



2024 SUPPLEMENTARY REGULATIONS

<u>MEETING NAME</u>	<u>VENUE</u>	<u>PROMOTER</u>	<u>DATE</u>
ROUND 1: THE PHILIP HAYDON TRIAL	MARRABEL DISTRICT	GAWLER MCC	MAY 4
ROUND 2: THE MIKE CONNORS TRIAL	BAROSSA DISTRICT	KEYNETON MCC	MAY 25
ROUND 3: THE LEW JOB 2 DAY TRIAL	ROBERTSTOWN DISTRICT	VELOCETTE MCC	JUNE 8 & 9
ROUND 4: THE GIL HARRIS TRIAL	MALLALA DISTRICT	LEVIS MCC	AUGUST 10
ROUND 5: THE RIVER MURRAY TRIAL	MANNUM DISTRICT	SAPMAC MCC	AUGUST 31
ROUND 6: THE BERYL PEARCE TRIAL	CLARE DISTRICT	CLARE MCC	SEPTEMBER 28

<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 NURIROOTPA SA 5355	0438 694 953
ROUND 3: MICHAEL KERIN	74 DRAYTON ST BOWDEN SA 5007	0417 293 579
ROUND 5: STEVE MARTIN	O0BA81@HOTMAIL.COM	0455 173 850
ROUND 5: DIANE NICHOLAS	2 MARCO AVE INGLE FARM 5098	0407 181 454
ROUND 6: JAMIE MULLAN	P.O. BOX 134 CLARE SA 5453	0418 824 054

1. ANNOUNCEMENT:

The afore mentioned Clubs, hereafter called the PROMOTERS will conduct the Gawler Motorcycle Centre 2024 South Australian Reliability Trials Championship (SART) for Solo and Sidecar machines at the above-mentioned venues, on the above-mentioned dates.

2. JURISDICTION:

2.1. The abovementioned meetings have been authorised by Motorcycling SA Inc, issued Motorcycling Australia Permit Numbers, as per the event permit, and is open to holders of current Annual Senior National Licences.

(No one event competition licences are available for State Championship events)

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	22 nd March	26 th April
Round 2	12 th April	17 th May
Round 3	26 th April	31 st May

ROUND	ENTRIES OPEN	ENTRIES CLOSE
Round 4	29 th June	2 nd August
Round 5	19 th July	23 rd August
Round 6	18 th August	20 th 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

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 1st 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 2024 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 2024 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 2024 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 2024 MA Manual of Motorcycle Sport.

- 10.2. Road Traffic Authority permits are acceptable.

- 10.3. All registered machines must be fitted with a state authority issued registration plate AT ALL TIMES. The number plate must not be bent or distorted from its original shape; this includes folding around the mudguard. 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. No part of the registration plate shall be obstructed by a taillight or reflector. The number plate must be illuminated when the lights are switched on. All machines issued with permits must be fitted with a blank plate AT ALL TIMES in similar position to where a registration plate would be mounted. The plate may be fabricated from metal, or aluminium, and shall be 215 mm wide x 95 mm high.

- 10.4. (2) rear view mirrors of 50 mm 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.

- 10.5. As per Road Traffic Act, ADRs, and MoMS. 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. The use of motocross tyres is not acceptable. PENALTY – EXCLUSION. The fitting of chains, bolts, spikes etc. is forbidden. Machine Examiners reserve the right to determine what a suitable tyre is.

- 10.6. 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.
 - Light Emitting Diode (LED) bulbs are acceptable as a direct replacement for H4 type halogen bulbs, in semi sealed headlights. The LED bulb must be switchable between high and low beam by means of the main headlight high/low-beam switch.
 - Lights that dim only, as a method of switching to low beam, are not acceptable. No lights other than those fitted to the machine can be used. A Penalty of exclusion will apply. For the purpose of this event a single light is constituted by a single light beam or multiple light beams in one sealed light unit.
- NON (E) STANDARD Light Emitting Diode (LED) lights which cannot be switched to low beam by design 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, if they are in the one housing.
- High-Beam or auxiliary driving light maybe isolated by a separate switch, but the high-beam or driving light/s must not be operational 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. Sidecars shall carry the regulation Clearance Lamp on the front of the Sidecar body and include a red light on the left-hand side rear, as per Part 7, Division 8 of Version 15.10.2020 of the South Australian Road Traffic (Light Vehicle Standards) Rules 2018. Taillights shall only be switched on and off at the headlight switch. NO separate switches.
- All machines shall be required to have fitted and operating a rear brake light. Taillights must be visible at 200 metres; STOP light must be visible at 30 metres.
- All machines shall be required to have a separate rear reflector, red in colour. The dimensions shall not be less than 50 mm round, or 25 mm x 60 mm rectangle. The Reflector must not obstruct any part of the registration plate. For sidecars 2 reflectors are required, one on the bike and one on the sidecar.
- At any time throughout the event any competitor whose machine has any lights not operating may be penalised 30 points per inoperative light at any OFFICIAL safety or light check. Such penalty will be imposed more than once. Failure to repair inoperative lights on the spot - exclusion.
- 10.7. Clutch, front brake, and other handlebar levers shall comply with MoMS and handlebar ends shall be securely plugged. 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.
- 10.8. An electric warning device must be fitted and operational, the device must be continuous and audible to other road users.
- 10.9. All Machines are exempted from the Fitting of Directional Indicator Lights, Chain Guards and Pillion Passenger Footrests. South Australian Government Gazette Issue No.42 Page 3072. Copy of the Gazette at www.sartchampionship.au
- 10.10. Multiple entry of the one machine in different classes of competition is not permitted.
- 10.11. 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.
- 10.12. Sidecars will comply with the sidecar requirements as listed here www.sartchampionship.au. 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 number 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. CHECK IN:

