MOTORCYCLING AUSTRALIA

TRACK STANDARDS

Standards for the Inspection and Licensing of Tracks

Version 2024-01-26

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1. SCOPE AND PURPOSE

These Standards:

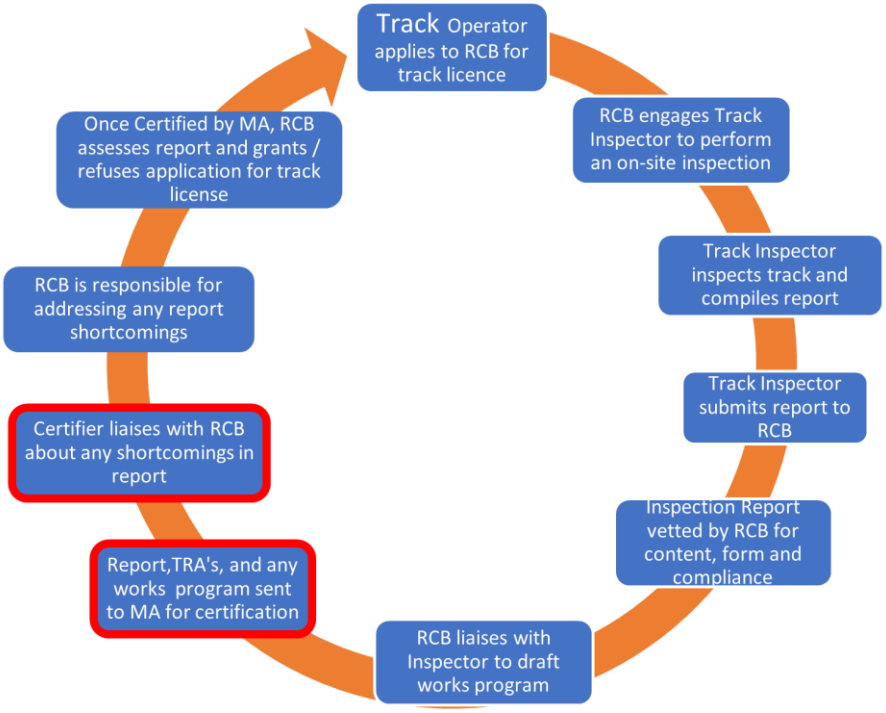
- describe aspirational qualities for Tracks in Australia seeking a Track Licence and thereby to access public liability insurance under the MAIL scheme covering permitted events at that Track;
- have been developed to assist Track Inspectors conduct an assessment of Tracks which the RCB will take into account in deciding whether to grant a Track Licence;
- should be applied in their entirety for a newly constructed Track;
- provide a clear process for managing identified non-compliance with these Standards through TRAs and the development of a Works Programme;
- may be used as a reference in determining an application for a Track Licence.

This version of the Standards introduces an added step in the Track Licensing process. Track Inspection Reports must now be submitted by the RCB to MA for certification as being compliant with these Standards before the RCB decides whether or not to grant a Track Licence. Only submissions that are in the current format, complete (see 3.4.2 below), include all TRAs, and a Works Programme will be accepted for certification.

The RCB remains responsible for managing the Track Licensing process and will liaise with the Track Inspector to finalise each document, and about any identified urgent works.

The RCB also liaises with the Track Operator about the timing of the Works Programme and decide if a Track Licence should be granted.

Nothing in these Standards, nor the obtaining of a Track Licence alter the Track Operator's responsibility to comply with all local, state / territory or federal laws, regulations and codes regarding the design, construction, management and operation of the Track and all support facilities, or the Promoter's responsibility for the proper conduct of events.



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1.1. MAIL

Motorcycle sport is a dangerous recreational activity that insurers are often reluctant to underwrite. MAIL was established by MA in 2003 to overcome difficulties in accessing suitable and affordable public liability and personal accident insurance and is therefore central to ensuring the sport has a viable future (the MAIL scheme).

MAIL provides personal accident insurance for participants, officials and others, plus public liability insurance for Promoters and Track Operators for events conducted under a Permit issued by an RCB at a Track that has been inspected and licensed in accordance with these Standards.

1.2. Disclaimer

These Standards are intended only for internal MA purposes associated with conducting Track Inspections.
None of the material in these Standards is, nor should be, regarded as advice. MA accepts no liability or responsibility to any person as a consequence of any reliance upon the information contained in these Standards. Under no circumstances, including negligence, shall anyone involved in creating or maintaining these Standards be liable for any direct, indirect, incidental, special, or consequential damages, or loss of profits that result from the use or inability to use these Standards. To the maximum extent permitted by law, MA will not be liable for any loss, damage, liability or claim whatsoever suffered or incurred by any person arising directly or indirectly out of the use or reliance on the information contained within these Standards.

Things said or comments made by a Track Inspector in the course of or arising out of a Track Inspection are said or made for the sole purpose of conducting an assessment of the Track and may not be construed as advice or recommendations.

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2. DEFINITIONS AND INTERPRETATION

2.1. Definitions

2.1.1.	Audit	A check of the works undertaken at a Track under a Works Programme.
2.1.2.	Arena Cross	A competition held on a temporary or permanent indoor or outdoor Track predominantly consisting of man-made obstacles within an arena or stadium.
2.1.3.	ARI	Average Recurrence Interval.
2.1.4.	Arrestor Bed	See "Gravel Trap".
2.1.5.	CAMS	Confederation of Australian Motor Sport aka Motorsport Australia
2.1.6.	Closed Track	The whole or part of a track only accessible to competition machines.
2.1.7.	Competition Area	The area at a Track or venue to which spectators or the general public are not admitted, where vehicles can move at unrestricted speed and including track entry and exit roads.
2.1.8.	Conveyor Belt Facing	A strip of conveyor belt attached to the front of a tyre bundle or other appropriate backing.
2.1.9.	Course	Generally understood to be a Track that need not start and end at the same point.
2.1.10.	Curve	A change in direction through an angle greater than 15 degrees with a radius of less than three hundred (300) metres.
2.1.11.	Enduro Cross	See "Temporary Courses".
2.1.12.	FIA	Federation Internationale Automobile, the global sanctioning body for automobile sport.
2.1.13.	FIM	Fèdèration Internationale de Motocyclisme, the global sanctioning body for motorcycle sport.
2.1.14.	Fire Precaution	Precautions adequate to address the risk of fire in the pits, closed parks, Paddock, refuelling area and all other risk areas.
2.1.15.	Flag Points	Flag marshal signalling posts
2.1.16.	FMX	Freestyle Motocross
2.1.17.	GCRs	General Competition Rules published annually by MA.
2.1.18.	GPS	Global Positioning System
2.1.19.	GPS Coordinates	Describe Track or venue location (both latitude and longitude) in MGA or WGS84 format
2.1.20.	Gravel Trap	That portion of a run-off area of a road racing Track (or course) which incorporates a specified type of gravel, designed to slow the progress of a competition vehicle that enters the gravel trap.
2.1.21.	Hazard	Any physical thing adjacent to the Track (e.g. tree, culvert, post etc.) that may be a danger to a competitor.
2.1.22.	International Event	An event conducted under rules and track standards determined by the FIM and involving competitors from overseas.
2.1.23.	Jump	An Obstacle that might reasonably require that a motorcycle negotiating it would become airborne.
2.1.24.	Lighting	Artificial Track lighting providing clear and even visibility free of shaded areas on all racing surfaces. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface measured at the Track surface with particular attention given to the illumination of ramps.
2.1.25.	Lines of Protection	i) First line of protection (1LoP) — The barrier closest to the Track with the purpose of preventing motorcycles and riders from colliding with spectators and officials, or from crossing onto other parts of the Track. This may include track markers. ii) Second line of protection (2LoP) — A fence or barrier preventing the public entering the Racing Arena. Note: For some Tracks the lay of the land may suffice as 1Lop.
2.1.26.	MA	Motorcycling Australia Limited

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2.1.27.	MA Track Inspector	A person accredited by MA in that capacity and assigned to undertake inspections of Tracks and to report findings in a Track Inspection Report.
2.1.28.	MAIL	MA Insurance Limited
2.1.29.	Major Alteration	Any alteration to the construction, design, configuration of a Track, or that impacts the racing surface, or that impacts the protection of the public or officials, undertaken since the most recent Track Inspection. For the sake of clarity but without limiting the scope of this definition, the addition or removal of any Obstacle, any realignment of the Track, and any alteration to the Lines of Protection are considered by be a Major Alteration.
2.1.30.	Marshal Point	An area reserved for the exclusive use of authorised personnel, usually event officials.
2.1.31.	Motocross	A competition that is held on an outdoor track which may have man-made obstacles.
2.1.32.	Multiple Jump	An Obstacle that consists of two to a maximum of four Jumps, with each Jump being within 10 metres of the preceding Jump, on a straight section of the Track and includes any two Obstacles that can be cleared in a single action measured from the crest.
2.1.33.	Natural Terrain	A temporary or permanent outdoor Track that is set out using the natural contours of the site and has no man-made Obstacles.
2.1.34.	Neutral Zone	i) An area between 2Lop and 1Lop (may be considered track edge in some disciplines) that provides a buffer between spectators and motorcycles on the Track. ii) An area extending from the 2LoP which should be clear of Hazards which may cause riders to fall from their motorcycles.
2.1.35.	Obstacle	In Motocross / Supercross / Stadium Motocross: A Jump, Multiple Jump, Whoops Section, Tabletop Jump, Step-Up Jump and Stutter Section. For Enduro and Moto-Trials: any challenge to a competitor encountered on the Course during a competition.
2.1.36.	Paddock	Area(s) established for use by and to accommodate competitors, their motorcycles and support vehicles during an event. Sometimes referred to as the competition support area
2.1.37.	Parc Ferme	A designated place or enclosure for keeping motorcycles under the control of event officials.
2.1.38.	Pit Board Area	A designated area for signalling, which is visible to all riders, that is clearly marked as such at a suitable place adjacent to the Track.
2.1.39.	Promoter	The holder of an event or competition permit issued by an RCB.
2.1.40.	Race Line or Trajectory	The ideal trajectory followed by riders under competition conditions and which may or may not correspond to the geometric shape of the Track.
2.1.41.	Racing Arena	An area including the Track proper and extending to the 2LoP (infield and outfield) including Run-Off Areas calculated in accordance with these Standards.
2.1.42.	RCB	Relevant Controlling Body being MA or the SCB having responsibility for administering an event.
2.1.43.	Run-Off Area	The area on the outside of Curves extending from the Track to the 1Lop (or barrier).
2.1.44.	Safety Fence	aka 1Lop: See Lines of Protection above
2.1.45.	SCB	State Controlling Body being the entity affiliated to and recognised by MA as its sole delegate within that State or Territory, authorised to issue a permit for an event or to issue a Track Licence.
2.1.46.	Spectator Fence	aka 2Lop: see Lines of Protection above
2.1.47.	Speed Diagram	A graphical representation of the speeds achieved at short intervals (maximum of 20 metres) along the straights and through the corners of the Track.
2.1.48.	Start Gate	The mechanical apparatus behind which motorcycles are assembled to start a competition.
2.1.49.	Stadium Motocross	See Arena Cross

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2.1.50.	Start Pad	The area immediately behind the Start Gate upon which motorcycles are assembled to start a competition.
2.1.51.	Step-Up/Down Jump	A Jump designed to transfer the elevation of the rider from lower jumping point to a higher landing area. The transition area simulates the visual look of a step. A Step Down is the opposite to a Step Up.
2.1.52.	Stutter Section	Two or more Obstacles with a maximum height of 1 metre, a minimum distance between peaks of 1 metre and a maximum distance between peaks of 3 metres.
2.1.53.	Supercross	A competition held on a permanent or temporary indoor or outdoor Track predominately constructed of man-made obstacles in an arena or stadium.
2.1.54.	Tabletop Jump	An elevated Obstacle with a flat horizontal surface of a minimum length of 3 metres and a maximum length of 21 metres.
2.1.55.	TRA	Targeted Risk Assessment
2.1.56.	Track	A broad term applied to all racetracks used for motorcycle sport, capable of being licenced under these Standards. A Track includes closed Tracks and can be paved or unpaved or sealed or unsealed. A Track can: • Begin and end at the same point; or • Begin and end at different points; and • Be either temporary, permanent, or semi-permanent.
2.1.57.	Track Density	Maximum number of motorcycles permitted to start the event.
2.1.58.	Track Inspection	A formal, structured assessment process, undertaken in respect of a prospective or current Track for the purpose of assessing an application for a Track Licence and facilitating the provision of insurance under the MAIL scheme.
2.1.59.	Track Inspection Report	A report generated by a Track Inspector following a Track Inspection.
2.1.60.	Track Inspector	A person accredited by MA to undertake Track Inspections and prepare Track Inspection Reports in compliance with these Standards
2.1.61.	Track Licence	A form of confirmation that the Track identified therein has been inspected and, allowing for any subjectivities including any Works Programme noted therein, has been deemed suitable for a competition event in a specific discipline.
2.1.62.	Track Map	An accurate map (preferably to a scale of 1:1000) of the venue with all relevant dimensions indicated, detailing (as appropriate): • **GPS Coordinates** • **The track marshalling, entry, and exit locations.** • **1LoP and 2LoP, including location, extent, height, and construction.** • **Start Gates.** • **Track width locations (at points where it varies).** • **Track length (from Start Line) markers, at least every 100 Meters.** • **The location and description of all Marshal/Flag points.** • **The dimensions and profile of all Obstacles.** • **The distances from the start line to the crest of each obstacle.** • **Timing facilities - location** • **Medical and Emergency access to the Competition Area** • **Any other features within the Competition Area specific to each discipline module.** • **Any other information requested by the RCB or the Track Inspector.**
2.1.63.	Track Operator	The principal person or entity (including an affiliated club) controlling the day-to-day operation of a venue that includes one or more Tracks and can include the owner thereof.

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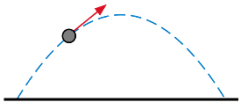
2.1.64. Trajectory Point — The point that a motorcycle is launched while negotiating an Obstacle in which the rear wheel becomes airborne.



2.1.65. Triennial Inspection — A compulsory major inspection conducted at 3-year intervals.

2.1.66. Triple Jump — A combination of Jumps that meet all conditions:

- Together exceed 21 meters in length.
- Exceed 600mm in height.
- That any motorcycle can clear in a single action.

This may include a "single", and a "tabletop"

2.1.67. Venue Plan — An accurate map (preferably to a scale of 1:1000) of the venue with all relevant dimensions indicated, detailing (as appropriate):

- **The street address of the venue**
- **The Track(s)**
- **The pit / paddock area including location and extent of pit entry / exit roads.**
- **2LoP, including any restricted access locations.**
- **The location of first aid rooms / units**
- **The location of ambulance parking**
- **Machine examination or scrutineering area**
- **Race offices, Emergency areas, and any other key facilities.**
- **Amenities, support facilities and installations for the public; and**
- **Any other information requested by the RCB or the Track Inspector**

2.1.68. Verge — The area immediately between the Track or 1LoP and another part of track or 1LoP.

2.1.69. Whoop Section — Two or more rounded Obstacles of similar spacing, height and construction, with a maximum height of 0.6 metre, a minimum distance between crests of 3 metres and a maximum distance between crests of 6 metres.

2.1.70. Works Programme — A scheduled and budgeted Programme of works negotiated between the RCB and the Track Operator detailing any rectification works necessary to comply with these Standards and/or a licensing requirement prescribed by MA and/or the RCB.

2.2. Interpretation

Headings are for convenience only and do not affect interpretation and, unless the context indicates a contrary intention,

- **"includes" in any form is not a word of limitation,**
- **a reference to "month" is to a calendar month, and**
- **a reference to "$" or "dollar" is to Australian currency.**

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3. THE INSPECTION AND LICENSING PROCESS APPLICABLE TO ALL DISCIPLINES

3.1. Application for Track Inspection

3.1.1. The process of obtaining a Track License is commenced by a Track Operator (current or prospective), or a Promoter, making application to the RCB for a Track Inspection.

3.1.2. An application for a Track Inspection should be in the prescribed form (the current Track Licence Application Form) and:

3.1.3. If applying for renewal of an existing Track Licence and there has been no Major Alteration to the Track since the most recent Track Inspection Report, written confirmation of such; or

3.1.4. If applying for a variation of an existing Track Licence, accompanied by the Venue Plan showing any such variation or Major Alteration; or

3.1.5. If applying for a new Track Licence, accompanied by a Venue Plan.

3.1.6. If the venue has more than one Track, the Venue Plan should show all such Tracks including their relevant position to each other.

3.1.7. The Venue Plan should include the GPS Coordinates.

3.1.8. In addition to the Venue Plan, other discipline-specific requirements to accompany an application are set out in the Module for each such discipline in these Standards.

3.1.9. The onus is on the Track Operator to make sure that the application for inspection is made, and that the Track Inspection occurs, to allow enough time for any rectification works that may be required, whether as a condition precedent to the grant of a Track Licence or otherwise for the Track to be deemed suitable for a competition event to be conducted.

3.1.10. It is recommended that:

a) For National Championship and National events, the Track Inspection take place two months prior to the event, and may be done in conjunction with an annual inspection; and

b) For other events, the Track Inspection take place no less than fourteen days prior to the event, and may be done in conjunction with an annual inspection.

3.1.11. For temporary Tracks, the inspection timeframes are at the discretion of the RCB on a case-by-case basis.

3.1.12. Where a re-inspection is necessary, the Track Operator will provide to the Track Inspector an updated Venue Plan recording any Major Alterations to the Track.

3.2. Arranging Track Inspections

3.2.1. Track Inspections are arranged by the relevant RCB as follows:

3.2.2. MA is the RCB and will arrange for the inspection of the following Tracks:

a) Road Race Circuits (National / Open status)
b) Tracks holding National Championship Events

3.2.3. The SCBs are the RCB's and will arrange the inspection of the following Tracks not included under 3.2.2 above:

a) Restricted Road Race Circuits
b) Motocross
c) Stadium Motocross
d) Supercross
e) Speedway
f) Track
g) Dirt track
h) Supermoto
i) Minikhana
j) Temporary Courses (including Enduro, Natural Terrain & Trials)
k) FMX

3.2.4. The RCB should provide to the Track Inspector to assist in undertaking the inspection of established Tracks:

a) The most recent Track Inspection Report and all supporting documents including TRAs
b) Existing Works Programme
c) Speed Diagram (As required upon request of the RCB)

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3.3. The Track Inspection

3.3.1. Track Inspectors assess Tracks against these Standards for the purpose of providing a Track Inspection Report.

3.3.2. Track Inspectors cannot provide advice to Track Operators or Promoters about legal or regulatory compliance.

3.3.3. During the inspection, the Track Inspector should be accompanied by a representative of the Track Operator.

3.3.4. Track Inspections, excluding temporary Tracks, are conducted in a three-yearly cycle whereby in each such period:

a) One Triennial Inspection is undertaken leading to a Works Programme of any upgrades or rectification works required be undertaken to obtain or maintain a Track Licence; and

b) In each of the two intervening years, a minor inspection to verify there has been no Major Alteration to the Track as described in the Triennial Inspection, and that the Works Programme is on schedule.

3.3.5. **The Works Programme:**

a) may provide a schedule for the works to be completed over a period of no more than 3 years; and

b) should be noted on the Track Licence as being a condition for the grant thereof and note the failure to complete such works as scheduled may render the Track Licence void.

3.3.6. **The Venue Plan and Track Map (may be the same document, space permitting) should be included in the Track Inspection Report and clearly indicate:**

a) Items as per 2.1.62 and 2.1.67

b) The location and number of Flag Points required to conduct competition, practice, and non-competition events. Noting that the number thereof may vary depending on the type of event.

c) The length of the Track measured along its centre-line (or the defined measurement point), using a measuring wheel or another device of acceptable accuracy.

d) And number each Obstacle on the Track together with a description and approximate height, width, and length of each such Obstacle.

3.3.7. A copy of the Venue Plan and Track Map should remain at the Track.

3.4. Track Inspection Report

3.4.1. The Track Inspector will submit to the RCB a report of their assessment of the Track against these Standards in the current format.

3.4.2. In addition to any particular information or document identified for a specific discipline under each module in these standards, a Track Inspection Report should include the following or (as appropriate) details about:

a) Venue Plan (see 2.1.67 above).
b) Track Map (see 2.1.62 above)
c) TRA's
d) Works Programme
e) Emergency procedures or copy Emergency Management Plan (**Photo is acceptable**).
f) Signage – warning notices and notices to the public. Include supporting **photo's.**
g) Paddock and Track Area
h) Marshalling considerations – clearly defined line of sight etc.
i) Machine examination or scrutineering area
j) Public address system (pits / spectators)
k) Timing facilities – location
l) Medical centre / first aid room facilities
m) Emergency equipment including fire prevention plan.
n) Emergency access to Track and infield
o) Special considerations and/or restrictions
p) A photo/video journal of entire track, including catalogue with description of images to evidence/support the track inspectors report.
   i. At least 1 photo every 50 meters, more may be required to show entire track.
   ii. The entry, apex(s) and exit of each corner
   iii. Cover area within 3 meters of track edge
   iv. Show condition and construction method of any tyre wall barriers.

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3.5. Works Programme

3.5.1. The RCB will receive the Track Inspector's recommendations for a Works Programme to address any non-compliance with these Standards identified in a TRA.

3.5.2. The RCB will liaise with the Track Operator to finalise the Works Programme, identify any completion time requirements, including any urgent works required to render the Track capable of being granted a Track Licence.

3.6. MA to Certify

3.6.1. The RCB will submit the completed Track Inspection Report, together with TRA's and the Works Programme and all other related documents, to MA for certification as to form and/or content.

3.6.2. MA will liaise with the RCB as to any identified non-conformance with these Standards. MA will not certify a Track Inspection Report until and unless same complies with these Standards or is satisfied that such non-conformance is reasonable in the circumstances (such certification not to be unreasonably withheld).

3.6.3. The RCB may not determine an application for a Track License until the Track Inspection Report has been certified by MA.

3.6.4. No Track License granted after the commencement date of these Standards, which for the avoidance of doubt is deemed to be 25 September 2023, is valid unless the Track Inspection Report has first been certified by MA. A competition event conducted at a venue that is unlicensed or that does not have a valid license is not covered by the public liability insurance under the MAIL scheme.

3.7. Track Licence

3.7.1. The RCB is responsible for determining an application for a Track Licence and the decision to issue or deny a Track Licence is at the discretion of the RCB.

3.7.2. The RCB will decide if a Track Licence should be granted, taking into account the Track Inspection Report, the Works Programme, and any other relevant matter.

3.7.3. If a Track Licence is granted by the RCB, the grant may be made subject to any specific conditions such as works to be completed under a Works Programme.

3.7.4. If a Track Licence is granted by the RCB, the RCB will provide a copy thereof, including any special conditions attaching to it, to MA.

3.8. Modifications to Tracks

3.8.1. The Track Operator is responsible for notifying the RCB of Major Alterations to a Track prior to the commencement of such works.

3.8.2. The failure to notify the RCB of proposed Major Alterations works may render a Track Licence void, and without cover under the MAIL insurance scheme, and may jeopardise any future application for a Track Licence.

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4. MINIMUM STANDARDS APPLICABLE TO ALL MODULES

4.1. Scope and Application

4.1.1. The Standards set out in this chapter apply to all modules and should be read in conjunction with and are subject to the Standards specific to each such module. Where there is a conflict between a Standard stated in this chapter and a Standard stated in a module, that stated in the module applies.

4.2. Track and Support Infrastructure

4.2.1. The Track Operator is responsible to ensure that Tracks have adequate support infrastructure such as toilets, access to drinking water and facilities to accommodate first aid providers.

4.3. Emergency Procedures

4.3.1. The Track Operator and/or the Promoter is responsible for ensuring emergency procedures are in place.

4.3.2. A written Emergency Management Plan (EMP) should be made available to the Track Inspector during the Track Inspection.

4.3.3. It is not the role or responsibility of the Track Inspector to review or approve the EMP. The Inspector's role is to ensure that the Track Operator has a written EMP that can be displayed at the track during events.

