYDON TRIAL	MARRABEL DISTRICT	GAWLER MCC	MAY 6	ROUND 1: EN/23/O/03123
ROUND 2: THE MIKE CONNORS TRIAL	BAROSSA DISTRICT	KEYNETON MCC	MAY 27	ROUND 2: EN/23/O/03124
ROUND 3: THE LEW JOB 2 DAY TRIAL	ROBERTSTOWN DISTRICT	VELOCETTE MCC	JUNE 10 & 11	ROUND 3: EN/23/O/03125
ROUND 4: THE GIL HARRIS TRIAL	MALLALA DISTRICT	LEVIS MCC	AUGUST 12	ROUND 4: EN/23/O/03126
ROUND 5: THE RIVER MURRAY TRIAL	MANNUM DISTRICT	SAPMAC MCC	SEPTEMBER 02	ROUND 5: EN/23/O/03127
ROUND 6: THE BERYL PEARCE TRIAL	CLARE DISTRICT	CLARE MCC	SEPTEMBER 23	ROUND 6: EN/23/O/03128

<u>EVENT CONTACT</u>	<u>EVENT POSTAL ADDRESS</u>	<u>CONTACT NUMBERS</u>
ROUND 1: COLIN SIMPSON	P.O. BOX 104 GAWLER SA 5118	0414 904 299
ROUND 2: BRAD HUNTER	P.O. BOX 214 NURIOTPA SA 5355	0438 694 953
ROUND 3: MICHAEL KERIN	74 DRAYTON ST BOWDEN SA 5007	0417 293 579
ROUND 5: CAROL TUNE	16 ELDRIDGE CRES, GRANGE SA 5022	0407 375 922
ROUND 5: DIANE NICHOLAS	2 MARCO AVE INGLE FARM 5098	0407 181 454
ROUND 6: JOE NOBLE	P.O. BOX 672 CLARE SA 5453	0407 756 607

**1. ANNOUNCEMENT:**

The afore mentioned Clubs, hereafter called the PROMOTERS will conduct the SA Reliability Trials Championship for Solo and Sidecar machines at the above mentioned venues, on the above mentioned dates.

**2. JURISDICTION:**

2.1. The abovementioned meetings has been authorised by Motorcycling SA Inc which has issued the above listed Motorcycling Australia Permit Numbers, and is open to holders of current Annual Senior National Licence, and One Event Senior National Licences.

2.2. The meetings will be held in accordance with the current MA Manual of Motorcycle Sport, these Supplementary Regulations, as well as any Final Riders Instructions, as approved by Motorcycling SA Inc.

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

**3. INSURANCE:**

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

3.2. Ambulance Insurance is compulsory for licensees.

3.3. **IT IS STRONGLY RECOMMENDED THAT COMPETITORS GIVE CONSIDERATION TO TAKING OUT WEEKLY BENEFITS INSURANCE.**

**4. MEDICAL SERVICES:**

All events will provide a medical service as per MSA medical planning, medical service provider nominated by the club or organizing committee of the event.

## 5. ENTRIES

ROUND	ENTRIES OPEN	ENTRIES CLOSE
Round 1	21 <sup>st</sup> March	28 <sup>th</sup> April
Round 2	17 <sup>th</sup> April	19 <sup>th</sup> May
Round 3	1 <sup>st</sup> May	3 <sup>rd</sup> June
Round 4	3 <sup>rd</sup> July	4 <sup>th</sup> August
Round 5	24 <sup>th</sup> July	25 <sup>th</sup> August
Round 6	14 <sup>th</sup> August	15 <sup>th</sup> Sept

- 5.1. Entries shall be open forthwith through MA Ridernet **ONLY** and close at 12.00 midnight 8 days prior to the date of each round. Only entries received through Ridernet will be accepted.
- 5.2. **NO Late entries will be accepted.**
- 5.3. In the case of postponement or abandonment of the meeting, all or any part of the entry fee may be retained by the above listed Clubs or Promoters, if such retention is approved by Motorcycling SA Inc.
- 5.4. **NOTE: THE RETURN OF ENTRY FEES FOR ANY RIDER WITHDRAWING FROM THE MEETING IS AT THE DISCRETION OF THE ABOVE LISTED CLUBS OR PROMOTERS.**

## 6. ENTRY FEES:

NOTE: All entry fees include a \$15.00 timing levy.