- 13.1 At each round all riders will be electronically signed on but must present to Sign On with their Self-Scrutineering Form (electronic or paper) – **fully filled in and signed.**

Riders **MUST** 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.

13.2 Competitors will affix their riding number and two (2) transponders to each machine to enable time recording as each machine passes through the timing gates along the course. Riders will check their competition details on the screen and the machine shall be placed into parc ferme and shall be considered as IN CONTROL. If the competitors details are incorrect. IE class, name spelling or machine, they are required to attend sign on to have those details changed.

NOTES: FAILURE TO PROVIDE SUITABLE BACKING PLATE FOR COMPETITION NUMBER WILL RESULT IN EXCLUSION

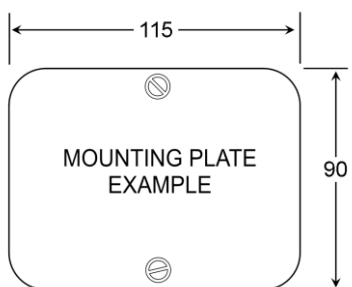
13.3 Each machine shall display the competitor's riding number prominently on the left front side of the machine.

*The Promoter will provide all competitors with adhesive riding numbers for attaching the competitors riding number at machine examination.

*Each solo competitor shall supply a **MOUNTING PLATE** fixed to their machine in an unobstructed position, mounted on the left front side above the lower fork clamps.

*Each sidecar team shall supply a **MOUNTING PLATE** fixed to their machine prominently on the left front corner of the sidecar body.

*For all machines, the **MOUNTING PLATE** may be fabricated from metal, aluminium, or a durable plastic, of no less than **115 mm x 90 mm**, and must be able to accept the adhesive numbers provided by the Promoter.



14. SCRUTINEERING

14.1 **Self-Scrutineering** will be utilised at **ALL** rounds as per 2024 MoMS 10.7.1.2b. Riders must present a fully completed and **SIGNED** self-scrutineering form prior to or at Sign On.

14.2 Scrutineering times will be detailed in the Final Instructions.

14.3 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. 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).

18. CIRCUIT DESCRIPTION:

WARNING: Private property sections contain a hazardous route and should be travelled with extreme care at all times.

All Competitors will ride the same course, unless otherwise instructed by class diversion signs, Clerk of Course or Course Controller.

If changes to the course are necessary, then those changes shall be marked with arrows or bunting at the discretion of the Promoter. Information on any significant changes or alterations to the course will be displayed on a notice board at main control.

The course and roads will be fully marked roads, dirt, and bitumen, 2 wheeled tracks and private property sections.

Each Open competitor will receive a mandatory break after each lap.

Any damage caused to public or private property shall be reported as soon as possible to the nearest on duty Control Keeper and the Promoter at Main Control.

Competitors shall follow the correct course for their class as laid down by The Promoter. Failure to follow the course at all times will incur EXCLUSION.

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.

ANY PERSON - competitor or their agent - who is detected marking the course in any manner shall cause such a competitor or competitors to be EXCLUDED from the event.

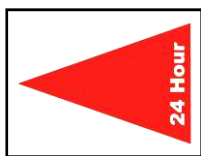
This includes riders or passengers seen to be deliberately knocking over markers.

Any competitor observed deliberately riding through crops outside the marked course in paddock areas, shall be EXCLUDED from the event.

In all private property sections, competitors are required to ride between the markers, in the event of only one marker standing a rider must ride within 3 metres of the standing marker, as erected by the Promoter. Failure to ride between the markers MAY incur EXCLUSION, and in any case shall incur a penalty of 600 points. NO EXCEPTIONS.

