



<http://www.sartchampionship.au>

GAWLER MOTORCYCLE CENTRE

2025 SA RELIABILITY TRIALS CHAMPIONSHIPS



2024 Outright Champions – Solo & Sidecar – Sam Nenasheff and Michael Kerin/Josh Schutz
(Pics – with thanks) – SkidMark Photos (Sam) and SandPlow Photography (Michael & Josh)



SUPPLEMENTARY REGULATIONS

Permit Number will be included with Entry and Final Riders Information

Rnd	Date	Club / Event	Location	Contact
1	3 rd May	Gawler Mcc The Philip Haydon Trial	Marrabel District	Vaughn Wilds 0418 808 927
2	24 th May	Keyneton MCC The Mike Connors Trial	Barossa District	Brad Hunter 0438 694 953
3	7 & 8 June	Velocette MCC The Lew Job 2 Day trial	Robertstown District	Michael Kerin 0417 293 579
4	21 st June	Clare MCC The Beryl Pearce Trial	Clare District	Julia Smart 0408 805 362
5	9 th August	Levis MCC The Gil Harris Trial	Mallala District	TBC TBC
6	30 th August	SAPMAC MCC The River Murray Trial	Mannum District	Luke Stevenson 0439 842 126



1. ANNOUNCEMENT

The above listed clubs, hereafter called the PROMOTORS, will conduct the Gawler Motorcycle Centre 2025 South Australian Reliability Trials Championship (SART) for Solo and Sidecar machines as outlined in these supplementary regulations.

2. JURISDICTION

This Championship shall only be known as and referred to as the Gawler Motorcycle Centre 2025 South Australian Reliability Trials Championship, and:

Each event shall be conducted under the provisions of the General Competition Rules (GCR) of Motorcycling Australia (MA); the Supplementary Regulations issued for this Championship, as approved by Motorcycling SA, as well as the Final Instructions issued before each round.

The above-mentioned meetings have been authorised by Motorcycling SA Inc., which has issued the Motorcycling Australia Permit Numbers displayed in the Final Riders' Instructions. These events are open to holders of current Motorcycling Australia Senior National Licences as issued by Motorcycling Australia.

One Event Competition licences are NOT available for any SA Championship classes.

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

3. ADMINISTRATION

The following officials have been appointed to the Championship:

- | | |
|---------------------|----------------|
| ➤ Steward | Pam Groom |
| ➤ Clerk of Course | Club Appointed |
| ➤ Race Secretary | Club Appointed |
| ➤ Technical Officer | Club Appointed |

Club appointed officials and any changes to above will be listed in the Final Riders' Instructions

4. CHAMPIONSHIP CONTACT:

For Entry questions and all general enquires please contact Motorcycling SA – (08) 8332 9000
administration@motorcyclingsa.org.au

Post entries closing or round specific details including: withdrawals and class changes, please contact the Championship Race Secretary / Club Contact as detailed above.

5. INSURANCE

Those who hold an MA licence current for the duration of the Event, and officials who are signed on for the Event, are covered by MA's National Personal Accident Scheme which provides basic cover for rehabilitation expenses and death and permanent disability benefits. For more information see [Insurance - Motorcycling Australia \(ma.org.au\)](http://Insurance - Motorcycling Australia (ma.org.au))

Ambulance Insurance is compulsory for licensees.

It is strongly recommended that competitors consider taking out weekly benefits insurance.

6. MEDICAL SERVICES

Medical Services will be in attendance from the start to the conclusion of each meeting.

First Care Medical will be used at **ALL** rounds and **ALL** injuries must be reported.

7. ENTRIES

Entries will only be received **ONLINE** through Ridernet, there will be no exceptions, and riders are asked to ensure their details (including sponsors) are correct for inclusion in each round programme.

Entries will be open at least five weeks prior to each event through Ridernet and close 11.59pm on the **SUNDAY** prior to the event date.

It is the responsibility of the competitor to ensure all information entered is correct prior to completing the entry to ensure they are eligible for the entered class.

It is the rider's responsibility, not the promotor's, to have the correct licence when they arrive at Sign On – Licences need to be sighted (electronic or hard card).

Current Club Membership is also required.

An admin fee may be charged on any refunds.

ROUND	ENTRIES OPEN	ENTRIES CLOSE	ROUND	ENTRIES OPEN	ENTRIES CLOSE
Round 1	15 th March	26 th April	Round 4	17 th May	15 th June
Round 2	19 th April	17 th May	Round 5	5 th July	3 rd August
Round 3	3 rd May	1 st June	Round 6	26 th July	24 th August

8. ENTRY FEES:

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

ROUNDS 1, 2, 4, 5, 6, - Solo \$155.00 - Sidecar \$200.00

ROUND 3, 2 Day Trial - Solo \$225.00 - Sidecar \$275.00

9. RIDING NUMBERS & TIMING

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 competitor's 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

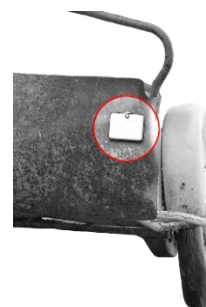
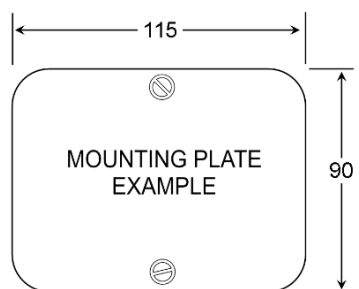
Each machine shall display the competitor's riding number prominently on the left front side of the machine.