4.4. First Aid

4.4.1. Medical and First Aid facilities required for an Event should be provided for at the venue.

4.5. Fire Precautions

4.5.1. The Track Inspector will assess whether the Track Operator has in place adequate precautions to reduce the risk of fire in key exposure areas including the pits, Paddock, and refuelling area.

4.6. Provision of Fuel

4.6.1. Refueling areas should:

a) Be secured or capable of being secured.
b) Display "no smoking" and "no naked light" signs.
c) Be at least 7 metres from where any other vehicle is or is likely to be.
d) Comply with relevant local and state government regulations.

4.7. Environment

4.7.1. The Track Operator and/or Promoter is responsible for implementing and enforcing MA's Environmental Framework and Management Plan which can be found on the MA website at Policies - Motorcycling Australia (ma.org.au)

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4.8. Marking of Track Limits

4.8.1. The entire length of the Track should be clearly defined by:

- Flexible plastic Track markers (such as manufactured by MA)
- Plastic breakable tape.
- Coloured plastic cones up to 300mm in height (as used to mark football fields etc.).
- Plastic bollards.
- Breakable wooden pickets leaning away and outward from the direction of traffic;
- Windrows made of uncompacted soil;
- The natural lay of the land; and/or
- Continuous line of a colour that contrasts with the track surface (such as white powder or whitewash)

4.8.2. Interlocked tyre bundles (secured to each other using bolts, strapping, etc. so they cannot come apart) comprising 3 or 6 tyres in pyramid style (as per image below) may be used to mark the inside (Apex) of a corner but should not be dug into the ground.

4.8.3. Single tyres lying flat on the ground linked together or not, small bundles of tyres, hay bales, truck or tractor tyres, and any inflexible, rigid poles/posts (e.g. star pickets) and/or rope bunting should not be used as Track markers. Where Tracks are utilising any of these listed items as Track markers, a TRA should be completed, and a Works Programme put in place to rectify.

4.8.4. Track markers should not exceed 500mm above Track level.

Example of interlocked Tyre Bundles

4.9. Protection from Hazards

4.9.1. Hazards should not be:

a) within 3 metres of the Track edge,
b) within 3 metres above the Track surface
c) within 8 metres behind a berm; or
d) within the run-off area of any corner.

4.9.2. A verge requires there to be a 3-metre clearance between a hazard and the Track edge. If this cannot be achieved, the hazard should be covered as per 4.9.3

4.9.3. All other Hazards, such as trees, stakes and walls should be covered with a shock-absorbent material to a height of 2 metres or to the top of the Hazard, whichever is the lesser.
Any tyres used as protection from a hazard should be attached to each other (bolts, strapping, pallet wrap, etc.) so that they cannot become loose.

4.9.4. Portable plastic road safety barriers should only be used for demarcating areas such as pre-grid areas and start areas or in the infield between sections of the Track to prevent riders crossing the Track.

4.9.5. Watering system (sprinklers, etc.) refer to 4.17.2

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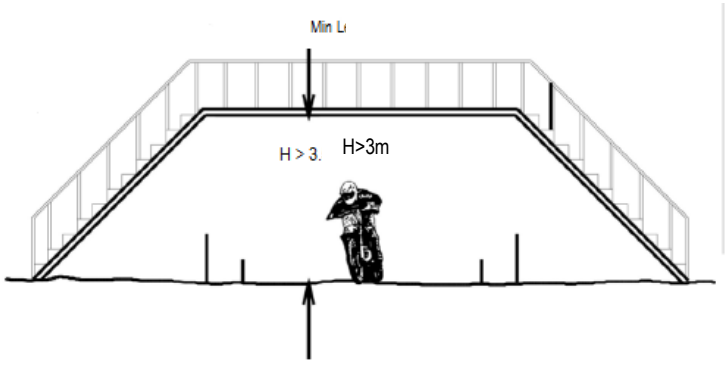
4.10. Vertical Space

4.10.1. At least 3 metres of free space between the Track and any Hazard above the ground (e.g. bridges, bunting etc.).

4.10.2. Where the Hazard is above a Jump or Tabletop Jump, the 3 metres of free space should take account of the rider's highest trajectory point.



4.11. Flag Points

4.11.1. The Track should have enough Flag Points and be positioned to give from any Flag Point an unrestricted view to the next flag point and track surface in between each point.

4.11.2. Flag Points should:

a) be clearly marked.
b) be located so that signals given are clearly visible to riders.
c) be located at least 3 metres from the Track edge.
d) have a barrier to protect flag marshals from oncoming machines and to keep them off the Track.
e) provide protection from the weather.
f) be located on level and hard packed ground, with a flat area of at least 4 square metres.
g) not be at the outside of a corner or an outside exit of a corner.

4.12. Lines of Protection

4.12.1. The Track should have 2 Lines of Protection.

4.12.2. A single Line of Protection may be adequate where there is a sufficiently wide Neutral Zone.

4.12.3. 1 LoP should comply with 2.1.25.

4.12.4. 2 LoP should comply with 2.1.25 and be at least 1.2 metres high and at least 3 metres from the Track fence (Neutral Zone) and constructed of ringlock (square sheep type) material. Barbed wire is not to be used, and star pickets should be fitted with plastic caps.

4.13. Neutral Zone

4.13.1. There should be a Neutral Zone between the marked Track edge and the 2LoP.

4.13.2. The Neutral Zone should be smooth, free of Hazards, and 4 metres wide measured perpendicular to the Track except:

a) where speeds in excess of 60 kph are anticipated, in which case the Neutral Zone should be at least 6 metres wide measured perpendicular to the Track.
b) where the Neutral Zone is adjacent to a Tabletop Jump, in which case the Neutral Zone should be at least 6 metres wide measured perpendicular to the Track.
c) where the Neutral Zone is behind a berm, in which case the Neutral Zone should be at least 8 metres wide measured perpendicular to the Track.

4.14. Verge (area between 1LoP and adjacent 1LoP)

4.14.1. Adjacent areas of Track should be at least 4 metres apart unless separated by appropriate barriers such as straw bales, tyre wall, or other shock-absorbent material. If portable plastic road safety barriers are in use, these should be moveable (i.e. not full of water) and placed on an angle to oncoming motorcycles so as not to cause a sudden stop should a motorcycle come into contact with it.

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4.15. Pit Board Area

A "Pit Board Area" is optional and can either be temporary or permanent.
If it is in place, it is permitted under the following conditions. This can be amended within Discipline specific section.

4.15.1. Must be constructed in a way which offers protection to the signaller and officials within the pit board area.

4.15.2. Temporary constructions, be approved by the Steward of the Event.
Refer to the sample drawing below.

4.15.3. The area used for signalling should be visible to all riders and clearly marked at a suitable place adjacent to the track.

4.15.4. The area should have a barrier to protect signallers from oncoming machines and to keep signallers off the track. Barriers should be designed with the riders' and signallers' safety in mind (this can be a permanent structure).

4.15.5. Only officials of the Event or personnel who are 16 or over and hold a valid MA Senior National Competition or Crew licence are permitted in the pit board area.

4.15.6. During an Event, only one signaller/mechanic is permitted in the signalling area per rider competing in that Event.

4.15.7. All information in respect to Pit Boarding requirements should be supplied in the Supplementary Regulations of the Event.

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4.16. Mechanics Area/Zone

4.16.1. The mechanics area is optional (should be provided for Australian Championship events), if utilised the area should be large enough to allow for a number of motorcycles to be in the location at one time, be sign posted (In and Out) and be controlled by an appointed official to prevent any congestion.

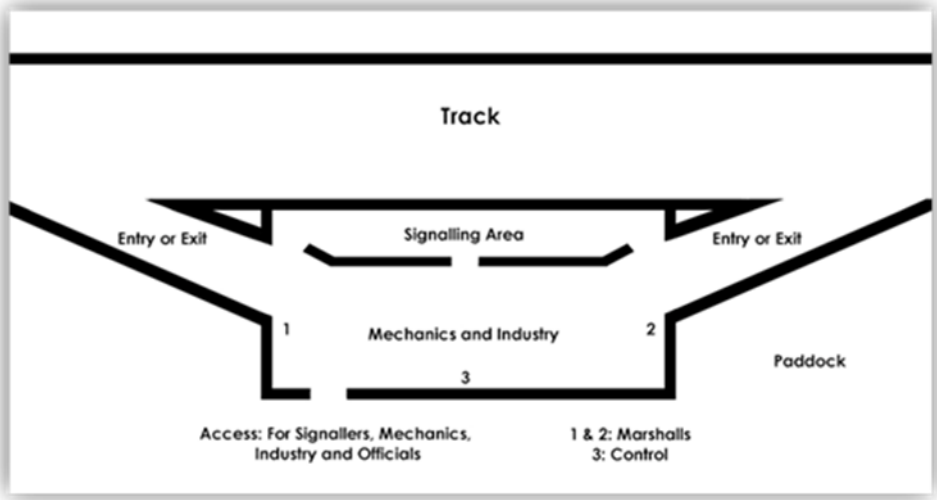
4.16.2. The area should not be placed at the outside of a corner or an outside exit of a corner.

4.16.3. If the area is located on the inside of a circuit, no signaller/mechanic is permitted to cross a live track and should remain in the designated area for the duration of the event.

4.16.4. Officials should be located in the area to control access of signallers/mechanics and riders entering and leaving the area.

4.16.5. During an Event, only one signaller/mechanic is permitted in the signalling or mechanics area per rider competing in that Event.

4.16.6. All information in respect to mechanics area requirements should be supplied in the Supplementary Regulations of the Event.



4.17. Watering Systems

4.17.1. There should be a watering system or watering vehicle capable of watering the dirt section of the Track that does not present a Hazard to riders.

4.17.2. If any part of a watering system is within 3 metres of the Track edge and cannot be moved, address the Hazard by burying all pipes, by using poly risers with pop-up sprinkler heads, and mark locations to avoid damage during maintenance using coloured Track markers such as set out in 4.8.1

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4.18. Washing Zone for Motorcycles

4.18.1. Environmental protection is a key consideration in locating a washing zone for motorcycles.
4.18.2. Washing of motorcycles should only be carried out in washing zones.
4.18.3. Only biodegradable detergents should be used.
4.18.4. The Track Operator is responsible for compliance with environmental protection laws and regulations, and current Local Government laws and by-laws regarding water usage, at the venue.
4.18.5. The washing zone should be:
a) Clearly marked.
b) have adequate surface water drainage.
4.18.6. Smoking is prohibited in the washing zone and "No Smoking" signs should be erected at the entrance of this zone.

4.19. Paddock Area and Track Access

4.19.1. The venue should provide a suitable Paddock for the use of riders.
4.19.2. The Track Inspector will assess and report on the Paddock area for participants' vehicles and motorcycles, including Parc Ferme, which should:
a) be separate to the public parking and viewing area.
b) be reasonably flat with direct access to the track starting/collecting area.
c) be clearly marked and securely fenced.
d) where the Paddock is immediately adjacent to the Track, the whole length of the Paddock adjoining the Track should be fenced in a manner similar to that used to separate spectator enclosures.
e) have or have provision for a clearly marked collecting area for riders to wait before joining the Track.
4.19.3. Where a venue has more than one Track, a separate collecting area should be available for each Track, noting that there is no requirement under these Standards for additional Paddocks or refuelling points.
4.19.4. There should be an emergency access route allowing emergency vehicle access to all parts of the Track.

4.20. Legal and Regulatory Compliance

4.20.1. The Track Operator and/or the Promoter is responsible to ensure compliance with any local, state and territory or federal laws, regulations or codes regarding the construction, maintenance, management and operation of the Track and all support facilities.

4.21. Notices to the Public

The Track Inspector will assess and report on:
4.21.1. Signage as detailed below noting:
a) Whether signs are permanently affixed and clearly displayed, or where Notices are not permanently fixed, whether they are available and stored at the Track.
b) Where Events are held wholly or partially on public roads, whether there are signs at the main event control / Parc Ferme area.
c) Any spectator area is clearly signed, with barriers between the spectator area and the Track (see Lines of Protection), and wherever possible giving access for disabled persons.
4.21.2. **Signs warning the public that motor sport is dangerous:**
a) Of dimensions not less than 550mm x 450mm.
b) Prominently displayed at every entrance to the venue, including the entrance to car parks and Paddock where they can be easily read before any admission charge is paid, or if no admission charge is made, before entry is gained into the venue.
c) Where it is not possible to define the limits of the venue and/or to control admission of the public, display at the main control centre for the event (or Parc Ferme) and also in the car parks.

WARNING TO THE PUBLIC

Motor racing is DANGEROUS, and spectators attending this track do so entirely at their own risk. It is a condition of admission that all persons having a connection with the promotion, and/or organisation, and/or conduct of the meeting, including the owners of the land and the riders and owners of vehicles and passengers in the vehicles, are absolved from all liability arising out of the accidents causing damage or personal injury to spectators or ticket holders, except where due care and skill has not been exercised.

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4.21.3. **Signs advising of prohibited area:**

a) Of dimensions not less than 550mm x 450mm.
b) Prominently displayed at every entrance to areas where the public are not permitted.

PROHIBITED AREA The Public is not permitted in this area.

4.21.4. **Signs giving warning about alcoholic beverages:**

a) Of dimensions not less than 550mm x 450mm.
b) Prominently displayed in pit areas warning that the carrying or consumption of alcoholic beverages by any person in the area is prohibited.

WARNING The carrying or consumption of alcoholic beverages in the pit area is prohibited. By Order, Motorcycling Australia Ltd

4.21.5. **Signs advising that animals are not permitted within the venue:**

a) Of dimensions not less than 550mm x 450mm.
b) Prominently displayed at every entrance to the venue.
c) "Accredited" by a State or Territory endorsed facility for the purposes of assistance animals.

NOTICE No Animals Allowed. Guide Dogs and accredited Assistant Animals Excepted. Must be kept on a lead (or restrained) at all times. By Order, Motorcycling Australia Ltd

4.21.6. **Signs controlling the riding of motorcycles in pit area:**

a) Of dimensions not less than 550mm x 450mm.
b) Prominently displayed at every entrance to the pit area.

The riding of motorcycles in the pit area is only allowed in marked access lanes. By Order, Motorcycling Australia Ltd

No Smoking in Pit Area By Order, Motorcycling Australia Ltd

No Open Footwear or Open Toe Shoes to be worn in Pit Area (Feet should be fully covered) By Order, Motorcycling Australia Ltd

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4.21.7. **Track Operators should also consider additional signage including:**

a) Emergency route signage
b) Full site plan, with toilets, track exit and entry points, spectator areas, refuelling points, and emergency ambulance points clearly marked.
c) Track and Paddock exit and entrance points.
d) "No spectators beyond this point".
e) Hazardous chemicals (fuel etc).
f) "No entry".
g) Vehicle directional flow signs.
h) "Re-fuelling point".
i) "Fire extinguishers point".
j) "First aid point".
k) "No smoking / No naked light".
l) "Uneven surface" in spectator areas.

4.21.8. **Rider Information Signs**

a) All Tracks should display a permanent **Venue Plan** and **Track Map** in the Paddock area showing the track layout including Flag Points and track access and exit points, emergency access routes, location of First Aid posts, Toilets, and Fire Extinguisher points.

4.22. Non-Permanent Advertising Signage

a) Vertical signs of lightweight construction (eg tear drop flags) may be erected at least 3 metres from the Track edge,
    i. On the inside of corners.
    ii. Along straights;
    iii. Not obstruct the rider's or marshal's line of sight.
b) Horizontal signs made of polyurethane, corflute, fabric, or similar lightweight material and weighing less than 5kg (including supports) may; be erected at least 3 metres from the Track edge in run-off areas
c) Horizontal signage height should not exceed 1.5 metres.
d) Supports for such signs should not create a hazard to the riders.
    i. Breakable wooden stakes angled away from the track and if they can be landed on then capped,
    ii. Metal pegs/screws cannot protrude more than 20mm from the ground, on the outside of corners

4.23. Landline / Mobile Telephones

4.23.1. Tracks should have at least one working telephone connection at all times. If there is no landline connection, then a nominated official should have a fully charged mobile telephone with them, preferably with a vehicle charger and/or spare battery and/or power pack, with that official's identity and location known to all key officials.

4.23.2. Where a Track is outside of the range of mobile telephone network coverage, the Track Operator or Promoter is responsible for providing a means of emergency communication such as via radio link or satellite phone.

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4.24. Track Control – Light Systems

4.24.1. Track control lighting systems may be used in conjunction with Flag Marshals, but not replace them.

4.24.2. Where the Track Operator or promoter wishes to incorporate a light system into track control, the Track Inspector should note whether the light system has the following;

a) Light properties:
   i) Each light should have the capacity to flash 3 to 4 times per second.
   ii) The type of light used should give instantaneous light, with little or no rise time.
   iii) Each light should be able to give at least 70° visual range.
   iv) 360° lights should not be used.
   v) For maximum colour contrast each light should be mounted on a matt black background.
   vi) Lights should be fitted with a repeater to inform the following flag post of their activation.
   vii) The lights used should have sufficient colour saturation to ensure they cannot be mistaken for another colour under all ambient light conditions.

b) Light position:
   i) Each light should be positioned at no more than a 30° angle from the main line of sight, on the racing line.
   ii) Each light should always be angled in order that the maximum viewing surface is visible for the longest period of time.
   iii) Each light should be equipped with some form of anti-glare to avoid low sun angles causing difficulties.

c) Light operation:
   i) Each red light should only be operated from race control.
   ii) Yellow lights may be operated by flag marshals or from race control.
   iii) Each control box should be designed so as to avoid the possibility of accidental operation and should incorporate repeater lights.
   iv) An emergency power supply should be available, or flags are to be used.

d) Starting lights:
   When lights are installed for the starting of a race, the following should be utilised:
   - Red lights illuminated: Remain stationary and prepare to start racing.
   - Red lights extinguished: Start racing.

4.25. Lighting

4.25.1. Lighting should be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces, with particular attention paid to the illumination of up-ramps.

4.25.2. Lighting should be located to avoid hindering a rider's vision.

4.25.3. Temporary Lighting should be tested in situ at least once prior to an event.

4.26. Parking

4.26.1. Vehicles should not be permitted to park within spectator areas. If space does not allow for a separate parking area, a minimum gap of 8m should be maintained between the spectator fence and any vehicle.

4.26.2. Vehicles should not park on the outside of berms or corners, with those areas marked with "No Parking" signs.

4.26.3. Consideration should be given to helicopter landing areas being positioned away from parking locations to reduce risk of vehicles being damaged.

4.26.4. A "Park at Your Own Risk" sign should be considered by Track Operators.

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TRACK STANDARDS MX/SX/Stadium MX (SMX) -
Minimum Standard Summary

Item	Detail	MOTOCROSS		SUPERCROSS		STADIUM MX
		National	Other	Outdoor	Indoor	
Track Length	Min.	1.5km	800m	400m	300m	400m
	Max.	3km	3km	N/A	N/A	N/A
Start Straight Length	Min.	70m	70m	30m	30m	30m
	Max.	125m	125m	80m	80m	80m
Average Speed	Max.	65kph	65kph	65kph	65kph	65kph
Lap Time	Min.	N/A	N/A	35 sec	25 sec	N/A
Track Width	Min.	7m	6m (30 gates) 7m (40 gates)	6m	5m	5m
Number of Start Gates	No:	40	30 to 40	25	Up to 12	25
Gate Height	Min.	500mm	500mm	500mm	500mm	500mm
Gate Centres	Min.	1m	1m	1m	1m	1m
Rear Barrier	Min.	3m	3m	3m	3m	3m
Lighting	Min.	250lux	250lux	250lux	250lux	250lux
Bridge/Tunnel Clear Space	Min.	3.0m	3.0m	3.0m	3.0m	3.0m
Jump/Obstacle Height	Max.	3.0m	3.0m	3.0m	3.0m	3.0m
Double Jumps	Yes/No	Yes	Yes	Yes	Yes	Yes
Triple Jumps	Yes/No	No	No	Yes	Yes	No
Tabletop Jumps	Yes/No	Yes	Yes	Yes	Yes	Yes
Whoops	Yes/No	Yes	Yes	Yes	Yes	Yes
Stutters	Yes/No	No	No	Yes	Yes	No
Always refer to Track Standards for clarification and application of allowable obstacles for each discipline.						
Mechanics Area	Yes/No	Yes	No	No	No	No
Pit Board Area	Yes/No	Yes	Yes	TRA Required	No	No

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5. SUPERMOTO MODULE

5.1. Scope and Application

5.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 4) outlines the desired Track conditions for *SuperMoto* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

5.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

5.1.3. Inspections of temporary supermoto tracks should be undertaken in accordance with this Module, **not** the Temporary track module.

Components of the Track Inspector's Assessment

5.2. Track Layout

5.2.1. There should be:

a) At least one Jump or Tabletop Jump included in the dirt section(s);
b) Adequate drainage to avoid pooling in the event of heavy rainfall;
c) An alternative track configuration that may be used, at the discretion of the Clerk of Course, in adverse weather conditions.

5.3. Track Surface

5.3.1. The Track surface should ideally consist of both sealed and dirt sections with the length of all dirt sections accounting for at least 20%, and less than 50%, of the total Track length.

5.3.2. Where the Track surface changes from dirt to sealed or vice versa, the transition should be smooth and constructed so as to minimise the likelihood of loose material being transported or flung onto the sealed track.

5.3.3. Tracks comprised only of sealed surface may be used if the Tack Operator will not allow any dirt sections or if it is not possible to incorporate a dirt section.

5.4. Straights

5.4.1. Straights should not exceed 300 metres in length

5.4.2. The distance from the start line to the inside of the first corner should be no less than 60 metres.

5.4.3. It is preferable that the straight is sealed, however a compacted dirt start may be acceptable, at the RCB's discretion.

5.5. Track Length

5.5.1. Total Track length should be at least 800 metres and not longer than 3,000 metres.

5.5.2. The length of the Track should be measured along the centre line.

5.6. Track Width and Density

	Density	Width
5.6.1.	Up to 20 motorcycles (or 10 quadbikes) on the track at the one time	The Track width should be at least 6 metres
5.6.2.	Up to 30 motorcycles (15 quadbikes)	Track width of at least 7.5 meters
5.6.3.		Temporary Tracks may have a reduced width with a corresponding reduction in number of machines allowed on the track at once
5.6.4.	May be increased by 20% during practice and qualifying sessions	

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5.7. Track Edge and Verge

5.7.1. Track edges on any sealed section should be continuously marked with a non-skid white painted line on each side.

5.7.2. The Track should continue without a step onto the verge area, which should be flat and compacted and kept free of debris.

5.7.3. The verge should be at least 3 metres wide except where there is a pit wall in which case the verge should be at least 1 metre wide measured from the Track edge to the pit wall (1LoP).

5.8. Run Off Area

5.8.1. Run-off in corners should be a minimum of 8 metres from the Track edge to the 1LoP. Additional run off should be considered for fast corners of less than 90 degrees, and adjacent to spectator areas.

5.8.2. Airfence or other protective devices such as foam bales can be used where there is insufficient run-off distance.

5.8.3. Water barriers may be used as 1LoP if joined together with pins or metal latch and pins.

5.9. Arrestor Beds (Gravel Trap)

5.9.1. Arrestor beds can be used and are to be flush with the verge, with the surface raked smooth

5.9.2. Gravel traps:

a) Should be constructed using round grains of gravel between 5 and 15mm in diameter.
b) Alternative materials for the gravel trap may be approved, subject to inspection and written approval by the RCB.
c) The depth of the gravel layer should be at least 200mm.

5.9.3. There should be at least 2 metres of solid verge between the gravel trap and the edge of the Track.

5.10. Obstacles

The following Obstacles may be used in Supermoto:

5.10.1. Jumps:

a) Should be at least 6 metres wide and not more than 600mm high.
b) The approach ramp grade should not exceed 10 degrees.
c) The landing side of Jumps should be of solid (compacted) soil without rocks.
d) The distance between two Jumps should be at least 30 metres.
e) There should be no double Jumps, triple Jumps or Stutter Section.