Should a competitor leave the course at any point, the competitor shall return to that point before continuing on the correct course.

Competitors are advised of the dangers of travelling the course in the reverse direction at any time during the running of the event. Any competitor observed doing so to book in at a Control MAY be EXCLUDED from the results.



Turn Left



Course Markers shall be WHITE with red arrows. Competitors to ride between the markers



Turn Right

19. STARTS:

At Main Control Out only, competitors can only start their machine when instructed by the starter or appointed official. FAILURE TO COMPLY 600 POINT PENALTY

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 IN CONTROL TO COMPETITIVE SECTION

Should a competitor leave an "IN" Control 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 Any competitor whose machine, due to damage or loss of components ceases to comply with the Road Traffic Act may be required to withdraw from the event.

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:** Helmets, jackets and boots etc may be replaced during the event, but only 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. Replacement gloves and goggles maybe be kept on the rider or at the fuel dumps in their marked boxes.

21.6. **HELMETS** as per 2024 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.



HELMET CAMERAS are **NOT PERMITTED** unless the camera is integrated into the helmet, by design of the manufacturer, as per MoMS.

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.

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. 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.

All boxes left at fuel dumps must be clearly marked with rider number and surname of each rider using the box during the event. Penalty 600 points per rider for missing information.

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. Noncompliance may incur a penalty of 600 points.

- 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. **FAILURE TO COMPLY 600 POINTS**
- 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.

Controls shall be identified by a distinct **WHITE SIGN and RED "C"**.

Route Checks shall be identified by a distinct **RED SIGN and WHITE "C"**.

Competitors are required to STOP AT ALL CONTROLS AND ROUTE CHECKS.



- 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 or ROUTE CHECK, may incur exclusion or the minimum PENALTY OF SIX HUNDRED (600) points.

24. SAFETY SIGNS

STOP: WHITE with diagonal RED CROSS, means all competitors are required to stop at the sign before proceeding. Forward motion shall completely cease, and one foot shall be placed on the ground BY THE RIDER before a STOP is constituted. This also applies for RTA stop signs. Competitors observed by appointed officials not stopping as described, shall be penalised 600 points.



CAUTION: WHITE background with RED Exclamation Mark in RED triangle.

It is recommended that all competitors exercise caution throughout the event. The caution signs shall be placed anywhere the Promoter recommends the use of extra care and caution and shall be placed at least 30 metres before the danger.



START: The word "START" INSIDE GREEN CIRCLE within YELLOW BACKGROUND

The "START" Signs shall be placed at the start of a competitive section to visually acknowledge the point at which timing has started. Two (2) START signs will be placed on the left and right of the marked course guiding the competitors to ride between. The competitors start time begins as the competitor passes the signs.



END: THE WORD "END" INSIDE ORANGE CIRCLE within YELLOW BACKGROUND

The "END" signs shall be placed at the end of the competitive timed sections to visually acknowledge the timed section has been completed.

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.



Full details on course signs and dimensions can be found at sartchampionship.au

25. SCORING & RESULTS:

25.1 TIMING

Electronic timing will be used at all rounds. All competitors shall be issued 2 new adhesive transponders at each round to be fitted to the machine. Previously used transponders must be removed from the machine. More information about affixing the transponders will be issued in the competitor final instructions when published.

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. Competitor racing time is taken between the "START" and "END" signs in "a 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.

SECTION START: The Competitors section start time is recorded on leaving the start Control. The Competitors actual racing start time begins after the competitor has passed the electronic timer located at the “Start” sign.

SECTION FINISH: Time taken in a section will be complete after the competitor has passed the second electronic timer located at the “END” sign.

Competitors must slow their machine to a safe speed before entering the end of section Control and are required to stop at the Control.

NOTES:

- 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 **30 minutes at Main Control**. If a rider has stopped to help an injured rider that time assisting the injured rider will be deducted from their late time and they will be allowed to continue at the discretion of the Clerk of Course. 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.

25.2 **PENALTIES**

RULE BREACH	PENALTY
Reporting late to sign on	60 points per min or part there of
Failure to supply number mounting plate	Exclusion
Registration Plate Missing at the start of the event	Exclusion
Noncomplying lights	Exclusion
Riding a machine under power without a helmet	300 points
Starting engine without permission at main control	600 points
Failure to move machine from start line at main control	60 points per min
Reported offence on a public road/ not complying with RTA	Exclusion
Receiving outside assistance	Exclusion
Taking on spares or equipment discarded or otherwise and taking on fuel or oil outside of official fuel stops	Exclusion
Failing to dip headlights	Min 600 points - exclusion
Leaving early from a mandatory break	60 points per min or part there of
Inappropriate rider behaviour towards volunteers or officials (including Control keepers)	Min 300 points - exclusion
Failing to stop at a control	600 points
Failing to stop at a stop sign or route check	600 points
Failure to follow the course	Min 600 points - Exclusion
Failure to stop and dismount when directed to do so IE Fuel stop	600 points
Leaving a control early into a competitive stage	120 points per min or part there of left early
Riding on the verge of the road or private property that is not a part of the course	Exclusion
Failure to repair defective machine under instruction	Exclusion
Storing non-compliant parts at a fuel stop	600 points

25.3 **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.