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.



10. 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

11. 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 54 years
	M	Masters, 55 years & over
Sidecar Expert	C	Unlimited
Sidecar Clubman	K	Unlimited
	J	Masters, 45 years & over
Solo and/or Sidecar	L	Ladies All Powers
Solo and/or Sidecar	P	Pre 1995

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.

12. 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.

13. ENTRIES TO CONSTITUTE AN OFFICIAL CHAMPIONSHIP CLASS

For a **CLASS** to be awarded official Championship status, the following requirements must be met:

- Minimum starters shall be; all **Solo** classes; 8 starters, all **Sidecar** and **Women's** classes, 6 starters.
- Minimum starters must be achieved at a minimum of 3 of the 6 rounds
- A Class would **FAIL** to be an official South Australian Championship once 3 rounds have not had the minimum number of starters.

For a rider to become eligible for Championship awards, they must:

- **Start** at least 50% of the rounds – in the same class.

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.

14. TECHNICAL INSPECTION / SCRUTINEERING

Self-Scrutineering will be utilised at **ALL** rounds as per 2025 MoMS 10.7.1.2a.

Riders must fully complete a self-scrutineering form prior to Sign On – and it **MUST** be signed. The current scrutineering form can be accessed [HERE](#).

Scrutineering and Sign On times for each round will be detailed in the Final Riders' Instructions.

Eligibility checks can take place at any time during the meeting. Machines suffering accident damage **MAY** be re-examined before participating again.

A Technical Officer can, and will, conduct random spot checks, on bikes and riding safety gear.

15. FINAL RIDERS' INSTRUCTIONS

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 is included in these supp regs.
- 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

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.

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.

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

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

ALL Open 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.

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 – a 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**.

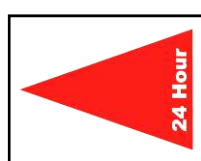
Should a competitor leave the course at any point, the competitor shall return to that point before continuing on the correct course.

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.

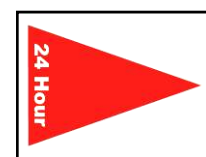
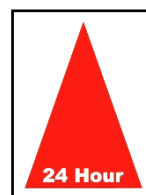
Competitors are advised of the dangers of travelling the course in the reverse direction at any time during the running of the event. Any competitor observed doing so to book in at a Control **MAY** be **EXCLUDED** from the results.



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.

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. **THIS PROCEDURE WILL APPLY ON EACH DEPARTURE FROM MAIN CONTROL ONLY.**

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.

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.

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.

20. NOISE

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.

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:

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.

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 the Final Riders' Instructions for each event. Dirty air filters to be cleaned and oiled by the competitors only, **PENALTY EXCLUSION**.

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**

HEADLIGHTS: 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.

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 Technical Officer 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.

HELMETS as per the 2025 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)

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.

JACKETS: A competitor may leave their jacket with officials 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(s), their assistants and/or the Steward(s) of the Meeting have the right to cause any competitor to repair any defective fitting or part which renders the machine unsafe or is 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

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.

NOTE: Mats are not required to be used when the designated refuelling area is located at a service station.

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 is 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.

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.**

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 designated **work areas** 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

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**.



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.

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.

Competitors observed by appointed Control Keepers and/or Event 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

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.

Information about affixing the transponders has been included in these supp regs, and will also be included in the Final Riders' 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. A Competitor's 'racing', or competitive times are 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.

NOTES:

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

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**.

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 any competitors have stopped to help an injured rider, then the time spent 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.

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 Steward / Clerk of Course reserve the right to impose these penalties.

The maximum average speed of non-competitive sections will not exceed the average speed of 40 Kph.

26. PENALTIES

RULE BREACH	PENALTY
Reporting late to sign on	60 points per minute, or part thereof
Failure to supply number mounting plate	Exclusion
Registration Plate Missing at the start of the event	Exclusion
Non-complying 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 minute
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	A minimum of 600 points to exclusion
Leaving early from a mandatory break	60 points per minute, or part there of
Inappropriate rider behaviour towards volunteers or officials (including any and all control keepers)	A minimum of 300 points to 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	A minimum of 600 points to 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 minute, or part there of
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
Sidecar lanyard ignition cut out switch not working	30 points

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)
Sidecar rear light	30
Sidecar front light	30
Warning device, ie: horn	30
Taillight	30
Handlebar lever ball ends	30 per ball end
Rear Red Reflector	30 each
High Beam	30
Low Beam	30
Mudguard front or rear	30 each
Front brake (hand)	30
Rear brake (foot)	30
Number plate (registration)	30
Brake light	30
Muffler	30
Rear view mirrors	30 each
Auxiliary headlight	30
Sidecar lanyard ignition cut out switch	30

27. RESULTS

RESULTS shall be **provisional** for 24hrs after first publication for competitors to review, the results will then be published as **final**.

No changes can or will be made to ANY results after this time.

Results shall be published on the South Australian Reliability Trials website.

28. PRESENTATION NIGHT

The **2025 South Australian Reliability Trials Championships presentation night** date and venue will be **CONFIRMED** mid-year on the SART website. The evening will see round and Championship awards presented.

29. LIKELY 2025 EVENT FORMATS:

Round 1. Philip Haydon Trial – Marrabel

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 – Truro

Hosted by the Keyneton MCC and starting from the Truro 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. Beryl Pearse Trial – Clare

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

Round 5. 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 6. 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.

30. SPECIAL NOTES AND WARNINGS:

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.

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.

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

FINAL NOTE: 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.