- 6.1. **ROUNDS 1, 2, 4, 5, 6, - Solo \$155.00 - Sidecar \$200.00**  
**ROUND 3, 2 Day Trial - Solo \$200.00 - Sidecar \$230.00**
- 6.2. LATE ENTRY FEES will apply as per section: ENTRIES 5.2

## 7. CLASSES OF COMPETITION

EXPERT SOLO	A	Unlimited
SOLO CLUBMAN	D	Open 2 stroke
	F	Up to 405cc 4 Stroke
	G	406cc & Over 4 Stroke
	V	Veterans 45 to 54yrs
	M	Masters 55yrs & Over
SIDECAR EXPERT	C	Unlimited
SIDECAR CLUBMAN	K	Unlimited
	J	Masters 45yrs & over
SOLO &/OR SIDECAR	L	Ladies All Powers
SOLO &/OR SIDECAR	P	Pre 1990

### NOTES;

Clubman competitors may only enter as Expert after approval from the Reliability Trials Sports Manager.  
For Classes based on the age of a rider, the age of the rider is taken as of on January 1<sup>st</sup> of each year.

## 8. AWARDS

Event and Championship trophies, and points awarded.  
Sidecar rider and passenger will be awarded series points individually.  
Championship points awarded as per the 2023 MoMS, 10.13.9.1.

## 9. ENTRIES TO CONSTITUTE AN OFFICIAL CHAMPIONSHIP CLASS

- 9.1. For an official South Australian Championship Class, the minimum number of riders must **start** at least 50% of rounds.
- 9.2. For 2023 the minimum number of starters shall be;  
**All Solo classes; 8 starters, all Sidecar and Women's classes, 6 starters**
- 9.3. For a rider to become eligible to win a South Australian Championship, they must start at least 50% of the rounds.
- 9.4. For the 6 round 2023 Championship the requirements are then as follows:
  - Minimum number of riders **starting** must be obtained in **3 rounds**
  - A rider must start **3 rounds** to be eligible to win the Championship.
  - A Class would fail to be an official South Australian Championship once **3 rounds** have not had minimum number of starters.
- 9.5. Should there be insufficient entries in any class of competition, the decision to run or cancel the class, or to combine events and re-distribute any awards and/or prize money, will be at the discretion of the club or promoter - whichever is applicable, subject to Motorcycling SA Inc. approval.

## 10. MACHINES AND RIDERS:

- 10.1. All machines entered must comply with the South Australian Road Traffic Authority and ADR's, as well as Chapter 10, Enduro and Reliability Trials, in the 2023 MA Manual of Motorcycle Sport.
- 10.2. Road Traffic Authority permits are acceptable.
- 10.3. Each machine **MUST** have a numberplate fitted as per the RTA, requirements here; [www.sartchampionship.au](http://www.sartchampionship.au)
- 10.4. **LIGHTS; MUST** adhere to the RTA – full details on what is allowable can be found here; [www.sartchampionship.au](http://www.sartchampionship.au)
- 10.5. All Machines are exempted from the Fitting of Directional Indicator Lights, Chain Guards and Pillion Passenger Footrests. South Australian Government Gazette Issue No.42 Page3072. Copy of the Gazette at [www.sartchampionship.au](http://www.sartchampionship.au)
- 10.6. Multiple entry of the one machine in different classes of competition is not permitted.
- 10.7. All Machines entered must comply with the road traffic authority and must be road registered or permitted.
- 10.8. All Machines, equipment and protective clothing must start in clean and good condition. If any machine, equipment or clothing that is considered to be not clean when presented for scrutineering, the competitor will be required to replace it before being able to start the event.
- 10.9. Sidecars will comply with the sidecar requirements as listed on the SART website. Sidecar drive is not permitted, and a lanyard cut out switch must be fitted and operational.

### NOTES;

- **ALL** competitors **MUST** comply with the road rules as laid down by the RTA at all times whilst riding on public roads – including in relation to the dipping of headlights.
- 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.
- Any competitor whose machine, due to damage or loss of components, ceases to comply with the Road Traffic Act and can't be sufficiently repaired will be required to **WITHDRAW** from the Trial.
- **MOVEMENT OF MACHINE;** 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.