Equipment	Penalty (Points)	Equipment	Penalty (Points)	Equipment	Penalty (Points)	Equipment	Penalty (Points)
Sidecar Rear Light	30	Handlebar Lever Ball Ends	30 per ball end	Mudguards Front or Rear	30 each	Brake Light	30
Sidecar Front Light	30	Rear Red Reflector	30 each	Brake Foot	30	Muffler	30
Warning Device ie: Horn	30	High Beam	30	Brake Hand	30	Rear View Mirrors	30 each
Taillight	30	Low Beam	30	Number Plate (Registration)	30	Auxiliary Headlight	30

- 25.3 **RESULTS** shall be **provisional** for 5 days after first publication for competitors to review, the results will then be published as **final** after the 5-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.
26. **PRESENTATION NIGHT**
2024 – 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.
27. **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. Low 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.
28. **SPECIAL NOTES AND WARNINGS:**
- 28.1. 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.
- 28.2. 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.
- 28.3. **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.
- 28.4. **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.
29. **INFORMATION AVAILABLE ON THE SA RELIABILITY 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

**** 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.**



Motorcycling Australia Official Self Scrutineering Form

MX, SX, Dirt Track, Track, Flat Track, Trial & Enduro			
SCRUTINEERING FORM MUST BE COMPLETED BEFOREHAND AND PRESENTED AT SIGN ON			
EVENT			
CIRCUIT			
NAME		MAKE	
CLASS:		MODEL	
COMPETITION #		VIN	
	<input checked="" type="checkbox"/>	Comment	
Fuel type	<input type="checkbox"/>		
Brakes	Front	<input type="checkbox"/>	Operational, not binding
	Rear	<input type="checkbox"/>	
Wheels	Front	<input type="checkbox"/>	Spokes tensioned correctly, no movement in wheel bearings, no cracks in rim.
	Rear	<input type="checkbox"/>	
Machine Numbers	Size	<input type="checkbox"/>	Must comply with the Manual of Motorcycle Sport
	Colour	<input type="checkbox"/>	
	Location	<input type="checkbox"/>	
Handlebars & levers	<input type="checkbox"/>	In good condition. Handlebars & Levers meet requirements listed in the Manual of Motorcycle Sport.	
Kill Switch	<input type="checkbox"/>	Working correctly	
Footrests	<input type="checkbox"/>	In good condition and not binding on pivot.	
Self-Closing Throttle	<input type="checkbox"/>	Operational	
Exhaust/Silencer/Noise	<input type="checkbox"/>	In good condition and meets sound emissions as listed in the Manual of Motorcycle Sport	
Nuts, Bolts and Fasteners	<input type="checkbox"/>	Tensioned correctly	
Helmet	<input type="checkbox"/>	In good condition and meets standard listed in the Manual of Motorcycle Sport	
Back numbers	<input type="checkbox"/>	Must be legible (if required)	
Boots	<input type="checkbox"/>	In good condition	
Protective Clothing	<input type="checkbox"/>	In good condition	
Gloves & Goggles	<input type="checkbox"/>	In good condition	
Series decal requirements	<input type="checkbox"/>	As specified in the Supplementary Regulations	
Headlight & Taillight	<input type="checkbox"/>	When required must be working (Enduro Only)	
<p>I acknowledge the importance of my protective clothing, equipment and Machine being in good condition and fit for the purpose of taking part in this Event, and I further acknowledge that I alone am responsible for my protective clothing, equipment and Machine being and remaining fit for purpose throughout the Event.</p>			
SIGNED BY PARENT/GUARDIAN:			
DATE	Printed Name:		
SIGNED BY RIDER:			
DATE	Printed Name:		
<p>NOTE:</p> <ol style="list-style-type: none"> 1. Random scrutineering will be conducted on machines and rider safety gear across all classes throughout the event 2. Incomplete forms will not be accepted. 3. One scrutineering sheet must be completed per machine. 4. For juniors both the rider and parent or guardian must sign this form for it to be considered complete. 			

Ride. Race. Enjoy.

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Federation Internationale de
Motocyclisme (F.I.M.)



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