5.10.2. Tabletop Jumps: Height can be increased to 1.2 metres, and the approach ramp grade can be up to 20 degrees.

5.10.3. Metal or Timber Ramps:

a) If alloy, steel, or timber ramps are used, the lip where the ramp meets the tarmac should be no more than 20mm,
b) The total height of ramp should be no more than 400mm high.

5.10.4. Whoops and Rollers

a) Should be 6m wide and no more than 0.6m high.
b) Should be a minimum of 5m and no more than 6m crest to crest.
c) Should be constructed such that riders do not clear more than one rounded obstacle at once.
d) Should only be one set of up to 5 crests on any track.

5.11. Flag Points

5.11.1. Flag Points should:

a) be located behind the first line of protection.
b) be able to communicate verbally with race control.
c) be marked with a sign-board bearing the number of the marshal point.

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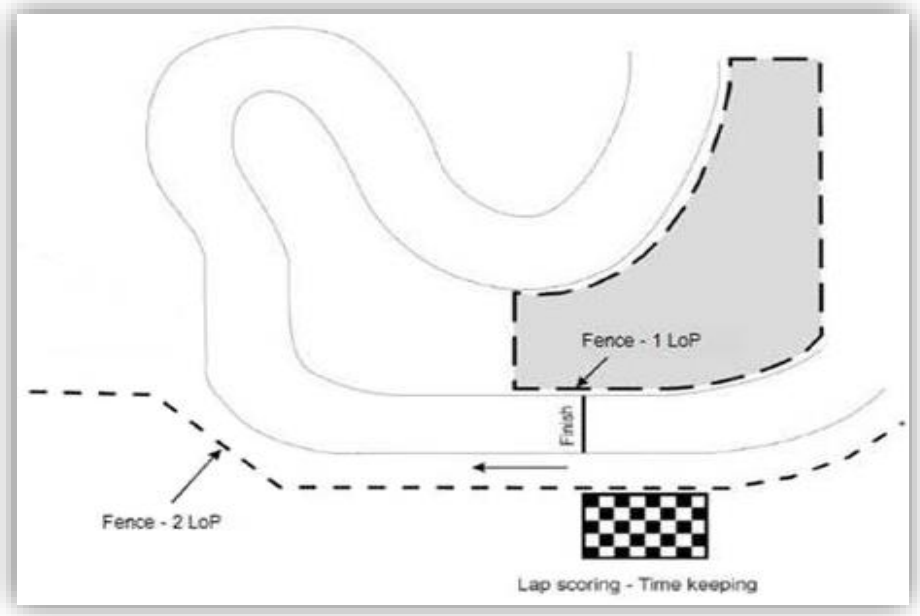
5.12. Lines of Protection

Example illustration of Supermoto 1Lop and 2Lop



5.13. Neutral Zone

5.13.1. There should be a Neutral Zone between the marked Track edge and the 2LoP.

5.13.2. The Neutral Zone should be smooth, free of Hazards, and 4 metres wide measured perpendicular to the Track except:

a) where speeds in excess of 60 kph are anticipated, in which case the Neutral Zone should be at least 6 metres wide measured perpendicular to the Track.
Or

b) where the Neutral Zone is adjacent to a Tabletop Jump, in which case the Neutral Zone should be at least 6 metres wide measured perpendicular to the Track.

5.14. Verge Area

5.14.1. Adjacent areas of Track should be at least 4 metres apart unless separated by appropriate barriers (e.g. straw bales, tyre wall, water barriers (empty), or other shock-absorbent material). If portable plastic road safety barriers are in use, these should be moveable (i.e. not full of water) and placed on an angle to oncoming motorcycles so as not to cause a sudden stop should a motorcycle come into contact with it.

Image: Transition of concrete barrier into earth backed tyre wall. Note chaining of tyre wall stacks to each other and also linking the buffer system back to barrier.

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5.15. Grid Markings

5.15.1. Pole position is on the front row on the side of the Track opposite to the direction of the first corner.

5.15.2. The remaining grid positions are marked in descending order as follows:

a) In each row, the second position will be offset so that it is 1 metre behind the first position of the same row and at least 1 metre to the side of the first position; the third position is offset so that it is 1 metre behind the second position of the same row and at least 1 metre to the side of the second position (see diagram).

b) The second row is similarly configured but with the starting positions being placed in between those of the first row.

c) The odd numbered rows are set out similar to the first row. The even numbered rows are set out similar to the second row.

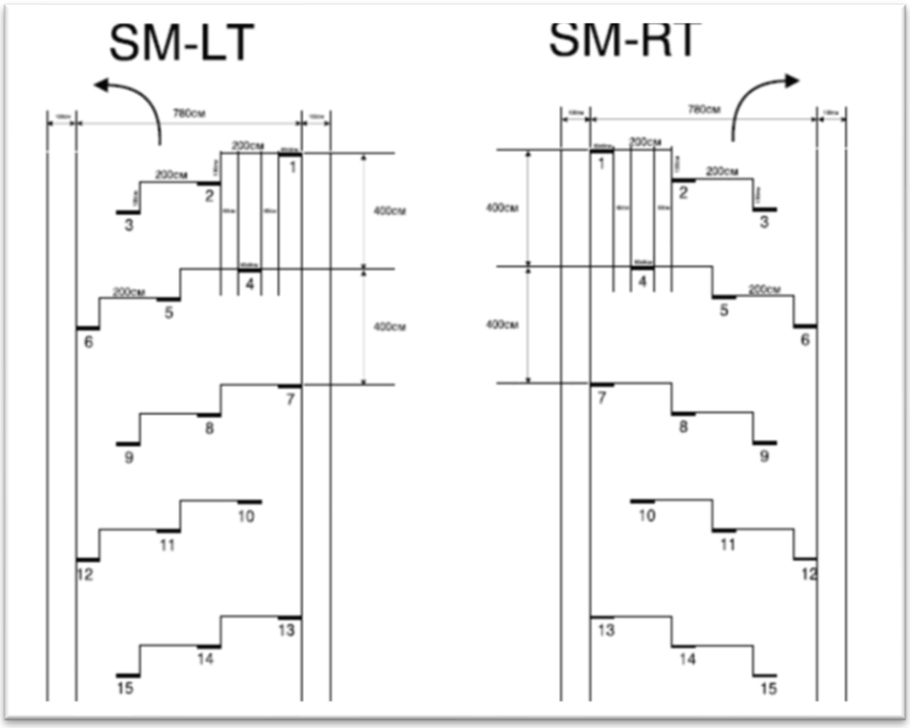
d) A distance of 4 metres should separate the first position of each row.

5.15.3. Each starting position should be indicated by a painted white line on the starting grid (80 cm x 8 cm).

5.15.4. All grid markings should be parallel to the Track direction.

5.15.5. A 'Finish' will be marked at the appropriate place across the full width of the Track and be at least 100mm wide.

5.15.6. Track markers should not exceed 500mm above Track level.



5.16. Pit Area

5.16.1. Pit entry and exit roads should be located off the racing line.

5.16.2. Pits should include a dummy gird area immediately before the pit exit.

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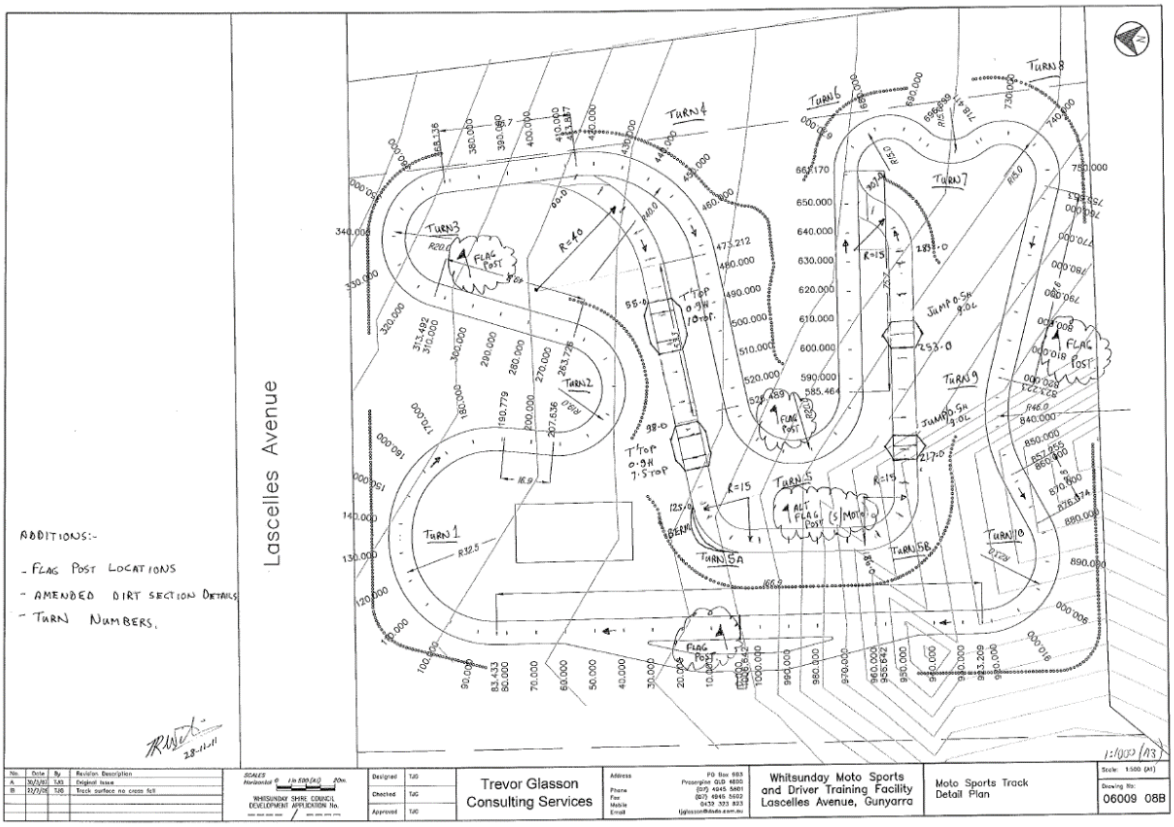
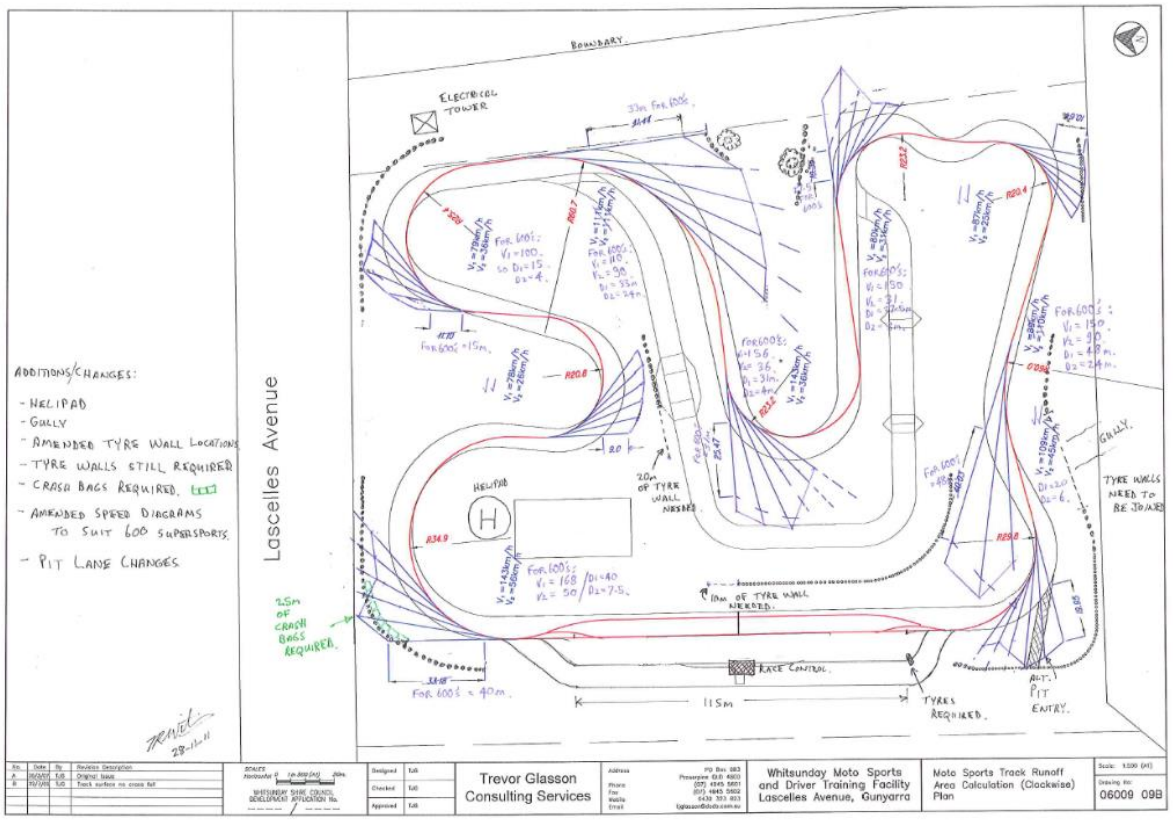
5.17. Track Maps

5.17.1. Example Supermoto Maps to be included in the Track Inspection Report:





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6. MOTOCROSS MODULE

6.1. Scope and Application

6.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 4) outlines the desired Track conditions for Motocross (MX) which should be evident during a Track Inspection, and in a Track Inspection Report, prior to the RCB issuing a Track Licence.

6.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

6.1.3. Inspections of temporary Tracks should be undertaken in accordance with the Arena Cross Module.

Components of the Track Inspector's Assessment

6.2. Track Layout

6.2.1. Ideally the Track should:

a) Cater for all grades of riders.
b) Be designed with minimal stop/start turns.
c) Allow for passing.
d) Provide Obstacles of varying difficulty.

6.2.2. The Track Inspector should note:

a) the location, consistency, and shape of Jumps
b) Track surface materials, which should be natural rather than sawdust or chip from chemically treated timbers.
c) Location, extent, height, and construction of 1LoP and 2LoP.
d) Adequacy of drainage to avoid pooling in the event of heavy rainfall.

6.2.3. A Track may have a split section if adequate space is available and otherwise complies with these Standards.

6.2.4. Jumps can be used to create double racing-line sections through corners or through winding parts of the course.

6.2.5. Berm height, size and angle (pitch), location, and approach speed should not create exposure to any Hazard, to other sections of Track or to the spectator area.

6.3. Track Length

6.3.1. Track length should be at least 800 metres and not longer than 3,000 metres, however Tracks used for State and National Championships should be at least 1,500 metres and not longer than 3,000 metres.

6.3.2. The length of the track should be measured along its centre line.

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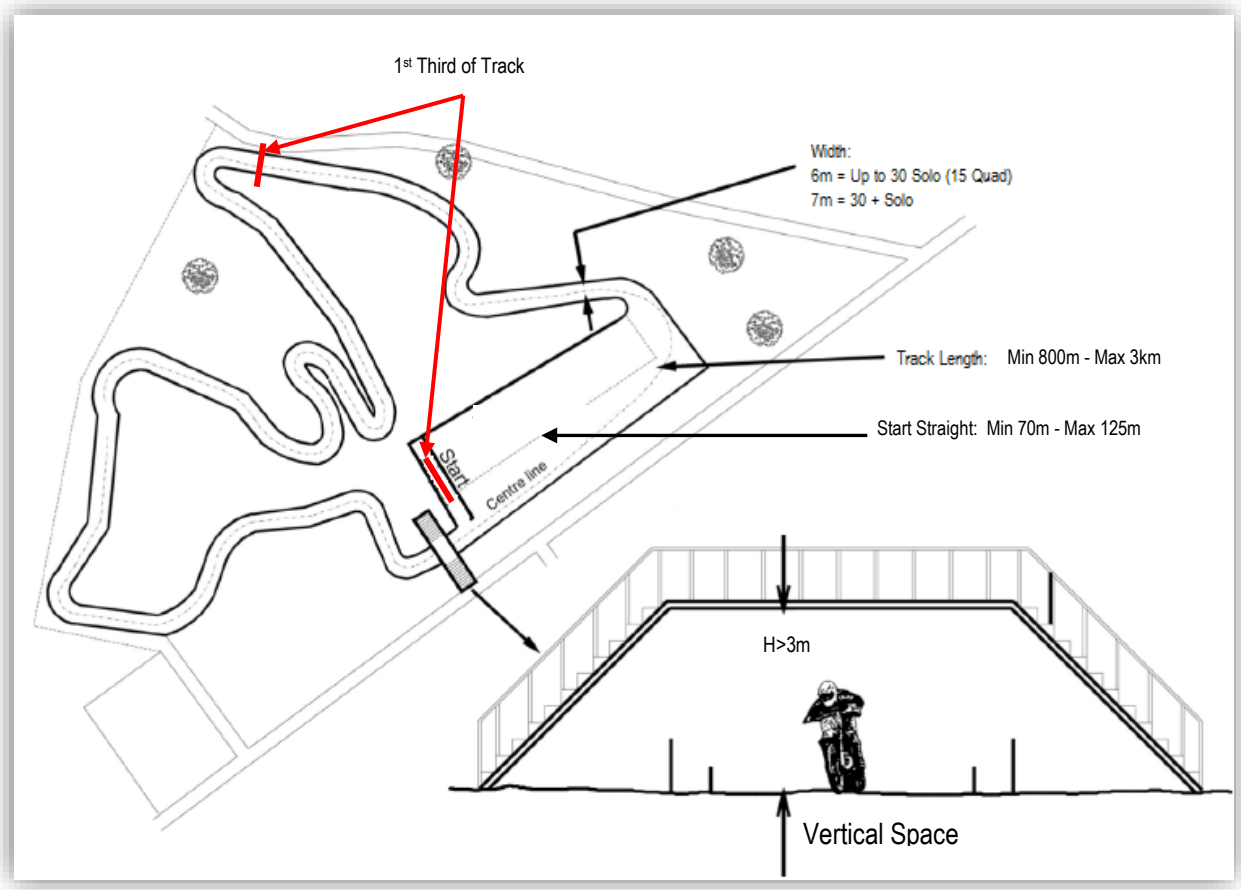
6.4. Track Width and Density

	Density	Width
6.4.1.	Mass start of up to 30 motorcycles (or 15 quadbikes / sidecars)	Track width of at least 6 metres
6.4.2.	Mass start of up to 40 motorcycles (20 quadbikes / sidecars)	Track width of at least 7 metres for first third of Track length
6.4.3.	Formula for calculating maximum mass start number where Track dimensions do not meet 6.4.2	N = W x L / 30 +/ -1 Where: N = Number of riders allowed on start gate W = Width of first corner L = Length of start straight
6.4.4.	Can be increased by 20% during practice and qualifying sessions	



6.4.5. Standard 6.4.2 is not capable of mitigation by undertaking a TRA.

6.5. Vertical Space

6.5.1. Standard 4.10.1 does not apply to covered start gates where the free space above can be less than 3 metres.

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6.6. Average Speed

6.6.1. The maximum average speed for one lap of the Track should not exceed 65kph.

6.6.2. The formula to calculate average track speed is:

a) Average Speed (kph) = $\frac{\text{Distance (metres) x 3.6}}{\text{Lap Time (secs)}}$

b) Example: $\frac{\text{Track length = 1,750 metres}}{\text{Lap time = 119 seconds}}$

Average Speed (kph) = $\frac{\text{1750 metres x 3.6}}{\text{119 seconds}}$

= 52.94 kph

6.7. Obstacles

6.7.1. Jumps should:

a) not exceed 3 metres in height

b) have a smooth take-off ramp with consistent gradient and without ruts or ledges.

c) have a landing ramp that is 1 metre wider than and in a straight line with the take-off ramp, be well-rounded without a peak top, with a long gentle slope for landing.

6.7.2. The length of approaches to Jumps should be limited to control approach speed.

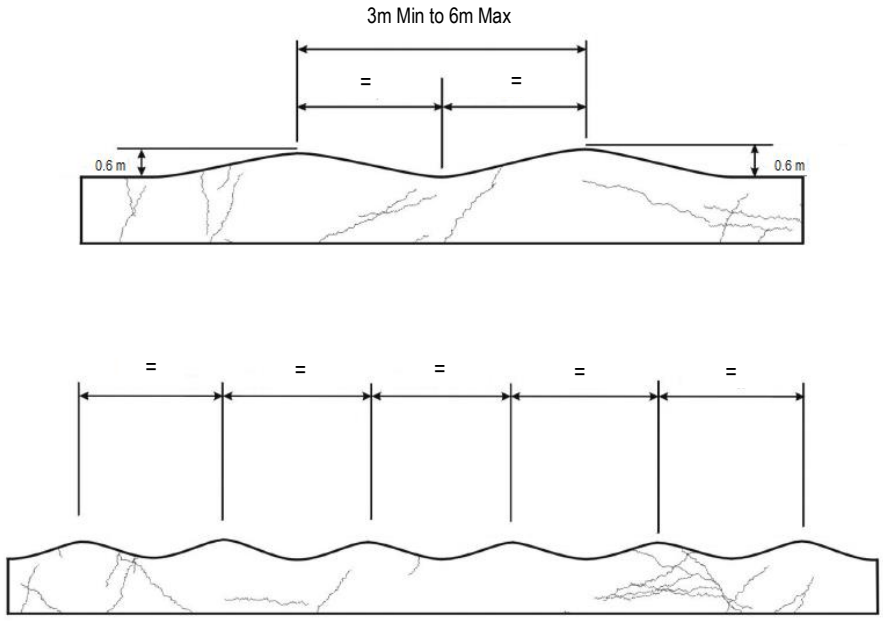
6.7.3. The Track should not include “triple Jumps” or “stutters”.

6.7.4. For “Double jumps” the second Jump in a double should be 400mm lower than the first Jump

6.7.5. A Tabletop jump should have a flat surface with a minimum length of 3 metres and a maximum length of 21 metres.

6.7.6. Hay bales should not be placed on the top of Jump landing ramps.

6.7.7. Whoop Sections should be confined to the second half of a Track and constructed such that riders do not clear more than one rounded Obstacle at once.



Regular spacing of 3m
Min to 6m
Max between

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6.7.8. The section between Step-up Jump ramps should be filled to be level with the top of the lower ramp.