## 11. STARTING ORDER:

Starting order will be allocated by means of random draw and will be included in the Final Riders Instructions

## 12. RIDERS' BRIEFING:

A riders' briefing will be held half an hour prior to the commencement of the first riders starting time, which ALL competitors MUST attend. Details will be included in the final instructions.

A random competitor roll call will be conducted as a means to ensure that all competitors attend riders briefing. Scrutineering shall close 30 minutes after the first riders starting time, unless stated otherwise in the organising Club or Committee, final rider notes or final riders briefing on the day.

## 13. SIGN ON:

At each round all riders will be required to sign on with their current *Self-Scrutineering Form (electronic or paper) – fully filled in and signed.*

Riders should also be able to produce, if asked to do so, their;

*Current MA Licence.*

*Civil Drivers Licence.*

*Proof of Registration or receipt of payment.*

*Club Membership*

### NOTES:

**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.**

## 14. SCRUTINEERING

- 14.1 **Self-Scrutineering** will be utilized at ALL rounds as per 2023 MoMS 10.7.1.2b. Riders must present a fully completed and **SIGNED** self-scrutineering form prior to or at sign.
- 14.2 Scrutineering times will be detailed in the Final Instructions.
- 14.3 Helmets must be presented at Sign On. Eligibility checks can take place at any time during the meeting. Machines suffering accident damage **MAY** be re-examined before participating again.
- 14.4 A Scrutineer can, and will conduct random spot checks, on bikes and riding safety gear.
- 14.5 Penalties apply if self-approval is made on damaged equipment and **MAY** be fined or otherwise at the discretion of the Clerk of Course on the day.

## 15. FINAL RIDERS INFORMATION

Will be published on the South Australian Reliability Trials website [SART](#) and will include;

- Event location
- Riding number & type of number supplied by organisers (adhesive or plate type), Number mounting information can be found on the SART website, here;
- All the relevant times in regards, report time, start time, scrutineering and rider briefing
- Fuel Dump Locations, and the easiest way to get there
- And any other information relevant to each round (catering, camping, spectator information, etc)

## 16. ANTI DOPING POLICY

16.1. All competitors, crew, parents / guardians and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, under the authority of Sport Integrity Australia.

16.2. Athletes are advised to download the Sports Integrity Australia app. If athletes have any doubts over Sports Integrity Australia requirements, they should visit the website [www.sportintegrity.gov.au](http://www.sportintegrity.gov.au). It is recommended athletes contact the Drugs in Sport Hotline (1300 027 232) for further information. When drug testing takes place, the payment of prize money may be delayed, at the discretion of MSA, until the results of the tests are known.

16.3. The Anti-Doping policy is available on the MA website the under General Information page.

16.4. For the purposes of drug and alcohol testing, the commencement of the meeting will be deemed to be start of scrutineering on race day with completion of the meeting for the participant being when the participant has vacated the venue.

## 17. CODE OF CONDUCT:

All competitors, officials and parents are reminded of the Motorcycling Australia by-law - CODE OF CONDUCT, which is a guide to appropriate behaviour at all motorcycle race meetings. This CODE OF CONDUCT applies to all meetings and will be enforced. The code of conduct is available on the MA website, ([www.ma.org.au](http://www.ma.org.au)).

## 18. CIRCUIT DESCRIPTION:

The competitors will follow the marked course as laid down by the organising Club or committee, and will include 2 wheel tracks and natural terrain on private property also traversing made roads-dirt and bitumen.

## 19. STARTS:

At main control only, competitors can only start their machine when instructed by the starter or appointed official. Riders will start at one (1) minute intervals however the Organising Club or Committee reserves the right to alter intervals of starting times.

### 19.1 MAIN CONTROL

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.

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

### 19.2 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.

### 19.3 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.

19.4 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.

19.5 Starting orders for all classes in the series at the discretion of the organising Club or Committee.

## 20. NOISE:

20.1 Machines **MAY** be required to undergo a noise emission test before or any time during a Trial. Noise limit while competing in a Reliability Trial is 112dBA.