Diagram: Step-up Jump:

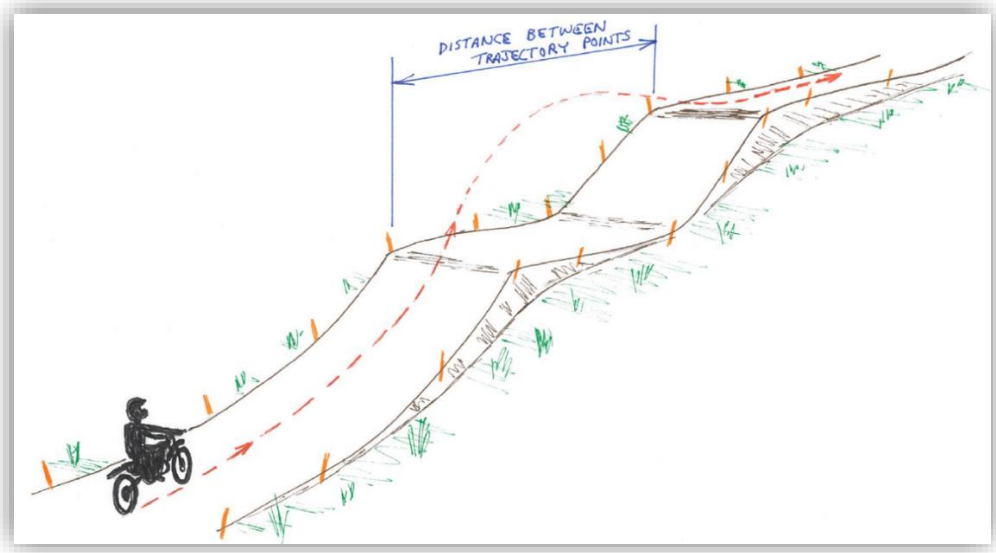


Diagram: How to measure an Obstacle:

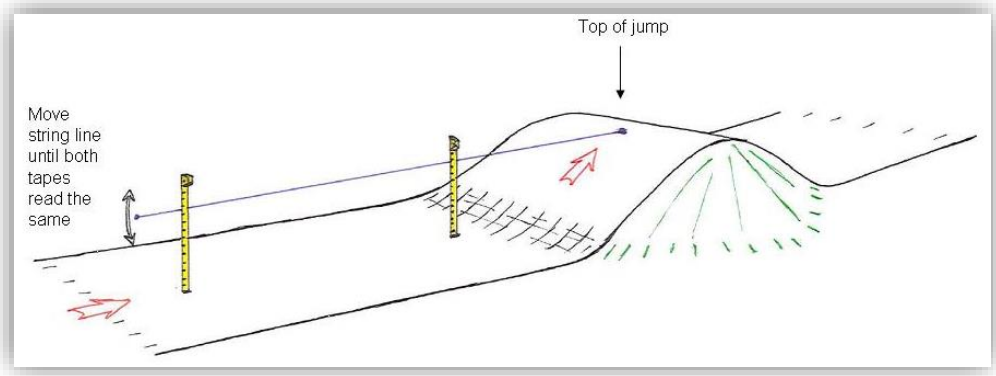
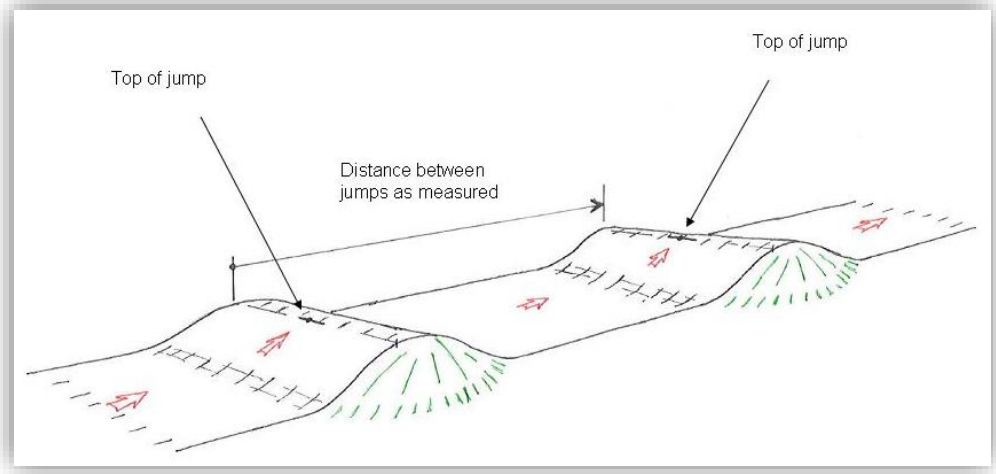


Diagram: How to measure between Obstacles:



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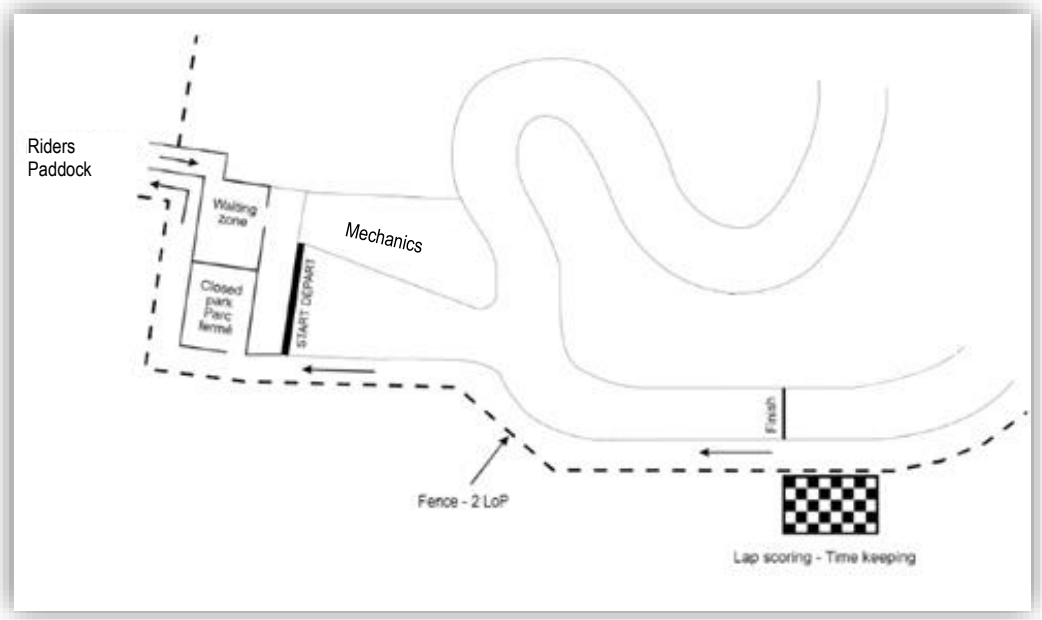
6.8. Lines of Protection:

Example illustration of MX 1Lop and 2Lop



First and second line of protection.

6.9. Bridges and Tunnels

6.9.1. A written report or certificate of compliance from a qualified structural engineer should be produced by the Track Operator during the Track Inspection signifying the structural integrity of the bridge or tunnel.

6.9.2. Such report or certification may remain in force for a period of time during which the structure does not require re-inspection. Nevertheless, report or certificate should still be provided to the Track Inspector during each such inspection.

6.9.3. The bridge or tunnel should otherwise comply with Standards 4.9.2 and 4.9.3 regarding Hazards, and otherwise not allow debris to fall on to the Track below.

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6.10. Starting Area

6.10.1. The starting area should:

a) be clearly marked and fenced off to restrict entry.

6.10.2. The Start Gate should:

a) offer all riders equal opportunity for a successful start.
b) provide a separate gate for each rider.
c) be a transverse backward falling device, folding, or dropping in operation.
d) be of solid and rigid construction.
e) be controlled manually or remotely, with the control mechanism not visible to the riders.
f) be 500 mm high and allow at least 1 metre spacing (centre-to-centre) for each motorcycle and 2 metres for quadbikes or sidecars.
g) have a barrier behind to prevent riders from moving their motorcycles backwards away from the Start Gates. The distance between the top of the Start Gate (released) and the rear barrier should be 3 metres. (Refer to the diagram below).
h) for Australian Championship events, provide for up to 40 solo competitors (40 metres wide) in one single line (no second row) and be self-penalising.
i) for events other than Australian Championships, a starting mechanism other than gates as described in this Standard may be acceptable.

6.10.3. A Start Pad should:

a) Where an earth/dirt starting pad is secured to the ground with a concrete footing, such footing should not exceed 600 mm in width.
b) be constructed of concrete, steel mesh pads, or similarly solid material to allow riders to start on a firm base promoting equal opportunity for all riders.
c) A barrier at the rear (to prevent riders from moving their machines backwards) should be installed 3 metres behind the top of the starting gate (released). (Refer to the diagram on the next page)

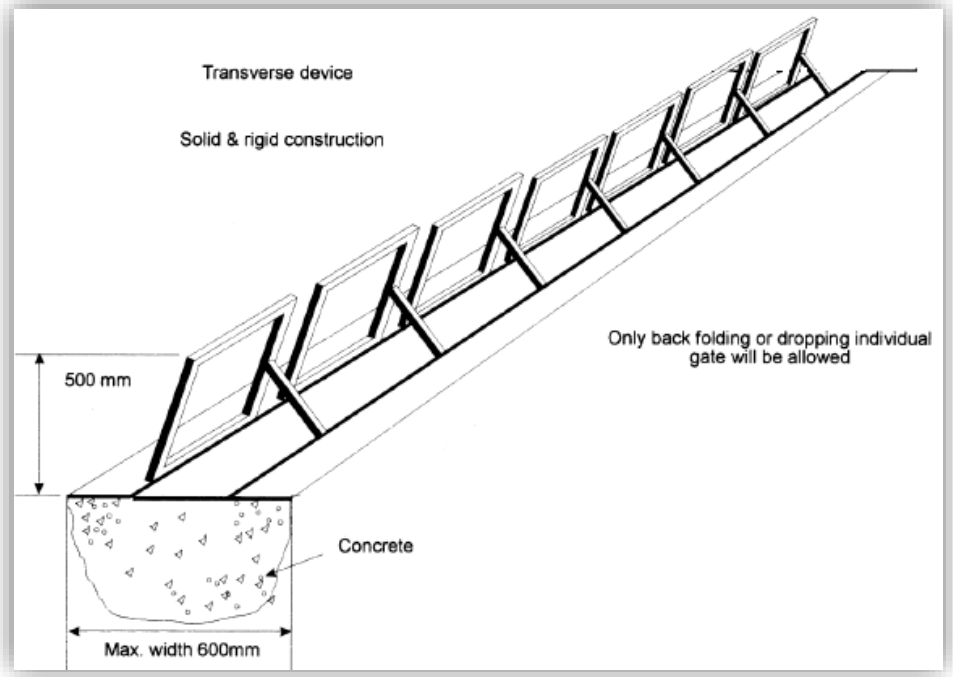

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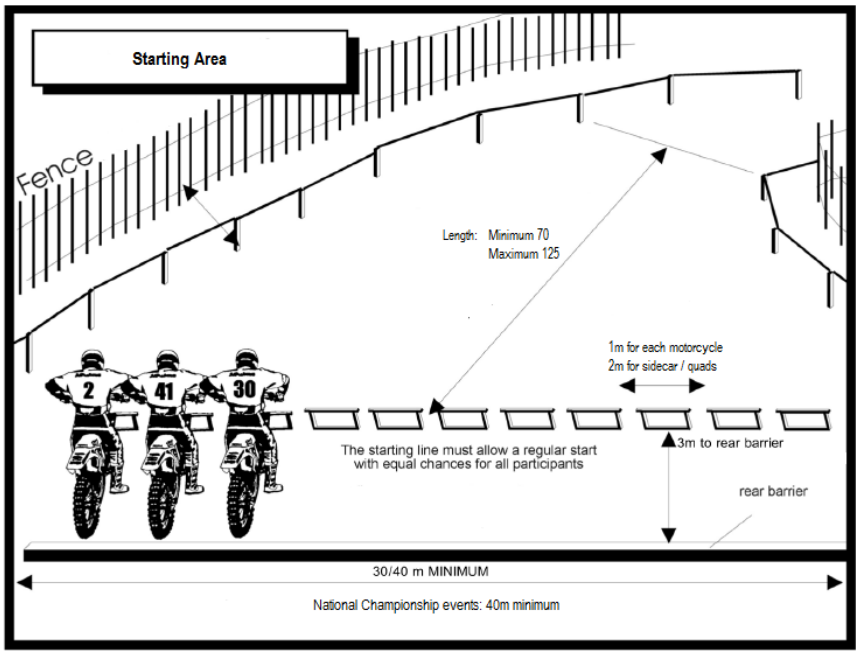
Diagram: Steel Mesh Start Pads

Diagram: Starting Area



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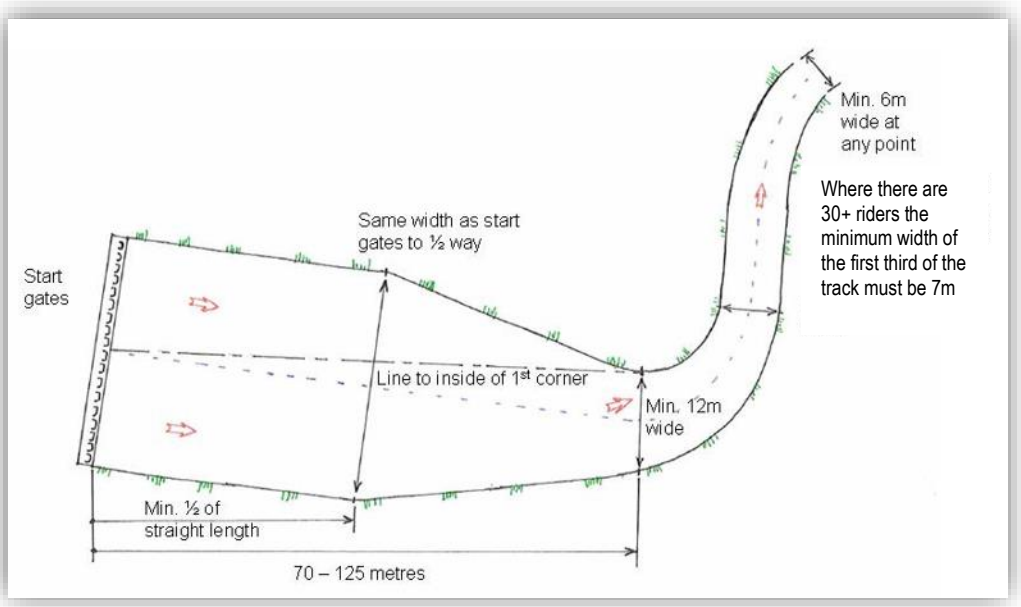
6.11. Start straight:

6.11.1. The start straight should:

a) Not include Obstacles
b) be at least 70 metres and not more than 125 metres to the inside of the first corner measured along the centre of the track (see diagram)
c) maintain the width of the Start Gate for the first 50% of its length
d) taper to a width of at least 12 metres at the first corner, further tapering to 8 metres over the length of the first corner.

6.11.2. The first corner can turn either to the left or to the right.

Diagram: How to measure the width of the track at the start straight:



6.12. Waiting zone:

6.12.1. A waiting zone should be provided for all Australian Championship events, designed to accommodate 40 motorcycles, preferably under cover and in close vicinity of the starting area.

6.13. Finish Area

6.13.1. Finishing line should:

a) be clearly marked with a flexible post on either side of the track
b) be clearly displayed on all track drawings and plans

6.13.2. Timekeeping and lap scoring services should be positioned in line with the finish line.

6.14. Pit Board Area

6.14.1. This is allowed Refer to 4.15

6.15. Mechanics Area/Zone

6.15.1. This is allowed Refer to 4.16

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7. SUPERCROSS MODULE

7.1. Scope and Application

7.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 5) outline the desired Track conditions for *Supercross (SX)* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

7.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

7.1.3. Temporary Tracks: While every effort should be made to follow the inspection and reporting processes of these Standards, it is acknowledged that due the very nature of Supercross where events are often held on temporary Tracks, time constraints may require some flexibility. In those circumstances:

a) The Tack Inspection may take place up to 24 hours prior to the Track being used for competition or practice; or
b) Should the Track be incomplete within that time frame, the Steward accompanied by the Clerk of Course may undertake the Track Inspection at any time prior to the Track being used for competition or practice; and
c) The opinion of an experienced rider may also be sought.

Components of the Track Inspectors Assessment

7.2. Track Layout

7.2.1. The materials used to construct the Track should be natural and of consistent texture, preferably a fine organic material like dirt, sand, loam, clay or any other material with comparable qualities free of stones and building rubble.

7.2.2. Track design should allow similar conditions to Motocross, ideally the Track should:

a) cater for all grades of riders.
b) Be designed with minimal stop/start turns.
c) Allow for passing.
d) Provide Obstacles of varying difficulty spaced between areas of low to medium speed bearing in mind the height and proximity of spectator areas and Lighting.

7.2.3. The Track Inspector should note:

a) the location, consistency and shape of Jumps
b) Track surface materials, as noted above
c) Location, extent, height and construction of 1LoP and 2LoP bearing in mind the height and proximity of spectator areas
d) For uncovered Tracks, adequacy of drainage to avoid pooling in the event of heavy rainfall.

7.2.4. Layout specifications will depend on the length of the Track.

7.3. Track Length

7.3.1. Subject to the space available, the Track should be:

a) For outdoor events (open stadiums), at least 400 metres long with an average lap time of at least 35 seconds.
b) For indoor events (covered stadiums), at least 300 metres with an average lap time of at least 25 seconds.
c) For National Championship events, at least 400 metres for covered stadiums and at least 500 metres for open stadiums.

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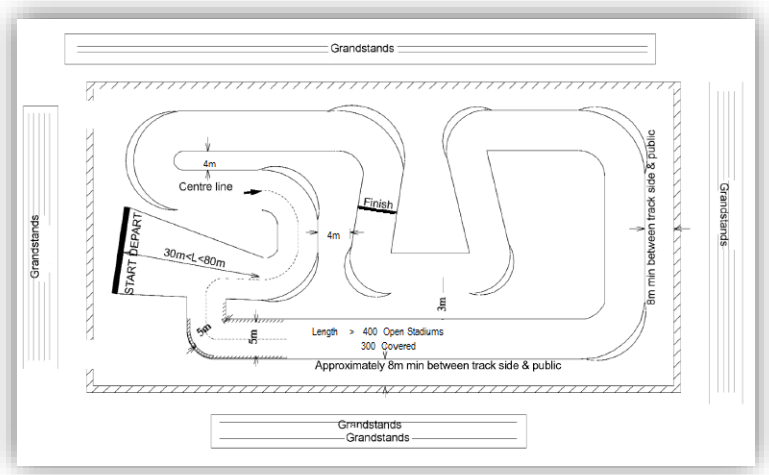
7.4. Track Width and Density

	Track Length	Track Width	Track Density
7.4.1.	Up to 250 metres	At least 5 metres	Subject to the below formula, a mass start of up to 12 motorcycles
7.4.2.	Of or greater than 250 metres	At least 6 metres	Subject to the below formula, a mass start of up to 25 motorcycles
7.4.3.			Notwithstanding the above, Track Density is subject to compliance with the following formula: N = W x L/30 +/-1 Where: N = Number of riders allowed on start grid W = Width of first corner L = Length of start straight
7.4.4.			Track density can be increased by 20% during practice and qualifying sessions

7.4.5. The Track should not have any sudden narrowing.



7.5. Average Speed

7.5.1. The average lap speed should not exceed 65kph calculated, using a lap time of an experienced "Pro" grade rider, by applying the formula below:

$$\text{Average Speed (kph)} = \frac{\text{Distance (metres)} \times 3.6}{\text{Lap Time (secs)}}$$

Example: Track length = 1,750 metres

Lap time = 119 seconds

$$\text{Average Speed (kph)} = \frac{1750 \text{ metres} \times 3.6}{119 \text{ seconds}}$$

= 52.94 kph

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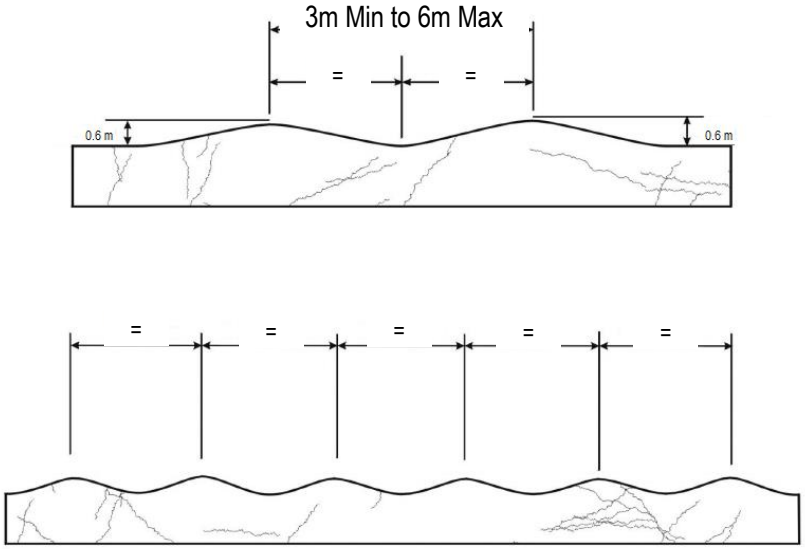
7.6. Obstacles

7.6.1. **Jumps should:**

a) not exceed 3 metres in height
b) have a smooth take-off ramp with consistent gradient and without ruts or ledges, and be maintained in such condition throughout the event
c) have a landing ramp that is 1 metre wider than and in a straight line with the take-off ramp, well rounded without a peak top, and with a long gentle slope for landing
d) The length of approaches to Jumps should be designed to control approach speeds but give an average rider enough speed to clear the Obstacle.
e) Hay bales should not be placed on the top of Jump landing ramps.
f) The section between Step-up Jump ramps should be filled to be level with the top of the lower ramp.

7.6.2. **Whoop sections should:**

a) be confined to the second half of a Track
b) constructed such that riders are unable to clear more than one rounded Obstacle at once.
c) be of the same height (Max 600mm), spacing (3m to 6m) and construction;



Equal spacing of 3m Min to 6m Max between each crest.
Max height of

7.6.3. **Table Top**

a) A Table-Top jump should have a flat surface with a minimum length of 3 metres and a maximum length of 21 metres.

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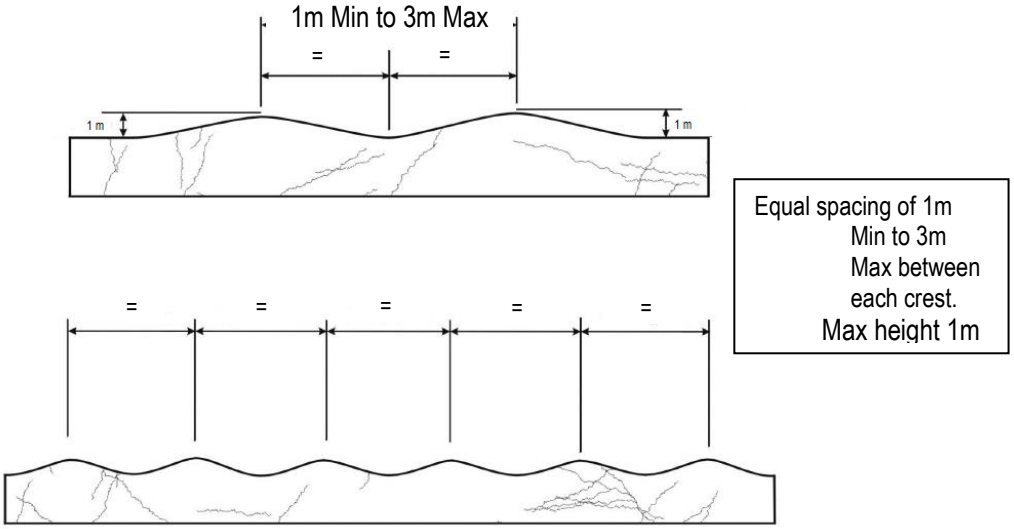
7.6.4. **Stutter Sections should:**

a) be of the same height (Max 1m), spacing (min 1m to max 3m) and construction;
b) be placed after corners or Jumps so that a varied entry and riding line is encouraged
c) be rounded off and made with a very good binding material to minimise rutting out.



7.6.5. **Double Jumps** should have a take-off ramp that may be of any height and at least 5 metres wide,

7.6.6. **Triple Jumps** should have a take-off ramp that:

a) may be of any height and at least 5 metres wide;
b) gives riders adequate run up to clear the Obstacle;

7.6.7. **Triple Jumps** should be constructed such that:

a) The second and third jumps are in a straight line with the take off ramp;
b) The second jump presents like a double jump, accommodating a wider range of rider ability;
c) The third jump is at least 1.5 metres wider than the first jump, with twice the top landing space than a double jump
d) The first jump is the highest and the third is the lowest; and
e) The third jump should be high enough to enable the rider to sight it.

7.6.8. **Bridge Jumps** should be constructed and assessed as a small Table-top Jump whereby:

a) the vertical space between the Track surface and any Obstacle above the ground (i.e. the bridge) should be at least 3 metres;
b) the minimum width through, and over, the bridge is at least 5 metres;
c) the bridge or underpass is positioned so that riders approach at low speed or in a straight line; and
d) both entry corners to the underpass are covered by protective padding.

7.6.9. **Ramps** (Indoor National Championship events only) should:

a) Be located in consultation with riders;
b) Have a non-slip surface to offer traction;
c) Be of sturdy construction (metal or wood) and secured to prevent movement
d) Be free from any protruding hinges or hard edges that could injure the rider or disrupt take-off;
e) Be used solely for Jump take-offs; and
f) be fitted with protective padding to reduce the impact if a rider was to hit the front side of the ramp.