20.2 If a machine fails it can be presented for re-testing several times.

## 21. SPARES & EQUIPMENT:

- 21.1. **ALL** spare parts including, 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 event 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.
- 21.2. **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 organising club or Committee. Dirty air filters to be cleaned and oiled by the competitors only, **PENALTY EXCLUSION**.
- 21.3. **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**
- 21.4. 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.
- 21.5. **CLOTHING;** 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 **Scrutineer** prior to starting the first lap and **WILL** be retained by the organising club or Committee until required.
- 21.6. **HELMETS** as per 2023 MoMS and **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)
- 21.7. **CAP LIGHTS** may be attached to the peak of the competitor's 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.
- 21.8. **JACKETS;** 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.

### NOTES:

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 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 to the satisfaction of the mentioned officials.

## 22. REFUELING

- 22.1. An Environment protection plan has been put together which covers the use of enviromats used for these events. The protection plan is available at [www.sartchampionship.com](http://www.sartchampionship.com).  
When refuelling or replenishing other fluids the use of an ENVIROMAT is mandatory and is to be placed in the correct position under the machine to prevent polluting the soil in the event of a spill.  
Mat size to conform to MA MoMS, and as per the SA Reliability Trials Supplementary Rule Book. Mats will be available for purchase at some events.
- 22.2. 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.
- 22.3. All competitors must **STOP DISMOUNT** and turn **ENGINE OFF** prior to entering the designated refuel and work area. The engine will remain off until the machine and rider has exited the defined refuel and work area.
- 22.4. 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.
- 22.5. 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 **MAY** incur **EXCLUSION**.

### NOTES;

**THE PUBLIC** are prohibited to enter the **FUEL STORAGE ZONE** and the **WORK AREA** to assist a competitor.

**ASSISTANCE MAY BE GIVEN** with replenishment of hydration or consumables required by the competitors and can be carried out anywhere **OUTSIDE** of the defined refuel & work area.

## 23. CONTROLS AND ROUTE CHECK POINTS

- 23.1. **CONTROLS** and **ROUTE CHECK POINTS** will be placed on the course at the discretion of the Organising Club or Committee. All will be identified by a sign placed at least 10 metres before the control or route check. Competitors are required to STOP at ALL CONTROLS and ROUTE CHECKS, as well as STOP SIGNS (RTA or SART) around the course. 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.
- 23.2. **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.
- 23.3. **ROUTE CHECK PROCEDURE;** 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.
- 23.4. 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.

## 24. SCORING & RESULTS:

### 24.1 TIMING

The Trial course between any two timed controls is called "a Section". The Organising Club or Committee will allocate a time in minutes for competitors to complete each section.

#### 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.

#### 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.

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 **MAY BE EXCLUDED** from the event.

#### NOTES:

- 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.
- 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.
- 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.
- 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.
- 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.

- 24.2 **RESULTS** shall be **provisional** for 7 days after first publication for competitors to review, the results will then be published as **final** after the 7-day period. **No changes can or will be made to ANY results after this time.** Results shall be published on the South Australian Reliability Trials website.

## 25. PRESENTATION NIGHT

**FRIDAY OCTOBER 20<sup>TH</sup> 2023 – SART PRESENTATION NIGHT!** CHAMPIONSHIP & EVENT AWARDS will be presented at the end of the season, with the date and venue to be **CONFIRMED** mid-year on the SART website.

**26. LIKELY EVENT FORMATS:**

Round 1. Philip Haydon Trial - Tarlee

Hosted by the Gawler MCC the event returns to the Tarlee district. The trial shall be a day/night format of 2 laps and approximately 6 hours in total duration.

Round 2. Mike Connors Trial – Keyneton

Hosted by the Keyneton MCC and starting from the Keyneton Oval. The trial shall be a daytime format of 2 laps, and approximately 6 hours in total duration.

Round 3. Lew Job 2 Day Trial - Robertstown

Hosted by the Velocette MCC this event will start & finish at the Robertstown Oval and will be run over 2 days, with each day consisting approximately 6 hours in duration, Saturday will be day/night, with Sunday daylight only.

Round 4. Gil Harris Trial - Mallala

Hosted by the Levis MCC this event will be run in the Mallala district as a day/night format of 2 laps and approximately 7-8 hours in total duration.