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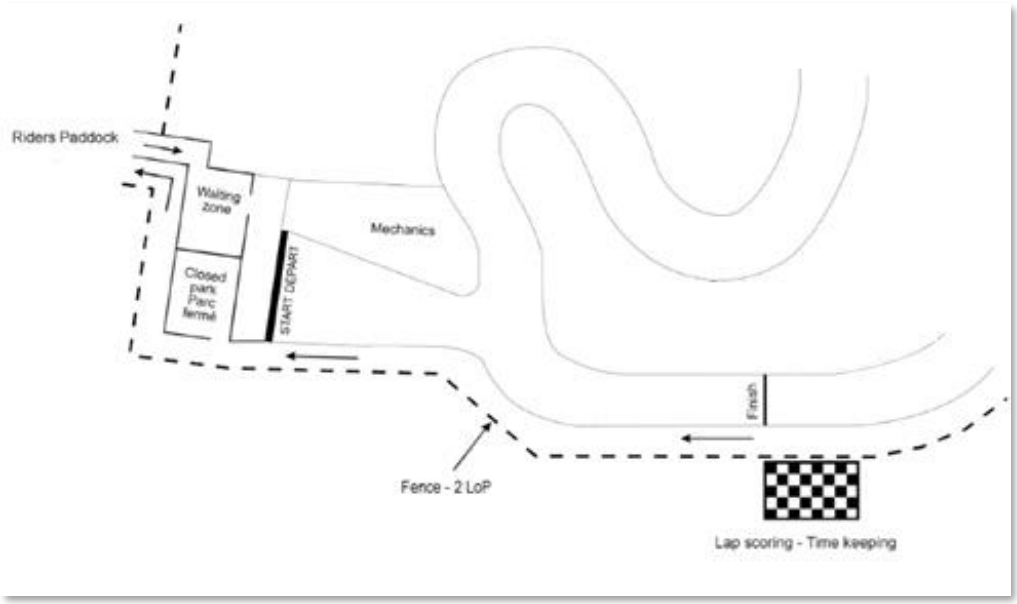
7.7. Mechanics Zone

7.7.1. A Mechanics Zone should be provided for Australian Championship events and should:

a) be clearly marked and adjacent to the Track;
b) have a controlled entrance from and exit to the Track
c) not be at the outside of a corner or at the outside exit of a corner.

7.8. Lines of Protection

Example Illustration of Supercross 1LoP and 2LoP:



7.9. Starting Area

7.9.1. The starting area should:

a) be clearly marked and fenced off to restrict entry

7.9.2. The Start Gate should:

a) Offer all riders equal opportunity for a successful start
b) Provide a separate gate for each rider
c) be a transverse backward falling device, folding or dropping in operation
d) be of solid and rigid construction
e) be controlled manually or remotely, with the control mechanism not visible to the riders
f) be 500 mm high and allow at least 1 metre spacing (centre-to-centre) for each motorcycle and 2 metres for quadbikes or sidecars
g) have a barrier behind to prevent riders from moving their motorcycles backwards away from the Start Gates. The distance between the top of the Start Gate (released) and the rear barrier should be 3 metres. (Refer to the diagram below)
h) for Australian Championship events, provide for up to 40 solo competitors (40 metres wide) in one single line (no second row) and be self penalising
i) for events other than Australian Championships, a starting mechanism other than gates as described in this Standard may be acceptable

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7.9.3. A Start Pad should:

a) Where an earth/dirt starting pad is secured to the ground with a concrete footing, such footing should not exceed 600 mm in width.
b) be constructed of concrete, steel mesh pads or similarly solid material to allow riders to start on a firm base promoting equal opportunity for all riders.
c) A barrier at the rear should be installed at the start gate, in order to prevent riders from moving their machines backwards away from the start gates. The distance between the top of the starting gate (released) and the rear barrier should be 3metres. (Refer to the diagram on the next page)

7.10. Start straight:

Note: Some tracks are designed for smaller grid numbers and this rule allows for the first corner to match the Track Density.

7.10.1. The surface of the start straight up to a point 5 metres past the exit of the first corner should be flat and generally smooth.
7.10.2. The start straight should be between 30 metres and 80 metres ling to the inside of the first corner.
7.10.3. The first corner should be at least 9 metres wide to accommodate Track Density of up to 25 riders.

7.11. Waiting Zone

7.11.1. A waiting zone should be provided to accommodate riders in the next race in close vicinity of the starting area.

7.12. Finish Area

7.12.1. Finishing line should:

a) be clearly marked with a flexible post on either side of the track; or
b) if marked with an overhead banner, provide 3.0 metres of clear space between the Track surface and the banner; and
c) be clearly displayed on all track drawings and plans

7.12.2. Timekeeping and lap scoring services should be positioned in line with the finish line.

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8. ARENA CROSS MODULE (AKA STADIUM MOTOCROSS)

8.1. Scope and Application

8.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 5) outlines the desired Track conditions for *Arena Cross (AX) (also known as Stadium Cross)* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

8.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

8.1.3. Temporary Tracks: While every effort should be made to follow the inspection and reporting processes of these Standards, it is acknowledged that due the very nature of *Arena Cross* where events are often held on temporary Tracks, time constraints may require some flexibility. In those circumstances:

a) The Tack Inspection may take place up to 24 hours prior to the Track being used for competition or practice; or
b) Should the Track be incomplete within that time frame, the Steward accompanied by the Clerk of Course may undertake the Track Inspection at any time prior to the Track being used for competition or practice; and
c) The opinion of an experienced rider may also be sought.

Components of the Track Inspectors Assessment

8.2. Track Layout

8.2.1. The materials used to construct the Track should be natural and of consistent texture, free of stones and building rubble, preferably a fine organic material be it dirt, sand, loam, clay or any other material with comparable qualities.

8.2.2. Track design should allow similar conditions to Motocross, ideally the Track should:

a) cater for all grades of riders.
b) Be designed with minimal stop/start turns
c) Allow for passing
d) Provide Obstacles of varying difficulty spaced between areas of low to medium speed bearing in mind the height and proximity of spectator areas and Lighting.

8.2.3. The Track Inspector should note:

a) the location, consistency and shape of Jumps
b) Track surface materials, as noted above
c) Location, extent, height and construction of 1LoP and 2LoP bearing in mind the height and proximity of spectator areas
d) For uncovered Tracks, adequacy of drainage to avoid pooling in the event of heavy rainfall.

8.2.4. Layout specifications will depend on the length of the Track.

8.3. Track Length, Width & Density

	Track Length	Track Width	Track Density
8.3.1.	At least 400 metres	At least 5 metres and: allow a Jump landing zone that is at least 1 metre wider than the take-off point not have any areas of sudden narrowing	Mass start of up to 25 motorcycles, but subject to the below formula: N = W x L/30 +/-1 Where: N = Number of riders allowed on start grid W = Width of first corner L = Length of start straight Track density can be increased by 20% during practice and qualifying sessions

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8.4. Average Lap Speed

8.4.1. The average lap speed should not exceed 65kph calculated, using a lap time of an experienced "Pro" grade rider, by applying the formula below:

$$\text{Average Speed (kph)} = \frac{\text{Distance (metres)} \times 3.6}{\text{Lap Time (secs)}}$$

Example:

Track length = 1,750 metres
Lap time = 119 seconds

$$\text{Average Speed (kph)} = \frac{1750 \text{ metres} \times 3.6}{119 \text{ seconds}}$$

= 52.94 kph

8.5. Obstacles

8.5.1. The Track should **not** include triple Jumps or stutters.

8.5.2. Jumps should:

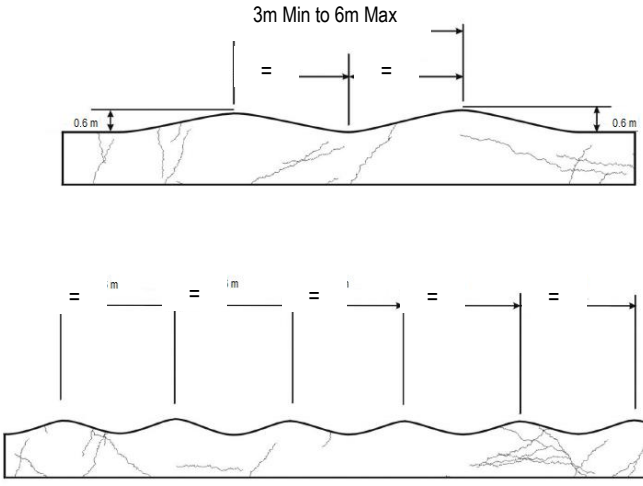
a) not exceed 3 metres in height
b) have a smooth take-off ramp with consistent gradient and without ruts or ledges.
c) have a landing ramp that is 1 metre wider than and in a straight line with the take-off ramp, well rounded without a peak top, and with a long gentle slope for landing.
d) The length of approaches to Jumps should be limited to control approach speed.

8.5.3. The second Jump in a **double** should be 400mm lower than the first jump.

8.5.4. Hay bales should not be placed on the top of Jump landing ramps.

8.5.5. The section between **Step-up** Jump ramps should be filled to be level with the top of the lower ramp.

8.5.6. **Whoop Sections** should be confined to the second half of a Track and should be constructed such that riders are unable to clear more than one rounded Obstacle at once.



Equal spacing of 3m Min to 6m Max between each crest.
Max height 600mm

8.6. Pit Board Area

8.6.1. Signalling to riders is not permitted in Arena Cross and therefore there is no Pit Board Area.

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8.7. Starting Area

8.7.1. The starting area should:
- a) be clearly marked and fenced off to restrict entry

8.7.2. The Start Gate should:
- a) Offer all riders equal opportunity for a successful start
- b) Provide a separate gate for each rider
- c) be a transverse backward falling device, folding or dropping in operation
- d) be of solid and rigid construction
- e) be controlled manually or remotely, with the control mechanism not visible to the riders
- f) be 500 mm high and allow at least 1 metre spacing (centre-to-centre) for each motorcycle and 2 metres for quadbikes or sidecars
- g) have a barrier behind to prevent riders from moving their motorcycles backwards away from the Start Gates. The distance between the top of the Start Gate (released) and the rear barrier should be 3 metres. (Refer to the diagram below)
- h) for Australian Championship events, provide for up to 40 solo competitors (40 metres wide) in one single line (no second row)
- i) for events other than Australian Championships, a starting mechanism other than gates as described in this Standard may be acceptable

8.7.3. A Start Pad should:
- a) Where an earth/dirt starting pad is secured to the ground with a concrete footing, such footing should not exceed 600 mm in width
- b) be constructed of concrete, steel mesh pads or similarly solid material to allow riders to start on a firm base promoting equal opportunity for all riders
- c) A barrier at the rear should be installed at the start gate, in order to prevent riders from moving their machines backwards away from the start gates. The distance between the top of the starting gate (released) and the rear barrier should be 3metres. (Refer to the diagram on the next page)

8.8. Start straight:

Note: Some tracks are designed for smaller grid numbers and this rule allows for the first corner to match the Track Density.

8.8.1. The surface of the start straight up to a point 5 metres past the exit of the first corner should be flat and generally smooth.

8.8.2. The start straight should be between 30 metres and 80 metres long to the inside of the first corner.

8.8.3. The first corner should be at least 9 metres wide to accommodate:
- a) Track Density of up to 25 riders.
- b) A moveable corner marker is permitted.

8.9. Waiting Zone

8.9.1. A waiting zone should be provided to accommodate riders in the next race in close vicinity of the starting area.

8.10. Finish Area

8.10.1. Finishing line should:
- a) be clearly marked with a flexible post on either side of the track; or
- b) if marked with an overhead banner, provide 3.5 metres of clear space between the Track surface and the banner; and
- c) be clearly displayed on all track drawings and plans

8.10.2. Timekeeping and lap scoring services should be positioned in line with the finish line.

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9. SPEEDWAY MODULE

9.1. Scope and Application

9.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 5) outlines the desired Track conditions for *Speedway* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

9.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards

Components of the Track Inspectors Assessment

9.2. Track Layout

9.2.1. Tracks should:

a) be as near to level as possible;
b) formed by two straights joined by two semi-circular corners and
c) have adequate drainage to avoid pooling in the event of heavy rainfall.

9.3. Track Length

9.3.1. Track length should be at least 275 metres and not exceed 450 metres measured 1 metre in from the inside edge of the Track.

9.3.2. Junior Tracks (125cc) should be at least 100 metres and not exceed 200 metres measured 1 metre in from the inside edge of the Track.

9.4. Track Width and Density

	Track Length	Minimum Width on Straights	Minimum Width on Bends
9.4.1.	Tracks up to 350 metres:	10 metres	12 metres
9.4.2.	Tracks over 350 metres:	10 metres	14 metres
9.4.3.	Junior Tracks (125cc):	8 metres	10 metres

9.4.4. Track Density is determined by the available space across the start line, noting:

	Minimum Starting Space per Machine	Maximum Machines
Solo	1.5 metres	6
Sidecars	2.5 metres	4
Quadbikes	2 metres	4
Track Density may be increased by 20% during practice and qualifying sessions		

9.5. Track Banking

9.5.1. Track banking should:

a) not exceed 5% in the straight or 10% in the bends;
b) be constant across the full width of the track; and
c) be from the inner edge of the track to the safety fence.

9.6. Track Surface

9.6.1. The Track surface should be of granite, shale, brick granules, or similar unbound material:

a) rolled in on the base ground;
b) not exceed 7mm in diameter and
c) to a depth of not less than 30mm.

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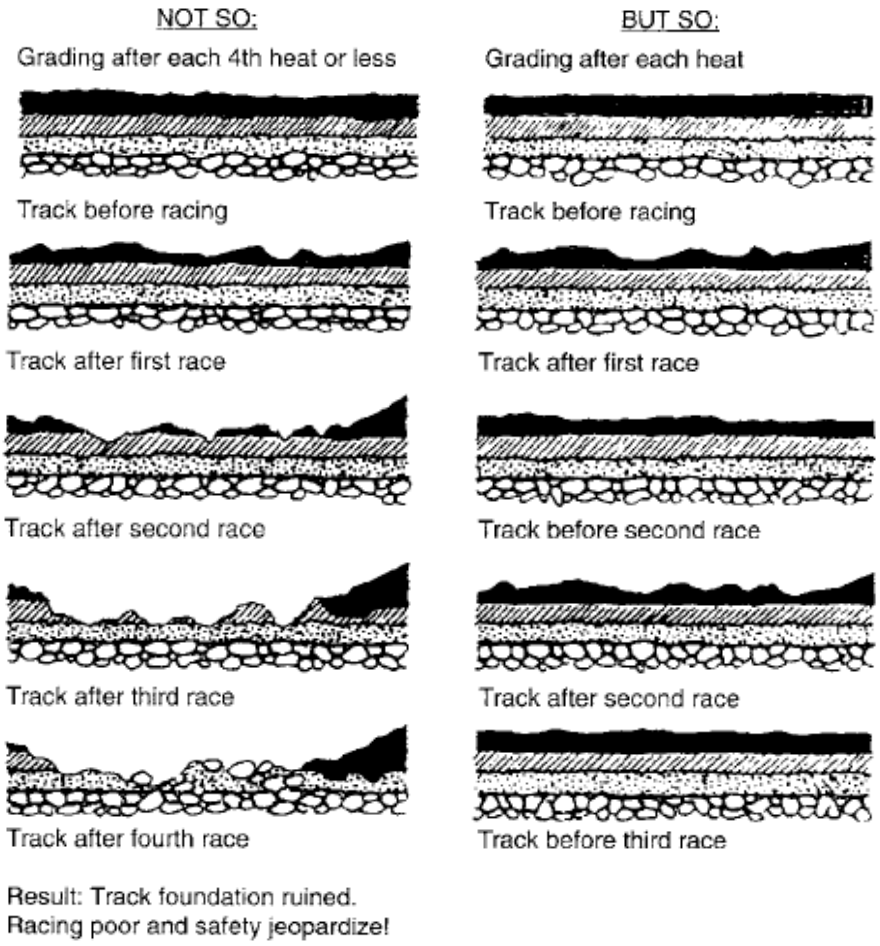
9.7. Track Maintenance

9.7.1. The Track should be graded as required to preserve the evenness of the top-dressing.

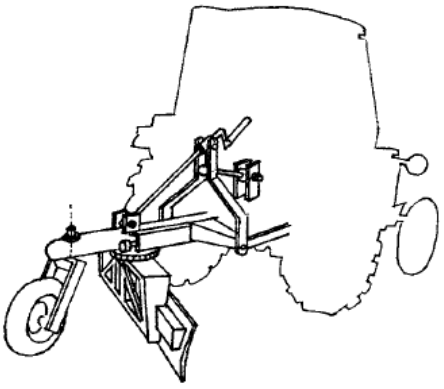
9.7.2. Graders should be constructed so that they replace the top dressing on the inside area of the track from the outside where it has been thrown during racing.

9.7.3. Tracks should be rolled after the completion of grading.

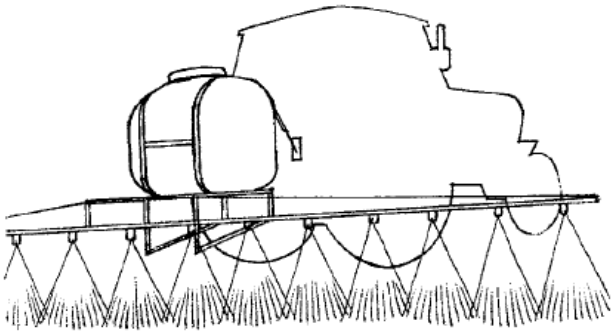
TRACK MAINTENANCE



EXAMPLES OF
EQUIPMENT FOR PROPER TRACK MAINTENANCE



GRADER FOR RESTORATION OF LEVEL OF SUB-SOIL



FARMING EQUIPMENT FOR WATERING BETWEEN HEATS

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9.8. Pit Board Area

9.8.1. Signalling to riders is not permitted in Speedway and therefore there is no Pit Board Area.

9.9. Referee's Box

9.9.1. The venue should include a referee's box:

a) adjacent to the starting area on the outside of the track allowing the referee to align themself with the start line.
b) of sufficient height to give the Referee an unhindered view over the entire Track and starting area.
c) adequately enclosed to provide the referee shelter from adverse weather.
d) located outside the Neutral Zone.
e) equipped with a switchbox for operating the starting gate, the signal lamps and the warning horn/siren/bell.
f) providing a means of communication to the starting marshal, pit marshal/Clerk of Course and announcer; and
g) providing ample facilities for writing.

9.10. Pit Area

9.10.1. The venue should provide adequate pit facilities comprising at least:

a) 8 square metres of space on hard ground for each rider:
b) one toilet reserved for riders and placed near the pits; and
c) facilities for collection of rubbish, oil and tyres.

9.10.2. Enviro mats should be used by all riders in the pit area.

9.11. Signalling

Action	Light Signal	Flag Signal	Other Signal
Final warning of limited time for riders to be at the start line			Horn, siren or bell audible in the pits and near the starting line together with flashing amber light
Start	Green	Australian flag	
All riders stop	Flashing red	Red	
Last lap		Yellow flag with diagonal black stripes 5 cm wide	
Finish		Black and white chequered flag	
Disqualification	Rider's colour, together with black flag	Black flag with a disc of at least 45cm diameter indicating the rider's colour	

9.11.1. Light signals, where utilised, should have the following characteristics:

a) Be at least 60 cm but not more than 4 metres from the Track edge.
b) If mounted on stanchions inside the Neutral Zone, the stanchion should incorporate a pivot no greater than 30 cm above ground level so that, if it is struck by a rider or machine, the upper part of the stanchion will easily collapse in the direction of racing.
c) Starting light located at least 10 metres in front of the starting line, clearly visible to the riders and in direction of the racing.
d) A supplementary starting light, synchronised with the main starting light, located 10 metres behind the starting line, clearly visible to the starting marshal when he is facing the riders on the starting line.
e) Disqualification lights comprising 4 to 6 high-intensity lights corresponding to the riders' helmet colours (red, blue, white, yellow, green, black & white) preferably assembled in a vertical tower and visible to all parts of the Track.
f) Amber lights warning of limited time for riders to be at the start line should include:
   i. one in the pits, clearly visible to all riders; and
   ii. one near the starting gate.
g) Lights warning all riders to stop racing should comprise at least three red flashing lights located within 4 meters of the Track edge and easily visible by the riders. These lights should operate in tandem with flag marshals waving red flags located at on each bend of the Track.

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Protective Devices and Barriers

9.12. 1LoP (Safety Fence)

9.12.1. 1LoP should:

a) Be at least 1.2 metres high.
b) Surround the entire Track except areas not accessible to spectators and where protection of other sections of Track is not required.
c) Be constructed of rubber belting.
d) Be constructed to absorb the kinetic energy of a rider impacting it.
e) Utilise round-headed coach bolts for fastening the rubber belting.

9.12.2. Currently licensed venues with 1LoP constructed of solid material such as wood, concrete, or boarded wire-mesh should:

a) Be subject to a Works Programme with an agreed completion date to bring the 1LoP in line with these Standards; and in the interim
b) Utilise approved energy absorbing barriers on at least bends and the first part of the two straights during events.

9.13. Wooden 1LoP: (Currently Licenced Venues Only)

9.13.1. A 1LoP constructed of wood should:

a) Utilise planks of at least 25mm thickness or board of at least 19mm thickness,
b) Be proofed against rotting and other deterioration,
c) Have the planks erected horizontally,
d) be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions should not protrude above the top of the fence,
e) Have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.
f) Along its length, have a securely fixed, smooth, rounded cap that does not overhang on the inside of the fence.

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9.14. Wire mesh 1LoP: (Currently Licenced Venues Only)

9.14.1. 1LoP constructed of wire mesh should:
- a) Utilise steel wire with a minimum diameter of 2.5mm.
- b) have mesh width of not more than 50mm.

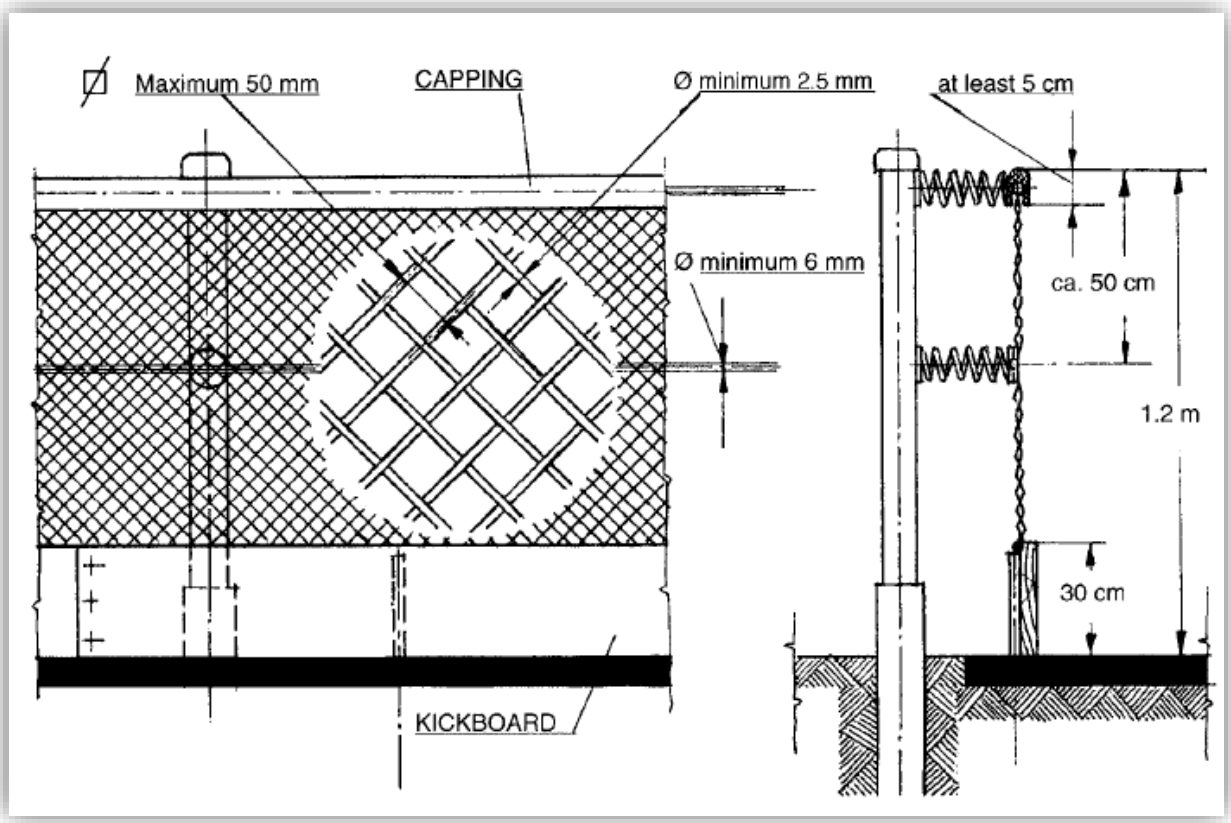
9.14.2. have the mesh on the Track side of suitable stanchions:
- a) firmly fixed in the ground
- b) do not protrude above the top of the mesh.

9.14.3. Having one or more coil springs to which the wire mesh is attached or, as alternatives to coil springs, polystyrene, phenol-formaldehyde foam or other crushable kinetic energy absorbing material covering the full exposed length of each stanchion.

9.14.4. Have two horizontal strains of wire of at least 6mm diameter securely attached to the stanchions supporting the mesh, the upper wire located at the top of the mesh and the lower wire located approximately 500mm below the top wire.

9.14.5. Have a capping of strong canvas, rubber, plastic or similar flexible material fastened to the fence and extending 50mm down both sides of the mesh.

Diagram: Wire Mesh Construction:



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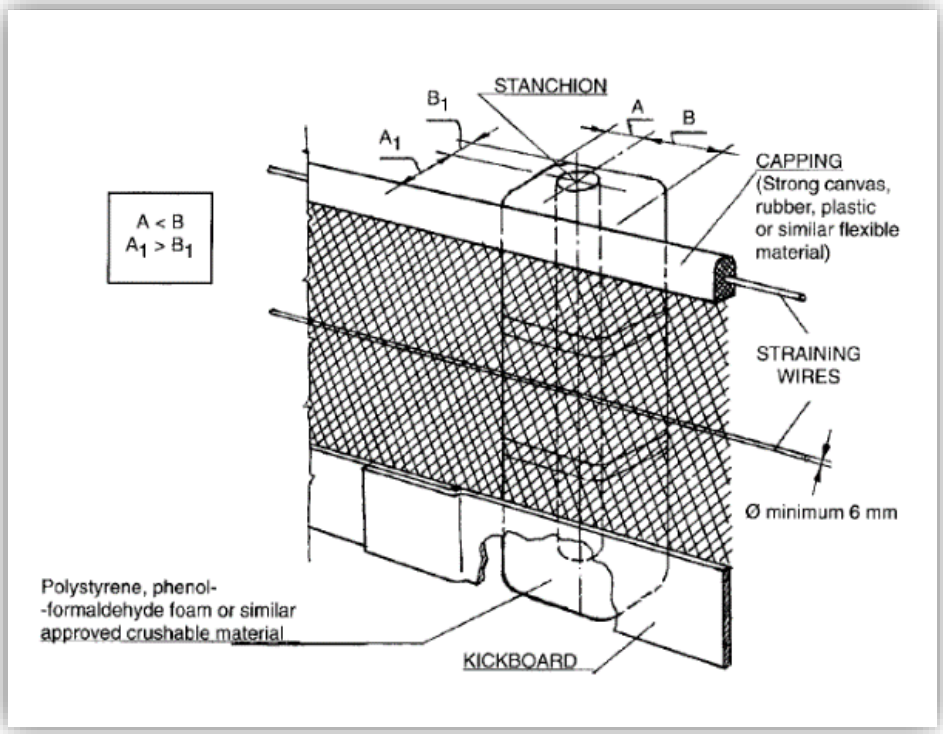
9.15. Kickboard:

9.15.1. The base of a wood or wire mesh 1LoP should have a kickboard:

a) on the Track side of the fence,
b) 300 mm high
c) made of wood or metal firmly fixed to a wood fence with round-headed coach bolts or, in the case of a wire mesh fence, fixed to supports firmly located in the ground (in addition to and separate from the fence stanchions) with sections of the kickboard overlaid in the direction of solo racing and painted to contrast with the colour of the track surface.
d) The area immediately behind the kickboard should be maintained clear of any debris, build-up of dirt, or shale, or any other materials that may decrease the flexibility of the kickboard.



9.16. 2LoP (Spectator Fence)

9.16.1. The 2LoP should:

a) be of wire mesh;
b) be at least 1.8 metres high
c) be at least 3 metres from the 1Lop.

9.17. Access Gates

9.17.1. Gates providing access to the Track should:

a) not be a Hazard to riders.
b) have stanchions that are no higher than the 1LoP and be covered in a crushable kinetic energy absorbing material;
c) not have hinges or locks protrude toward or onto the Track;
d) be capable of opening at least 2 metres wide.
e) Whilst starting chutes may be used for solo racing, the chute should be fitted with a gate that complies with the preceding Standard for sidecar racing.

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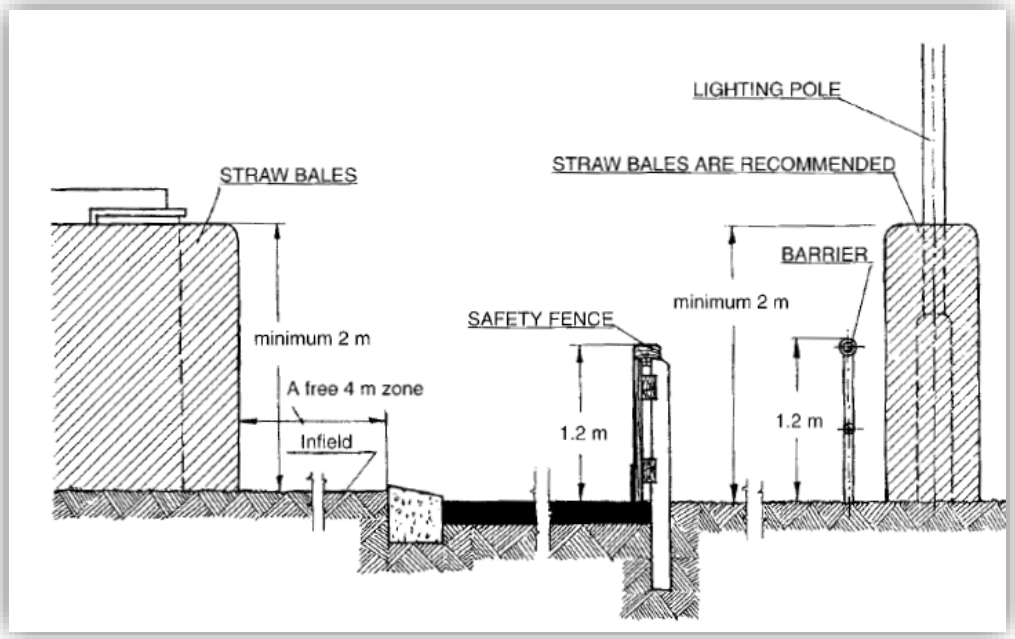
9.18. Neutral Zone

9.18.1. There should be a Neutral Zone between 1LoP and 2LoP that is at least 3 metres wide measured perpendicular to the Track free of Hazards, other than those necessary for the conduct of the event and that are protected in accordance with these Standards.

9.18.2. Lighting posts should not be within 3 metres of the 1LoP unless protected in accordance with these Standards.



9.19. Additional Protective Devices

9.19.1. Whether used permanently or temporarily, an APD should:

a) be erected against the 1LoP on bends and first part of the two straights (see diagram at end of *speedway* module) leaving no free space between the APD and the 1LoP.
b) be at least 1.2 metres high.
c) be solidly connected to the top and as solidly as possible to the bottom of the 1LoP, or to the ground, to avoid it lifting if impacted.
d) have a kickboard approximately 300mm high with each section thereof overlapping and connected to the next in the direction of racing.
e) If constructed in sections, such sections be solidly attached to each other, and include a flap overlapping and connected one section to the next in the direction of racing; and
f) Be constructed of fire-resistant materials.

9.19.2. The Track Operator should keep on hand at the Track at least 4 spare sections of APD to replace sections punctured or damaged during an event. If, during an event, there is a deficiency in the number of sections of APD available for use, Track activity should cease.

9.19.3. The following APDs are certified/homologated (see the FIM official website: www.FIM-LIVE.com for details):

a) Type A"plus+" (long track, grass track and speedway)
b) Type A (long track, grass track and speedway)

9.19.4. It is the Track Operators responsibility to:

a) ensure APDs are "fit for purpose" to allow continued use for the period of the Track Licence; and
b) maintain adequate records of any replacement sections purchased and be able to demonstrate the true age of the APD or each section thereof.

9.19.5. It is recommended that APDs:

a) be inspected by the manufacturer 5 years after installation; and
b) be replaced 7 years after installation.

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9.20. Infield

9.20.1. The infield area should be approximately level and free of Hazards.

9.20.2. Hazards that cannot be removed should:

a) not be within 4 metres of Track edge; and

b) Protected by barriers of shock-absorbent material to a height of 2 metres or to the top of the Hazard, whichever is the lesser, and placed on an angle so as not to cause a sudden stop should a machine come into contact with it.

9.20.3. Vehicles, other than safety vehicles, should not be on the infield during an event.

9.21. Starting Area

9.21.1. Start line should be:

a) A continuous, straight line (which serves also as the finishing line) at least 50mm wide across the full width of the Track at a right angle to the inner edge of the Track.

b) positioned at the midpoint of a straight or not less than 2/5 of the length of the straight before the first bend.

9.21.2. Starting gate / tapes should be: Constructed of 2 vertical stanchions approximately 3 metres high, one on the infield approximately 1 metre from the Track edge and covered with shock-absorbent material at least 600 mm thick, to a height of 2 metres, and the other outside the 1LoP.

9.21.3. Each stanchion should have 2 sliders to carry the tapes, with a slider stop at a height of approximately 2.9 metres, and with a pulley at the top for the elastic cord which raises the slider when it is released.

9.21.4. Each slider should carry 2 or 3 tapes:

a) made of an easily breakable material of a contrasting colour with the colour of the track surface.

b) attached with rubber bands at each end which, when not stretched, are no longer than 150mm and not wider than 25mm. Metal connectors such as clips or hooks should not be used.

9.21.5. have a solenoid-and-pawl, an electromagnet or similar mechanism to retain the slider at a height of 530mm above the Track when it is in the lowered position controlled from the switchboard.

9.21.6. Should a starting gate fail to operate properly, the green light or a flag may be used for signalling starts.

9.22. Track Markers

9.22.1. The inside and outer edges of the entire length of the Track should be clearly marked by a continuous line of a colour that contrasts with the track surface that may be:

a) Temporary (such as white powder or whitewash) and not less than 150mm wide, or cones not more than 300mm high and located 1 metre inside a white inner edge line; or

b) A permanent kerb not less than 50mm wide that does not protrude more than 50mm above the Track surface and which can be ridden over in an emergency situation.

9.22.2. The inside edge marking should be kept clearly visible throughout the event.

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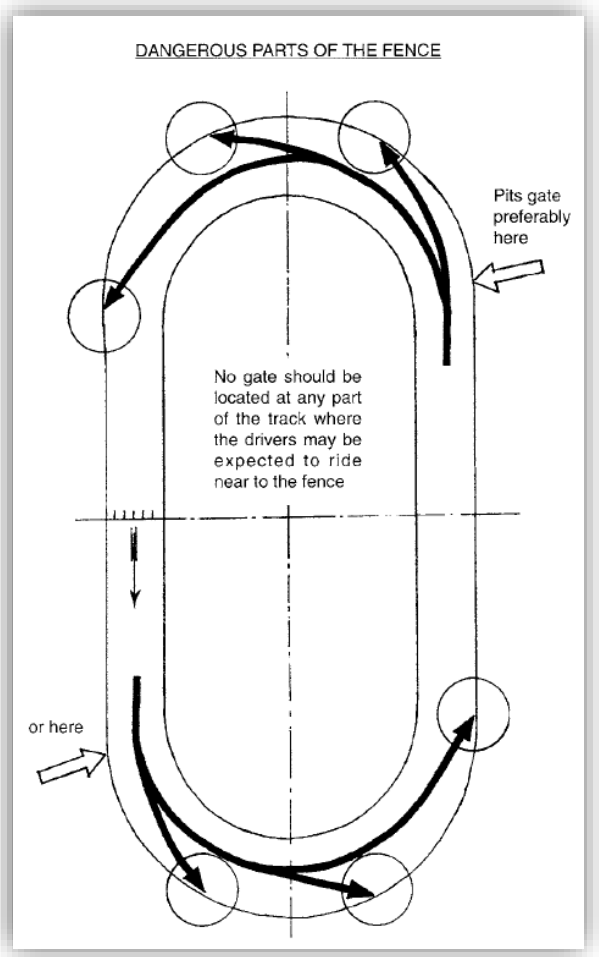
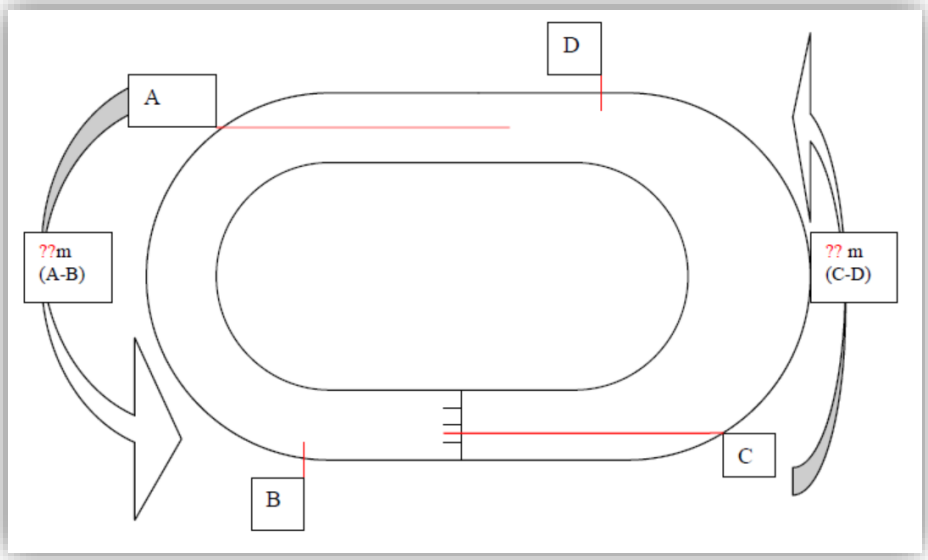


For Solo competition the recommended dimensions for APD coverage of the first line of protection.

Where the width of the track remains constant the measurement would be "A to B".

Where the width of the track increases in the turn the length required would be "C to D"

For Sidecar competition APD dimensions must be adjusted to accommodate clockwise direction of racing



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10. TRACK MODULE

10.1. Scope and Application

10.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Disciplines outlines the desired Track conditions for *Track* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

10.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

Components of the Track Inspector's Assessment

10.2. Track Layout

10.2.1. Both short and long Tracks are a continuous course having bends all in the same direction.

10.2.2. Track design should provide adequate drainage to avoid pooling in the event of heavy rainfall.

10.3. Track Length, Width and Density

10.3.1. Track length, measured 1 metre from the inside edge of the Track, should be at least 450 metres and not exceed 1,000 metres.

10.3.2. Junior Tracks (125cc), measured 1 metre from the inside edge of the Track, should be at least 275 metres and not exceed 450 metres.

10.3.3.		**Minimum Width on Straights**	**Minimum Width on Bends**
	Senior	12 metres	15 metres
	Junior	10 metres	13 metres

10.3.4. Track Density is determined by the available space across the start line, noting:

	Minimum Starting Space per Machine	Maximum Machines
Solo	1.5 metres	12
Sidecars	2.5 metres	6
Quadbikes	2 metres	6
Track Density may be increased by 20% during practice and qualifying sessions.		

10.4. Track Banking

10.4.1. Track banking should:

a) not exceed 5% in the straight or 10% in the bends.
b) be constant across the full width of the track; and
c) be from the inner edge of the track to the safety fence.

10.5. Track Surface

10.5.1. The Track surface should be:

a) of grass, or
b) of granite, shale, brick granules, or similar unbound material and:
   i. rolled in on the base ground.
   ii. not exceeding 7mm in diameter and
   iii. to a depth of not less than 30mm.

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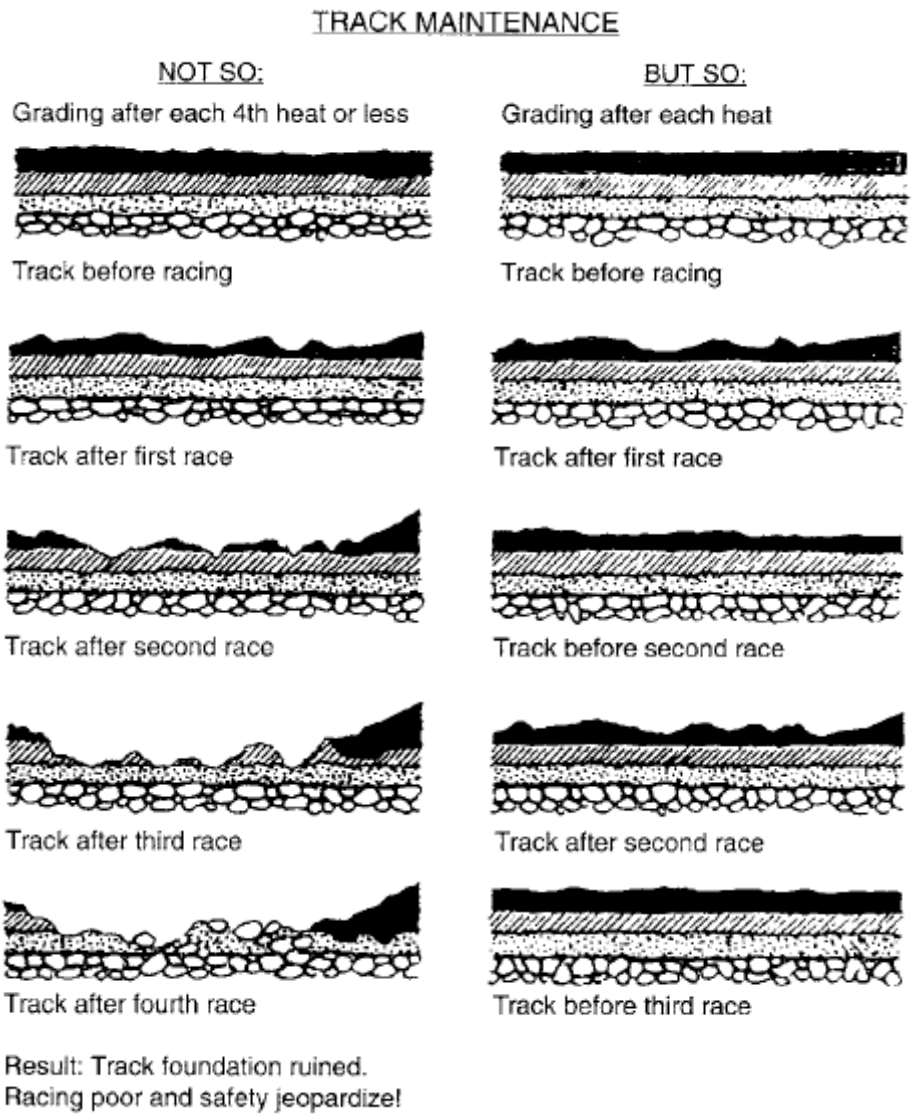
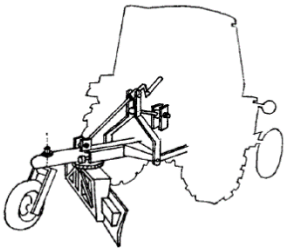
10.6. Track Maintenance

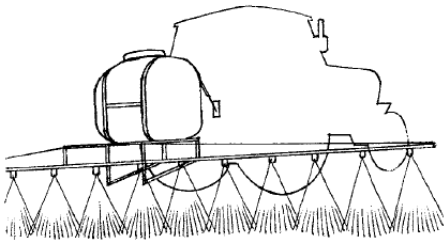
10.6.1. The Track should be graded as required to preserve the evenness of the top-dressing.
10.6.2. Graders should be constructed so that they replace the top dressing on the inside area of the track from the outside where it has been thrown during racing.
10.6.3. Tracks should be rolled after the completion of grading.
10.6.4. See section 11.5.2 for information relating to the oiling of tracks where the track is part of a dirt track



EXAMPLES OF
EQUIPMENT FOR PROPER TRACK MAINTENANCE



GRADER FOR RESTORATION OF LEVEL OF SUB-SOIL



FARMING EQUIPMENT FOR WATERING BETWEEN HEATS

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10.7. Pit Board Area

10.7.1. Signalling to riders is not permitted in Speedway and therefore there is no Pit Board Area.

10.8. Pit Area

10.8.1. The venue should provide adequate pit facilities comprising at least:

a) 8 square metres of space on hard ground for each rider:
b) one toilet reserved for riders and placed near the pits; and
c) facilities for collection of rubbish, oil and tyres.

10.8.2. Enviro mats should be used by all riders in the pit area.

Protective Devices and Barriers

10.9. 1LoP (Safety Fence)

10.9.1. 1LoP should:

a) Be at least 1.2 metres high;
b) Surround the entire Track except areas not accessible to spectators and where protection of other sections of Track is not required;
c) Be constructed of rubber belting,
d) Be constructed to absorb the kinetic energy of a rider impacting it;
e) Utilise round-headed coach bolts for fastening the rubber belting.

10.9.2. Currently licensed venues with 1LoP constructed of solid material such as wood, concrete, or boarded wire-mesh should:

a) Be subject to a Works Programme with an agreed completion date to bring the 1LoP in line with these Standards; and in the interim
b) Utilise approved energy absorbing barriers on at least bends and the first part of the two straights during events.

10.10. Wooden 1LoP: (Currently Licenced Venues Only)

10.10.1. A 1LoP constructed of wood should:

a) Utilise planks of at least 25mm thickness or board of at least 19mm thickness,
b) Be correctly proofed against rotting and other deterioration,
c) Have the planks erected horizontally,
d) Be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions should not protrude above the top of the fence,
e) Have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.
f) Throughout its entire length, have a securely fixed, smooth, rounded cap that does not overhang on the inside of the fence.