Round 5. River Murray Trial - Mannum

Hosted by SAPMAC this event will start and finish at the Palmer Oval and will be a daytime format of 2 laps and approximately 6 hours in total duration.

Round 6. Beryl Pearse Trial - Clare

Hosted by the Clare MCC, the final round of the Championship will be run in the Clare district as a daytime format of 2 laps and approximately 6 hours in total duration.

**27. SPECIAL NOTES AND WARNINGS:**

- 27.1. All private property sections contain a hazardous route and should be travelled with extreme care at all time. The organising club reserves the right to abandon the meeting, refuse entries, plus alter the trial to suit entries and/or conditions on the day.
- 27.2. The organising club or land owners will not be held responsible for the possible removal or tampering with markers by any person/s during the trial.
- 27.4. **ASSISTANCE;** The provision of any assistance whatsoever to a competitor by any other person at any time during the Trial will result in **EXCLUSION** of that competitor from the results. 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.
- 27.5. **ASSISTANCE IN REGARDS SAFETY;** Notwithstanding the above 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**.  
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.

**28. INFORMATION AVAILABLE ON THE SA RELABILITY TRIAL CHAMPIONSHIPS WEBSITE**

For all information relating to the following;

- Sidecar requirements
- Lighting requirements
- Timing and other penalties
- Main Control and Fuel Stop layouts
- Rider gradings – Solo & Sidecar Expert lists
- Discipline specific signage, including route marking
- General Information on the discipline

Please refer to the SART Championship website, [www.sartchampionship.com](http://www.sartchampionship.com)

**\*\* It is solely the responsibility of all competitors to ensure that the knowledge of the rules, guidelines and event procedures has been gained and is then practised and adhered to – not the organising Clubs, the SART Committee or Motorcycling SA Inc.**

## SA RELIABILITY TRIALS CHAMPIONSHIPS – SELF SCRUTINEERING FORM MUST BE COMPLETED AND PRESENTED AT SIGN IN – FOR EACH BIKE.

EVENT		Date:	
VENUE			
PERMIT NUMBER			
NAME:		MAKE	
PASSENGER NAME;		MODEL	
CLASS:		VIN #	

	✓	Comment
Drivers Licence		
Registration		
Brakes		Operational, not binding
Front Wheel		
Rear Wheel		
Wheels/Tyres/ Spokes/Sprockets		Spokes tensioned, no movement in any bearings, no cracks in rims and tyres are road legal, as per the RTA.
Front Wheel		
Rear Wheel		
Sidecar Wheel		
Lights		Attached as required by the RTA (Clearance for sidecars only)
Headlight (H/L)		
Rear/Brake		
Clearance (F/R)		
Handlebars & Levers		In good conditions. Levers have met requirements as per the MoMS
Kill Switch / Lanyard		Working Correctly (Lanyard for sidecars only)
Foot Rests		In good condition and not binding on pivot
Self-Closing Throttle		Operational
Exhaust/Silencer/Noise		In good condition and meets sound emissions as listed in the MoMS
Nuts, Bolts and Fasteners		Tensioned correctly
Mirrors		Attached as required by the RTA
Horn		As required by the RTA
Helmet		In good condition and meets standard listed in the MoMS
Helmet Passenger		In good condition and meets standard listed in the MoMS
Boots		In good condition and meets standard listed in the MoMS
Boots Passenger		In good condition and meets standard listed in the MoMS
Gloves & Goggles		In good condition and meets standard listed in the MoMS
Gloves & Goggles Passenger		In good condition and meets standard listed in the MoMS
Protective Clothing		In good condition and meets standard listed in the MoMS
Protective Clothing Passenger		In good condition and meets standard listed in the MoMS
Event Number		Attached securely and in the correct position, as per SART requirements

**I acknowledge that the onus of presenting a safe machine that is compliant with the Manual of Motorcycle Sport and the RTA remains my sole responsibility throughout the duration of the event.**

**SIGNED BY RIDER / REPRESENTATIVE**

**DATE:**

**Printed Name:**

**SIGNED BY PASSENGER:**

**DATE:**

**Printed Name:**

NOTES:

1. All rider's MUST present this form before signing on.
2. Random scrutineering will be conducted on machines and rider safety gear across all classes throughout the event.
3. Incomplete forms, will not be accepted.