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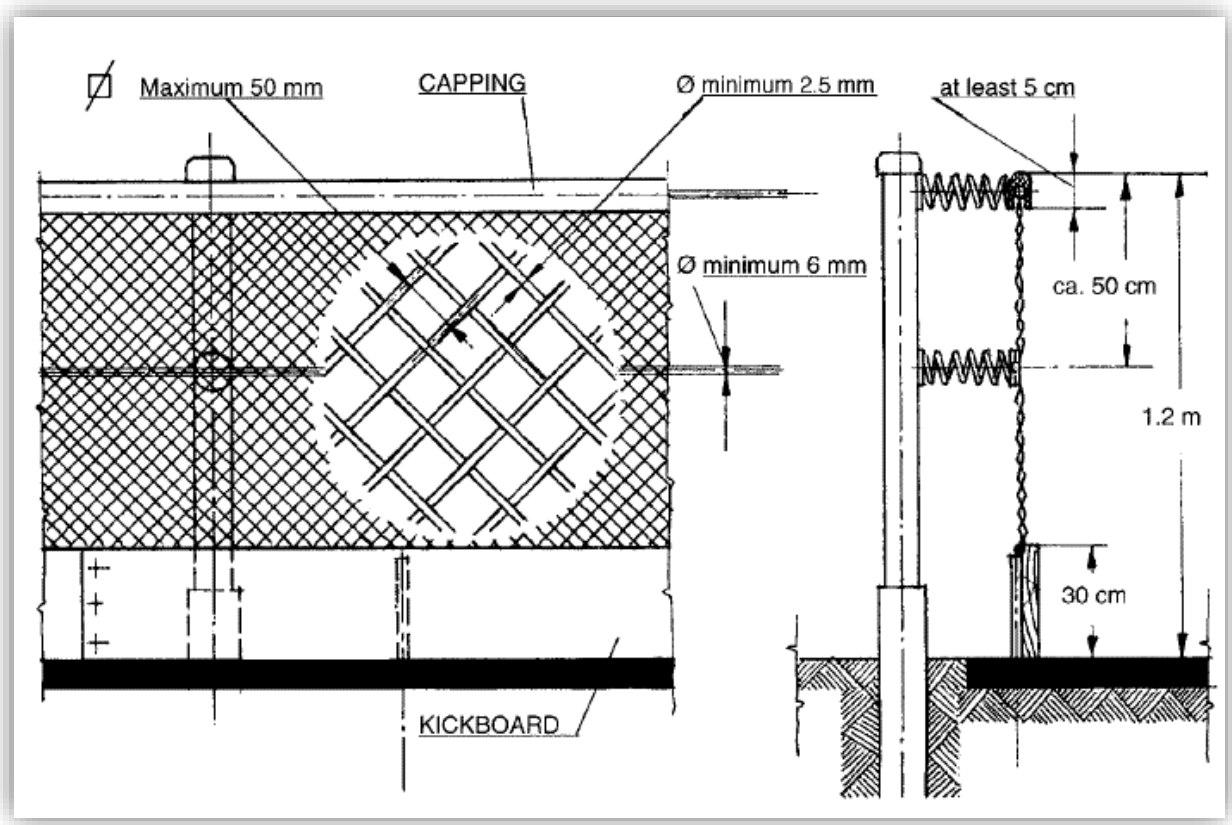
10.11. Wire mesh 1LoP: (Currently Licenced Venues Only)

10.11.1. 1LoP constructed of wire mesh should:

a) Utilise steel wire with a minimum diameter of 2.5mm;
b) have mesh width of not more than 50mm;
c) have the mesh on the Track side of suitable stanchions firmly fixed in the ground that do not protrude above the top of the mesh.
d) Have two horizontal strains of wire of at least 6mm diameter securely attached to the stanchions supporting the mesh, the upper wire located at the top of the mesh and the lower wire located approximately 500mm below the top wire
e) have a capping of strong canvas, rubber, plastic or similar flexible material fastened to the fence and extending 50mm down both sides of the mesh.

Diagram: Wire Mesh Construction



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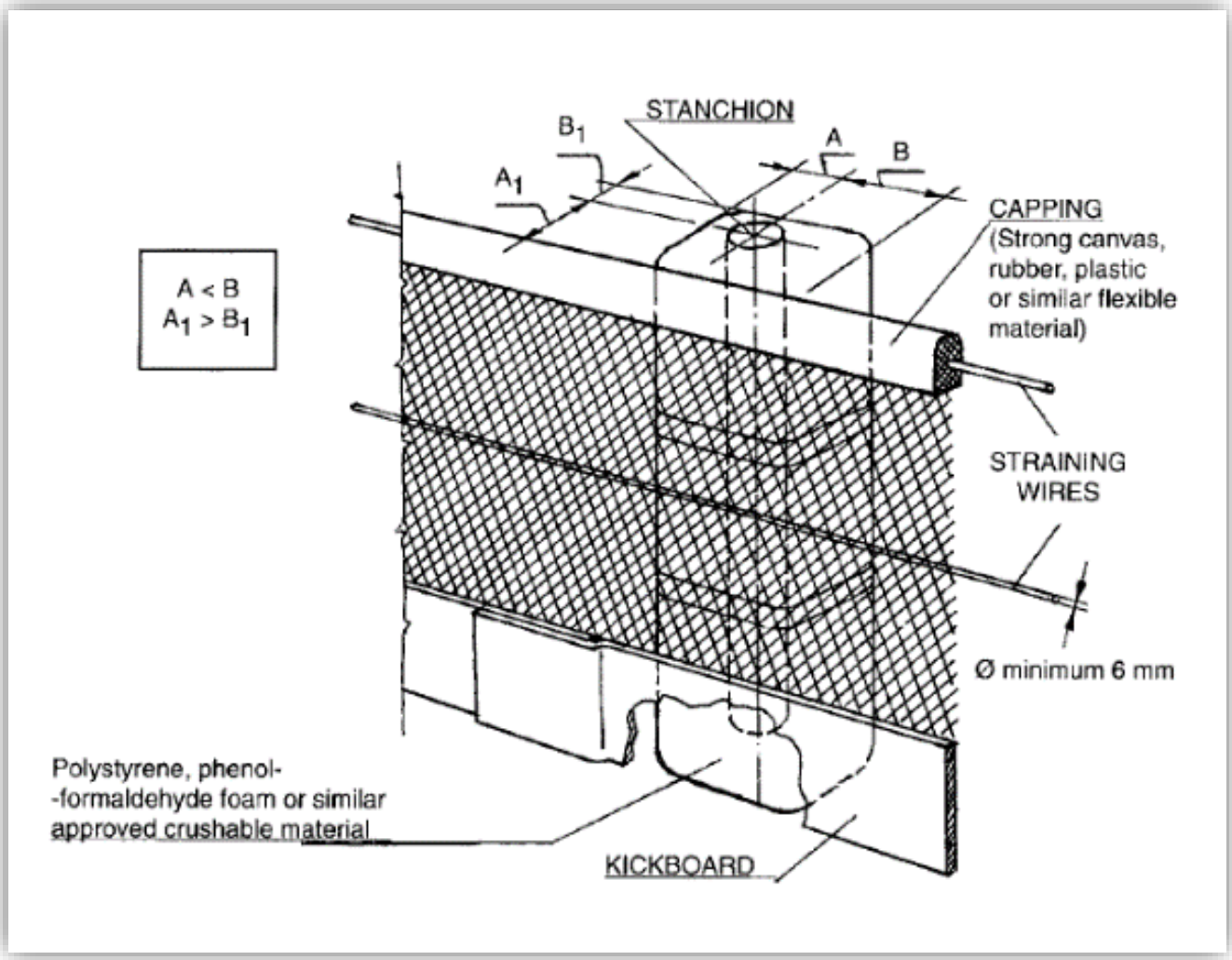
10.12. KickBoard

10.12.1. The base of wood and wire mesh 1LoP should have a kickboard:

a) on the Track side of the fence,
b) 300 mm high
c) made of wood or metal
d) firmly fixed to a wood fence with round-headed coach bolts or, in the case of a wire mesh fence, fixed to supports firmly located in the ground (in addition to and separate from the fence stanchions)
e) with sections of the kickboard overlaid in the direction of solo racing and
f) painted to contrast with the colour of the track surface.

10.12.2. The area immediately behind the kickboard should be maintained clear of any debris, build-up of dirt, or shale, or any other materials that may decrease the flexibility of the kickboard.



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10.13. 2LoP (Spectator Fence)

10.13.1. The 2LoP should:

a) be of wire mesh;
b) be at least 1.8 metres high
c) be at least 3 metres from the 1Lop.

10.14. Access Gates

10.14.1. Gates providing access to the Track should:

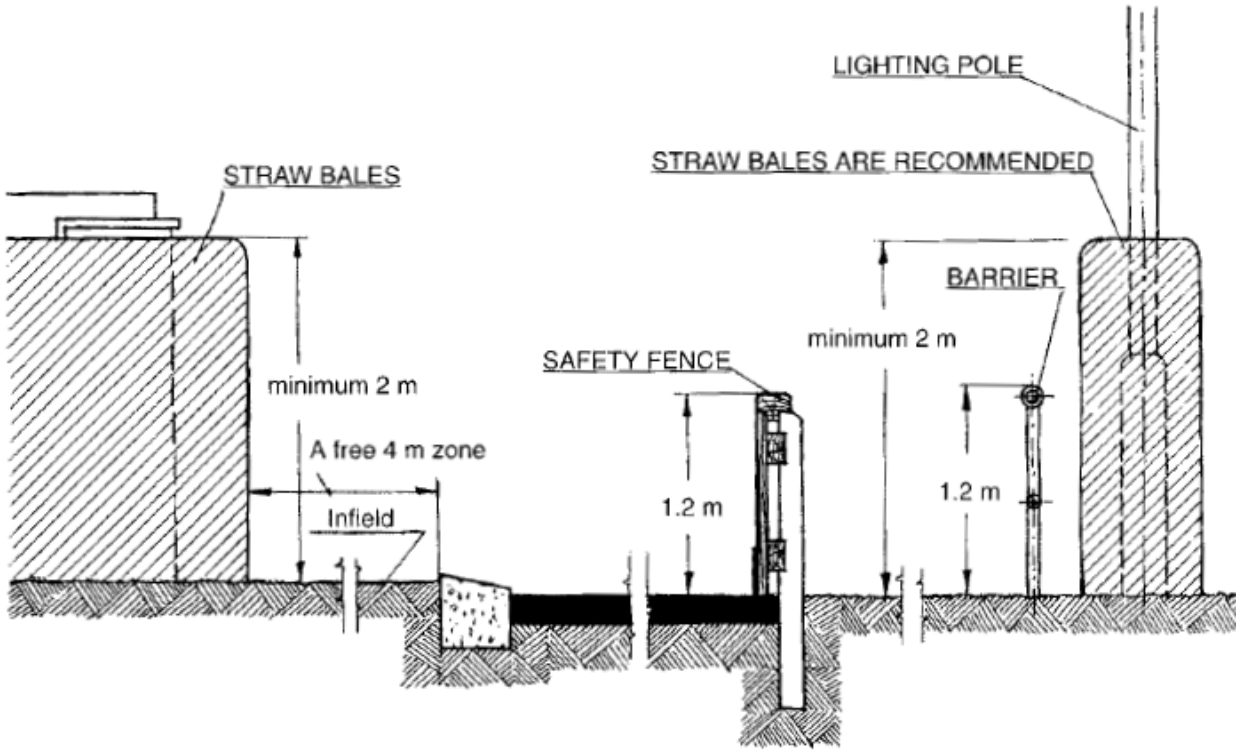
a) not be a Hazard to riders.
b) have stanchions that are no higher than the 1LoP and be covered in a crushable kinetic energy absorbing material;
c) not have hinges or locks protrude toward or onto the Track
d) be capable of opening at least 2 metres wide.

10.14.2. Whilst starting chutes may be used for solo racing, the chute should be fitted with a gate that complies with the preceding Standard for sidecar racing.

10.15. Neutral Zone

10.15.1. There should be a Neutral Zone between 1LoP and 2LoP that is at least3 metres wide measured perpendicular to the Track free of Hazards, other than those necessary for the conduct of the event and that are protected in accordance with these Standards.

10.15.2. Lighting posts should not be within 3 metres of the 1LoPunless protected in accordance with these Standards.



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10.16. Additional Protective Devices (APD)

10.16.1. Whether used permanently or temporarily, an APD should:

a) be erected against the 1LoP on bends and first part of the two straights (see diagram at end of *speedway* module) leaving no free space between the APD and the 1LoP.
b) be at least 1.2 metres high;
c) be solidly connected to the top and as solidly as possible to the bottom of the 1LoP, or to the ground, to avoid it lifting if impacted;
d) have a kickboard approximately 300mm high with each section thereof overlapping and connected to the next in the direction of racing;
e) If constructed in sections, such sections be solidly attached to each other, and include a flap overlapping and connected one section to the next in the direction of racing; and
f) Be constructed of fire resistant materials.
g) The Track Operator should keep on hand at the Track at least 4 spare sections of APD to replace sections punctured or damaged during an event. If, during an event, there is a deficiency in the number of sections of APD available for use, Track activity should cease.
h) The following APDs are certified/homologated (see the FIM official website: www.FIM-LIVE.com for details):
    a. Type A"plus+" (long track, grass track and speedway)
    b. Type A (long track, grass track and speedway)

10.16.2. It is the Track Operators responsibility to:

a) ensure APDs are "fit for purpose" to allow continued use for the period of the Track Licence; and
b) maintain adequate records of any replacement sections purchased and be able to demonstrate the true age of the APD or each section thereof.

10.16.3. It is recommended that APDs:

a) be inspected by the manufacturer 5 years after installation; and
b) be replaced 7 years after installation.

10.17. Infield

10.17.1. The infield area should be approximately level and free of Hazards.

10.17.2. Hazards that cannot be removed should:

a) not be within 4 metres of track edge; and
b) Protected by barriers of shock-absorbent material to a height of 2 metres or to the top of the Hazard, whichever is the lesser, and placed on an angle so as not to cause a sudden stop should a machine come into contact with it.

10.17.3. Advertising signs not exceeding 1 metre high may be erected on the infield at least 4 metres from the Track edge:

a) provided they do not cause a Hazard;
b) preferably be inflatable or constructed of light materials such as polystyrene;
c) be mounted on a lightweight frame that will collapse easily if impacted; and
d) be placed on an angle to oncoming motorcycles.

10.17.4. Vehicles, other than safety vehicles, should not be on the infield during an event.

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10.18. Starting Area

10.18.1. Start line should be:

a) A continuous, straight line (which serves also as the finishing line) at least 50mm wide across the full width of the Track at a right angle to the inner edge of the Track.
b) positioned at the midpoint of a straight or not less than 2/5 of the length of the straight before the first bend.

10.18.2. Starting gate / tapes should be constructed of 2 vertical stanchions approximately 3 metres high, one on the infield approximately 1 metre from the Track edge and covered with shock-absorbent material at least 600 mm thick, to a height of 2 metres, and the other outside the 1LoP.

10.18.3. Each stanchion should have 2 sliders to carry the tapes, with a slider stop at a height of approximately 2.9 metres, and with a pulley at the top for the elastic cord which raises the slider when it is released;

10.18.4. Each slider should carry 2 or 3 tapes:

a) made of an easily breakable material of a contrasting colour with the colour of the track surface
b) attached with rubber bands at each end which, when not stretched, are no longer than 150mm and not wider than 25mm. Metal connectors such as clips or hooks should not be used;
c) have a solenoid-and-pawl, an electromagnet or similar mechanism to retain the slider at a height of 530mm above the Track when it is in the lowered position controlled from the switchboard.

10.18.5. Where MX-style start gates are used, such gates should be a transverse backward falling device, folding or dropping in operation;

a) be of solid and rigid construction
b) be controlled manually or by remote control and the control mechanism should not be visible to the competitors when starting in the race
c) be 500 mm high and allow a minimum 1 metre spacing (centre to centre) for each solo competitor and 2 metres for quads or sidecars.
d) Should a starting gate fail to operate properly, the green light or a flag may be used for signalling starts.

10.19. Track Markers

10.19.1. The inside and outer edges of the entire length of the Track should be clearly marked by a continuous line of a colour that contrasts with the track surface that may be:

a) Temporary (such as white powder or whitewash) and not less than 150mm wide, or cones not more than 300mm high and located 1 metre inside a white inner edge line; or
b) A permanent kerb not less than 50mm wide that does not protrude more than 50mm above the Track surface and which can be ridden over in an emergency situation.

10.19.2. The inside edge marking should be kept clearly visible throughout the event.

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11. DIRT TRACK MODULE

11.1. Scope and Application

11.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 5) outlines the desired Track conditions for *Dirt Track* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

11.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

Components of the Track Inspector's Assessment

11.2. Track Layout

11.2.1. The Track should:

a) be a continuous course having left and right Curves;
b) In at least one part of the track, the outside edge should deflect and cross the line of the inside edge by at least 4.5 metres.
c) Be constructed with adequate drainage to avoid pooling in the event of heavy rainfall.

11.3. Track Length, Width and Density

11.3.1. Track length, measured 1 metre from the inside edge of the Track, should be:

	Track Length		At least:	Not More Than:
a)	Dirt Track		450 metres	1,830 meters
b)	Flat Track	Short Track	120 metres	425 metres
c)		Half Mile	426 metres	1,100 metres
d)		Mile	1,101 metres	2,000 metres
e)		Tourist Trophy (TT)	Should be held on Short Track or Half Mile Track. May include single Jumps and/or an extra succession of Curves (both left and right) on the infield. Jumps should: Be located on a straight section of Track. Be the full width of the Track. Not be more than 600mm high. Not be more than 10 degrees on approach ramp. Provide a landing pad that is of solid (hard) soil without rocks. Not include double or triple Jumps, Stutters, or other Obstacles.	

11.3.2. Track Width

	Track Width		**At least:**
a)	**Dirt Track**		10 metres
b)	**Flat Track**	Short Track	10 metres
c)		Half Mile	12 metres
d)		Mile	12 metres

11.3.3. Track Density is determined by the available space across the start line, noting:

Track Density	Minimum Starting Space per Machine
Solo (No Gates)	1.5 metres
Solo (using Gates)	1 metre
Sidecars	2.5 metres
Quadbikes	2 metres
Track Density may be increased by 20% during practice and qualifying sessions.	

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11.4. Banking

11.4.1. If banking is provided, it should remain constant across the full width of the Track.

11.5. Surface

11.5.1. The Track surface should be constructed of a suitably prepared, loosely graded, dirt surface to a depth of not less than 30mm.

11.5.2. The following Tracks have been granted exemption from the preceding Standard:

a) Temora – Woodlands Speedway
b) Taree – Old Bar Roadside
c) Macleay/Kempsey – Greenhill Speedway
d) Wyalong – Lone Pine Speedway
e) Gunnedah – Balcary Park
f) Griffith – Pines Speedway
g) Far South Coast – Sapphire Speedway
h) Maryborough - Action Park Dirt Track

11.5.3. The exemption referred to in the preceding Standard is subject to the respective Track Operators meeting the following conditions:

a) Endeavour to prepare the track surface as loosely graded.
b) Use only a vegetable-based oil on existing oiled Tracks, subject always to obtaining authorisation under and maintaining compliance with state and local government environmental laws and regulations.

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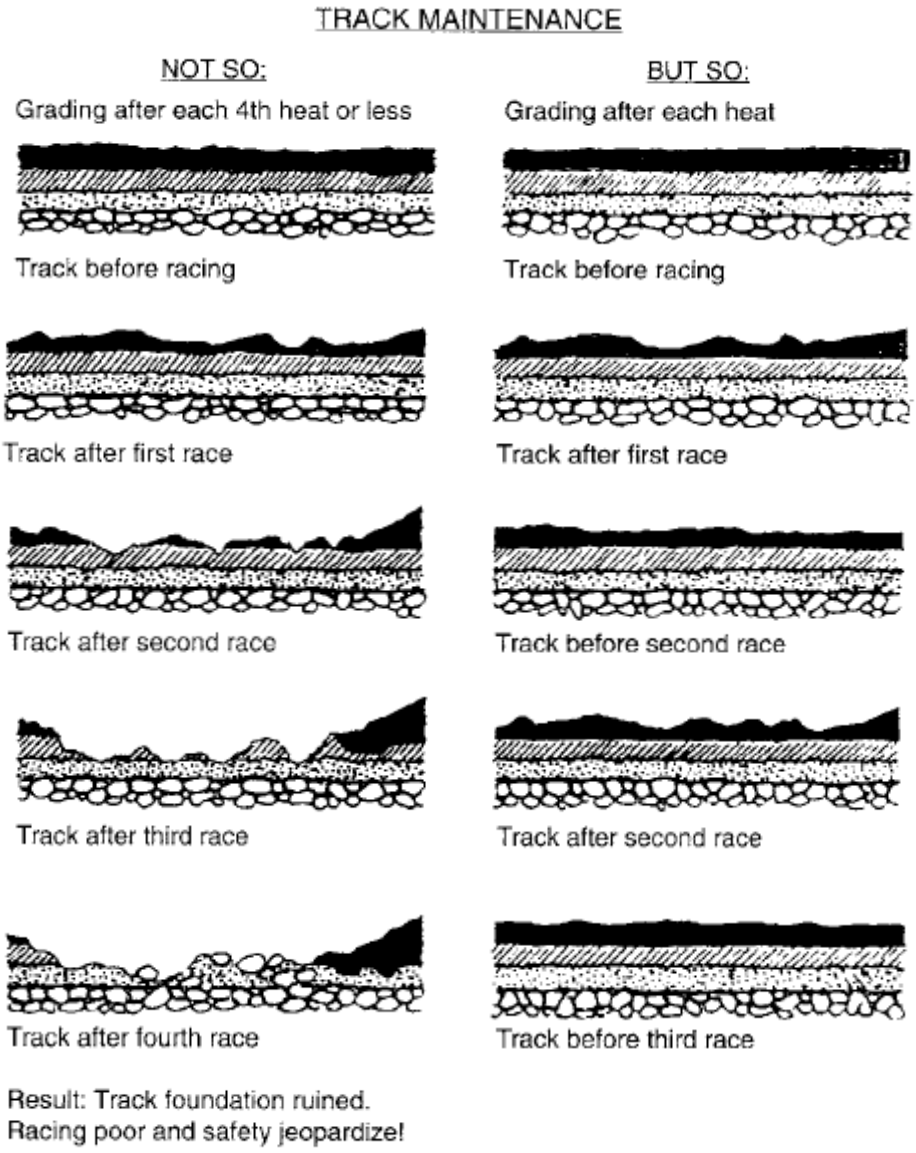
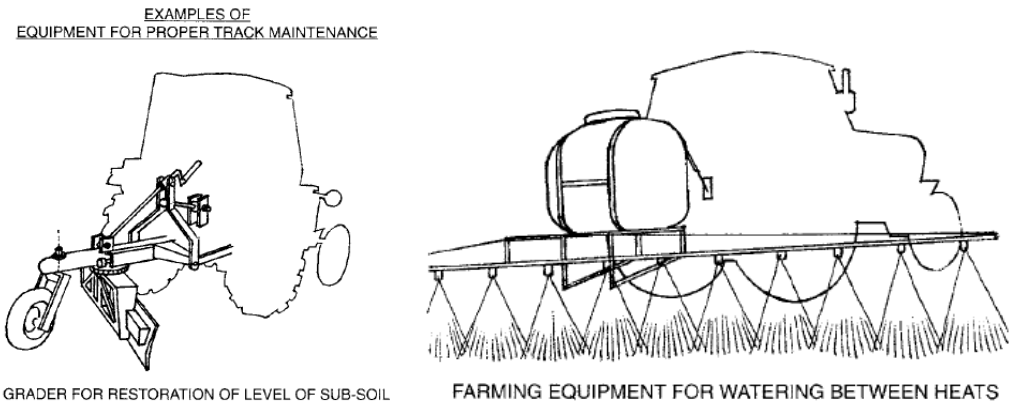
11.6. Maintenance

11.6.1. To preserve the racing surface, maintenance should be undertaken as necessary.





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11.7. Pit Area

11.7.1. The venue should provide adequate pit facilities comprising at least:

a) 8 square metres of space on hard ground for each rider:
b) one toilet reserved for riders and placed near the pit; and
c) Unless competitors are informed to remove all items via Supp Regs, or signage. Have facilities for the collection of rubbish, oil, and tyres .
d) Enviro mats should be used by all riders in the pit area.

Protective Devices and Barriers

11.8. 1LoP (Safety Fence)

11.8.1. 1LoP should:

a) Be at least 1.2 metres high.
b) Surround the entire Track except areas not accessible to spectators and where protection of other sections of Track is not required.
c) Be constructed of rubber belting,
d) Be constructed to absorb the kinetic energy of a rider impacting it.
e) Utilise round-headed coach bolts for fastening the rubber belting.

11.8.2. Currently licensed venues with 1LoP constructed of solid material such as wood, concrete, or boarded wire-mesh should:

a) Be subject to a Works Programme with an agreed completion date to bring the 1LoP in line with these Standards; and in the interim
b) Utilise approved energy absorbing barriers on at least bends and the first part of the two straights during events.

11.9. Wooden 1LoP (Currently Licenced Venues Only)

11.9.1. A 1LoP constructed of wood should:

a) Utilise planks of at least 25mm thickness or board of at least 19mm thickness,
b) Be correctly proofed against rotting and other deterioration,
c) Have the planks erected horizontally,
d) Be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions should not protrude above the top of the fence,
e) Have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.
f) Throughout its entire length, have a securely fixed, smooth, rounded cap that does not overhang on the inside of the fence.

11.10. Wire mesh 1LoP (Currently Licenced Venues Only)

11.10.1. 1LoP constructed of wire mesh should:

a) Utilise steel wire with a minimum diameter of 2.5mm;
b) Have mesh width of not more than 50mm;
c) Have the mesh on the Track side of suitable stanchions firmly fixed in the ground that do not protrude above the top of the mesh.
d) Have one or more coil springs to which the wire mesh is attached or, as alternatives to coil springs, polystyrene, phenol-formaldehyde foam or other crushable kinetic energy absorbing material covering the full exposed length of each stanchion;
e) Have two horizontal strains of wire of at least 6mm diameter securely attached to the stanchions supporting the mesh, the upper wire located at the top of the mesh and the lower wire located approximately 500mm below the top wire
f) Have a capping of strong canvas, rubber, plastic or similar flexible material fastened to the fence and extending 50mm down both sides of the mesh.

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11.11. Tyre Wall 1LoP (Currently Licenced Venues Only)

11.11.1. 1LoP constructed of a tyre wall should:

a) Be faced with plywood or rubber belting to their full height without any protrusions onto the Competition Area
b) Have a rounded top edge
c) Be constructed in horizontal layers to a height of at least 1.2 metres,
d) Have the lower 200mm earth filled,
e) Be secured together through each tyre from ground level to the top of the wall,

11.12. Concrete Walls 1LoP (Currently Licenced Venues Only)

11.12.1. 1LoP constructed of concrete should:

a) Be at least 100mm thick;
b) Be rated at 20Mpa or higher:
c) Be supported in a manner certified by a qualified engineer

11.12.2. Where there is insufficient verge, Track width or Run-off Area, be fitted with Additional Protective Devices (APD) on Curves and the first part of any straights (see *Speedway* module)

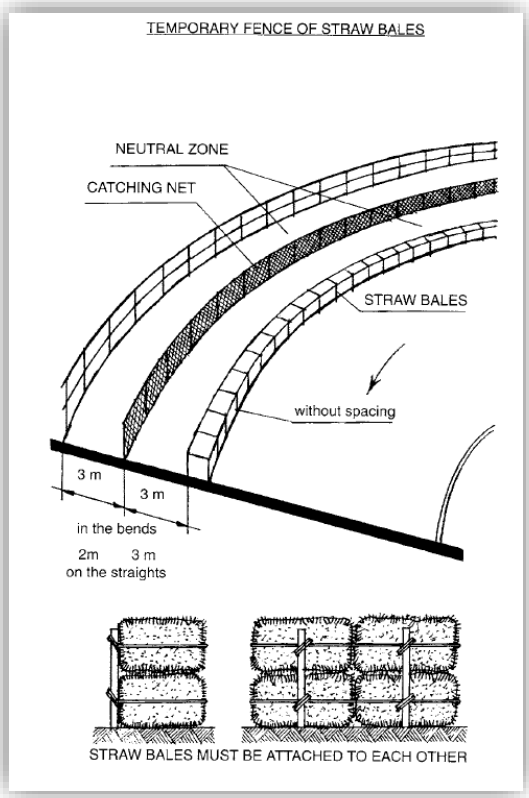
11.13. 1LoP on temporary Tracks (Flat Track)

11.13.1. Straw Bales: Straw bales at least 80 cm heigh placed side-by-side without spacing around the full length of the Track may be used provided:

a) The bales are secured in position (e.g. by roping) to avoid being knocked onto the Track;
b) A catching net of a wire mesh construction, at least1 metre heigh is erected not less than 3 metres on the outside of the bales; and
c) If space permits, the Neutral Zone should be substantially wider than the minimum specified, or an additional Neutral Zone should be provided.

11.13.2. Outer Edge of Track.

The outer edge of the Track should be marked by a continuous white line or by very small flags.



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11.14. 2LoP (Spectator Fence)

11.14.1. The 2LoP should:

a) be of wire mesh;
b) be at least 1.8 metres high
c) be at least 3 metres from the 1Lop.

11.15. Access Gates

11.15.1. Gates providing access to the Track should:

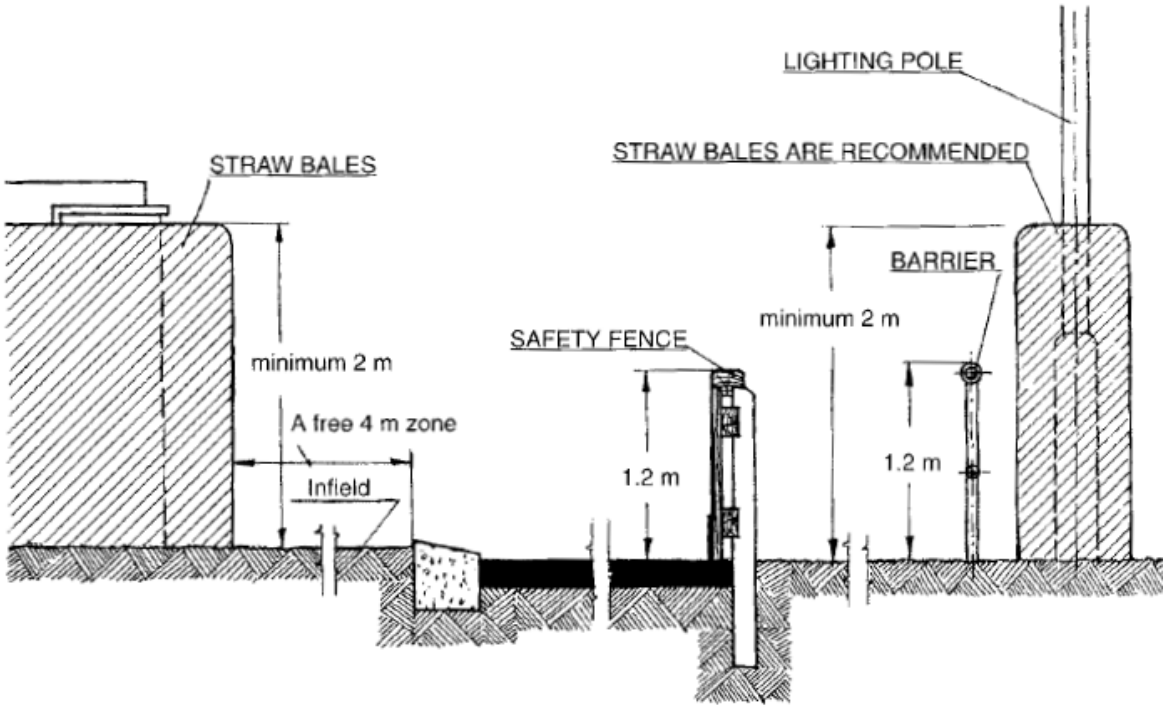
a) not be a Hazard to riders.
b) have stanchions that are no higher than the 1LoP and be covered in a crushable kinetic energy absorbing material.
c) not have hinges or locks protrude toward or onto the Track.
d) be capable of opening at least 2 metres wide.

11.15.2. Whilst starting chutes may be used for solo racing, the chute should be fitted with a gate that complies with the preceding Standard for sidecar racing.

11.16. Neutral Zone

11.16.1. There should be a Neutral Zone between 1LoP and 2LoP that is at least3 metres wide measured perpendicular to the Track free of Hazards, other than those necessary for the conduct of the event and that are protected in accordance with these Standards.

11.16.2. Lighting posts should not be within 3 metres of the 1LoPunless protected in accordance with these Standards.



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11.17. Additional Protective Devices (APD)

11.17.1. Whether used permanently or temporarily, an APD should:
a) be erected against the 1LoP on bends and first part of the two straights (see diagram at end of *Speedway* module) leaving no free space between the APD and the 1LoP.
b) be at least 1.2 metres high.
c) be solidly connected to the top and, as solidly as possible, to the bottom of the 1LoP, or to the ground, to avoid it lifting if impacted.
d) have a kickboard approximately 300mm high with each section thereof overlapping and connected to the next in the direction of racing.
e) if constructed in sections, such sections be solidly attached to each other, and include a flap overlapping and connected one section to the next in the direction of racing; and
f) be constructed of fire-resistant materials.

11.17.2. The Track Operator should keep on hand at the Track at least 4 spare sections of APD to replace sections punctured or damaged during an event. If, during an event, there is a deficiency in the number of sections of APD available for use, Track activity should cease.

11.17.3. The following APDs are certified/homologated (see the FIM official website: www.FIM-LIVE.com for details):
a) Type A"plus+" (long track, grass track and speedway)
b) Type A (long track, grass track and speedway)

11.17.4. It is the Track Operators responsibility to:
a) ensure APDs are "fit for purpose" to allow continued use for the period of the Track Licence; and
b) to maintain adequate records of any replacement sections purchased and be able to demonstrate the true age of the APD or each section thereof.

11.17.5. It is recommended that APDs:
a) be inspected by the manufacturer 5 years after installation; and
b) be replaced 7 years after installation.

11.18. Infield

11.18.1. The infield area should be approximately level and free of Hazards.

11.18.2. Hazards that cannot be removed should:
a) Not be within 4 metres of track edge; and
b) Protected by barriers of shock-absorbent material to a height of 2 metres or to the top of the Hazard, whichever is the lesser, and placed on an angle so as not to cause a sudden stop should a machine come into contact with it.

11.18.3. Advertising signs not exceeding 1 metre high may be erected on the infield at least 4 metres from the Track edge:
a) provided they do not cause a Hazard.
b) preferably be inflatable or constructed of light materials such as polystyrene.
c) mounted on a lightweight frame that will collapse easily if impacted; and
d) be placed on an angle to oncoming motorcycles.

11.18.4. Vehicles, other than safety vehicles, should not be on the infield during an event.

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11.19. Starting Area

11.19.1. Start line should be:
- a) A continuous, straight line (which serves also as the finishing line) at least 50mm wide across the full width of the Track at a right angle to the inner edge of the Track.
- b) Positioned at the midpoint of a straight or not less than 2/5 of the length of the straight before the first bend.
- c) Alternative grid format is used in Flat Track as per MOMS.

11.19.2. Starting gate / tapes should be constructed of 2 vertical stanchions approximately 3 metres high, one on the infield approximately 1 metre from the Track edge and covered with shock-absorbent material at least 600 mm thick, to a height of 2 metres, and the other outside the 1LoP.

11.19.3. Each stanchion should have 2 sliders to carry the tapes, with a slider stop at a height of approximately 2.9 metres, and with a pulley at the top for the elastic cord which raises the slider when it is released.

11.19.4. Each slider should carry 2 or 3 tapes and:
- a) Be made of an easily breakable material of a contrasting colour with the colour of the track surface.
- b) Be attached with rubber bands at each end which, when not stretched, are no longer than 150mm and not wider than 25mm. Metal connectors such as clips or hooks should not be used.
- c) Have a solenoid-and-pawl, an electromagnet or similar mechanism to retain the slider at a height of 530mm above the Track when it is in the lowered position controlled from the switchboard.

11.19.5. Where MX-style start gates are used, such gates should be a transverse backward falling device, folding, or dropping in operation.
- a) be of solid and rigid construction
- b) be controlled manually or by remote control and the control mechanism should not be visible to the competitors when starting in the race.
- c) be 500 mm high and allow a minimum 1 metre spacing (centre to centre) for each solo competitor and 2 metres for quads or sidecars.

11.19.6. Should a starting gate fail to operate properly, the green light or a flag may be used for signalling starts.

11.20. Track Markers

11.20.1. The inside and outer edges of the entire Track should be clearly marked by a continuous line of a colour that contrasts with the track surface that may be:
- a) Temporary (such as white powder or whitewash) and not less than 150mm wide, or cones not more than 300mm high and located 1 metre inside a white inner edge line.
- b) A permanent kerb not less than 50mm wide that does not protrude more than 50mm above the Track surface and which can be ridden over in an emergency situation.

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12. MINIKHANA MODULE

12.1. Scope and Application

12.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 5) outline the desired Track conditions for *Minikhana* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

12.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

Track Layout

12.2. General

12.2.1. The side and end boundaries of the Course should be marked with tape.

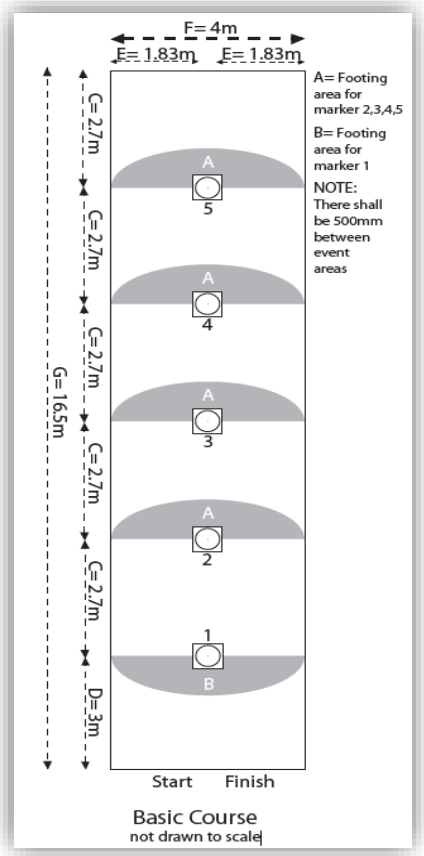
12.2.2. Traffic cones (witches hats) may be used to mark the centre line of the Course.

12.2.3. Event areas should have adequate space between them to prevent motorcycles from crossing paths.

12.3. Basic Course

12.3.1. The basic Course is described in the diagram and the table below.

A = Footing area for marker 2, 3, 4, 5	D = 3.0 metres
B = Footing area for marker 1	F = 4 metres
C = 2.7 metres	G= 16.5 metres



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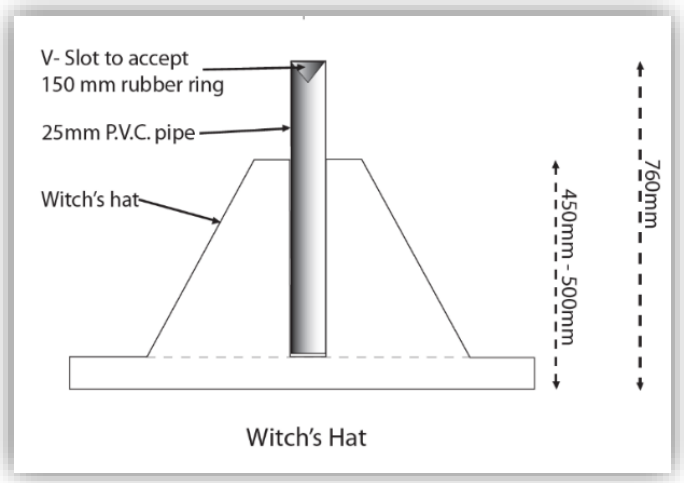
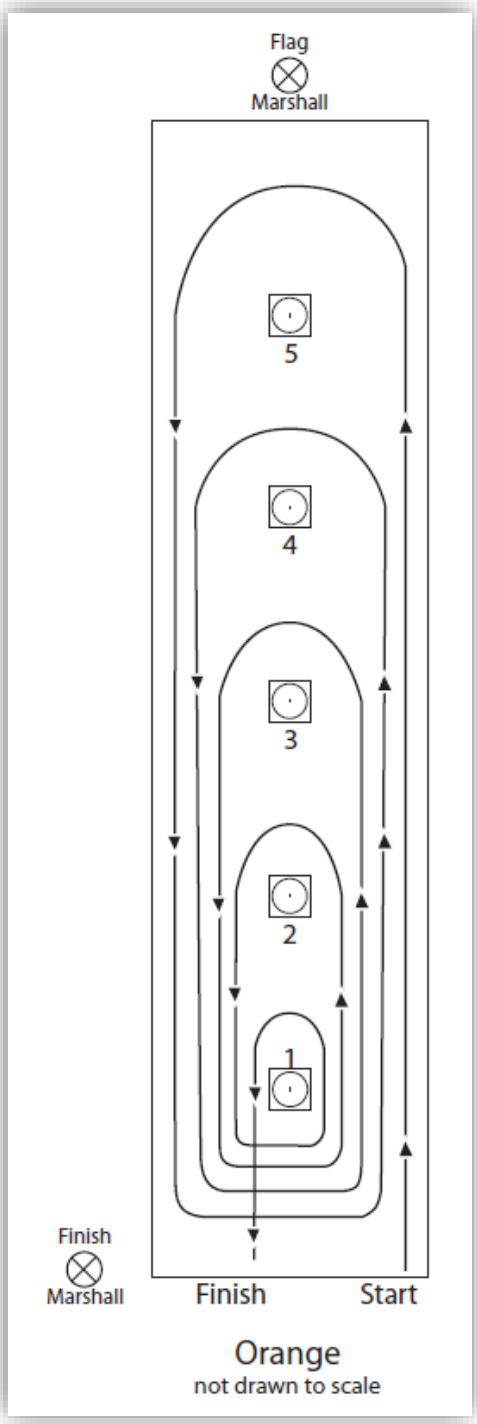
12.4. Orange and Looping Courses



12.4.1. The orange and looping Courses are described in the diagrams below.



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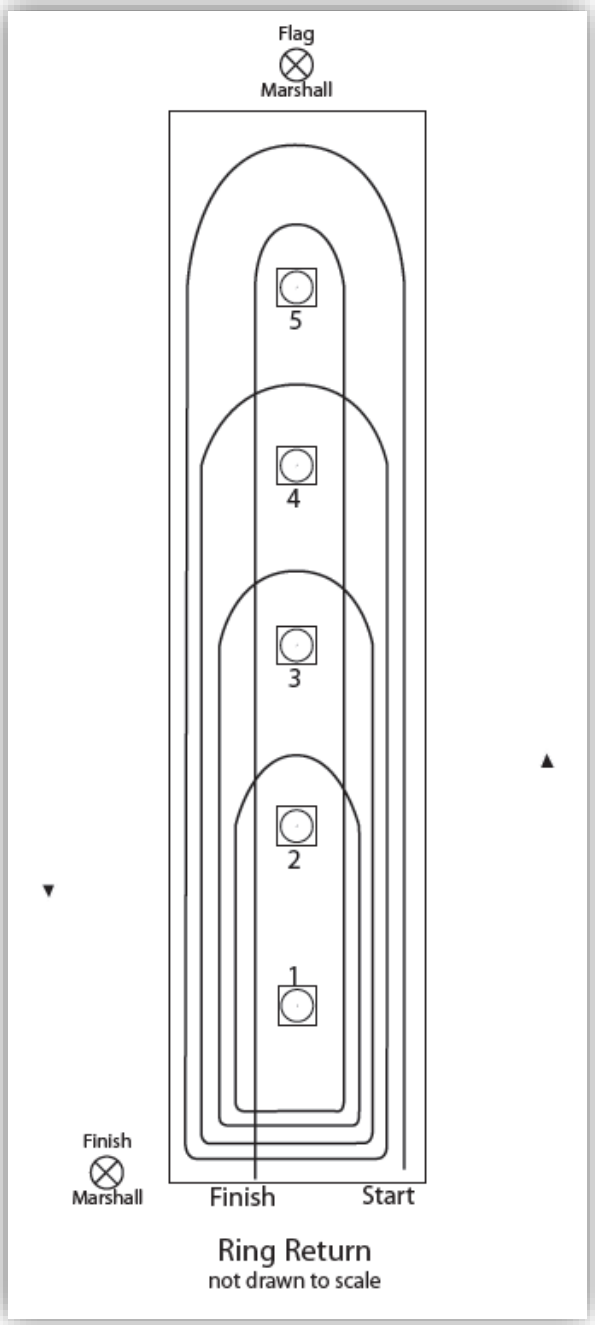
12.5. Ring Return Course

12.5.1. The ring return Course is the same as the basic Course with the addition of poles (capped poly pipe) in the centre of the traffic cone fitted with rubber rings.
12.5.2. Plumber's rings approximately 150 mm inside diameter are suitable.
12.5.3. The pole to be inserted in the traffic cone as per Witches Hat diagram below.
12.5.4. Rubber rings to be placed on poles at markers 2, 3, 4, & 5 on the side furthermost from the start / finish line.
12.5.5. Ring return course diagram (below) for details.



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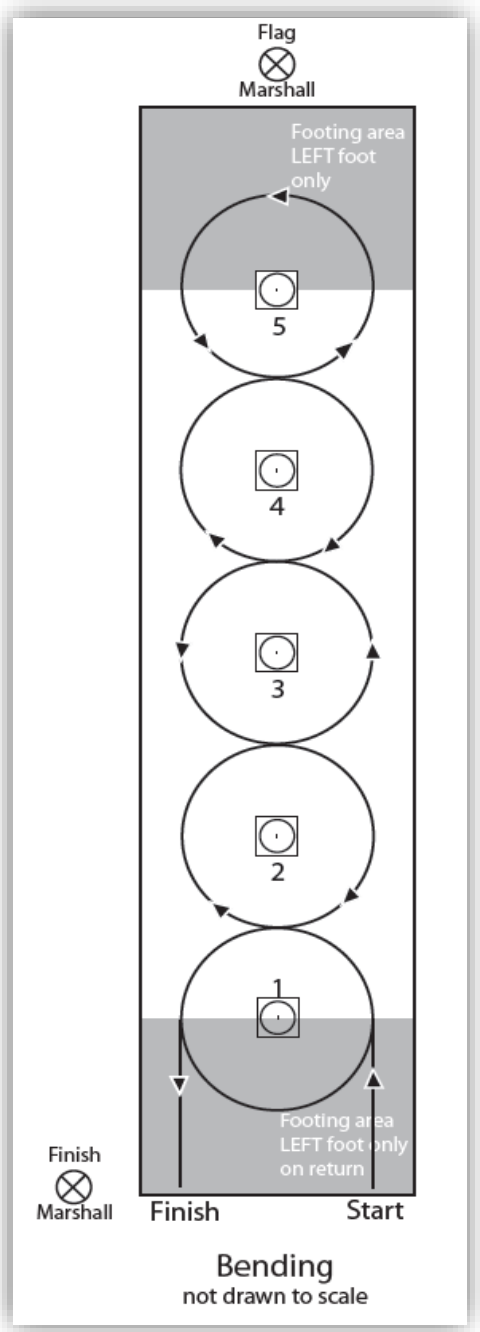
12.6. Bending Course

12.6.1. The bending Course is the same as the basic Course and uses traffic cones to mark the centre line of the Course.

12.6.2. The bending Course is described in the diagram below.



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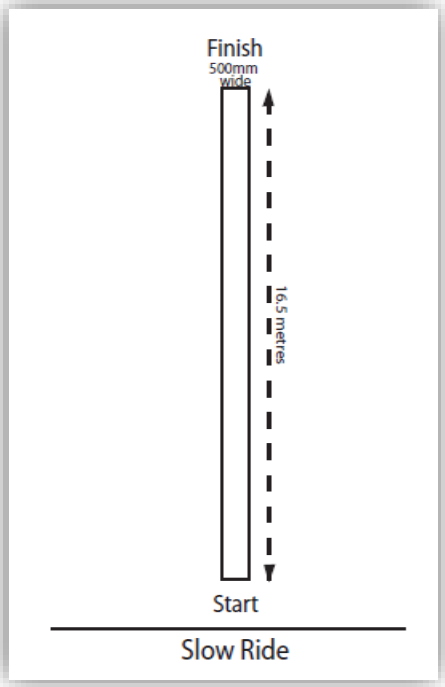
12.7. Ring Bending Course

12.7.1. The ring bending Course is the same as the basic Course and uses poles (capped poly pipe) placed in the centre of the traffic cone and three rubber rings placed on the pole in marker 5 one per time by an official.

12.7.2. See 12.2.2 for details.

12.8. Slow Course

12.8.1. The slow Course should be a lane 500mm wide by 16.5 metres long as described in the diagram below.



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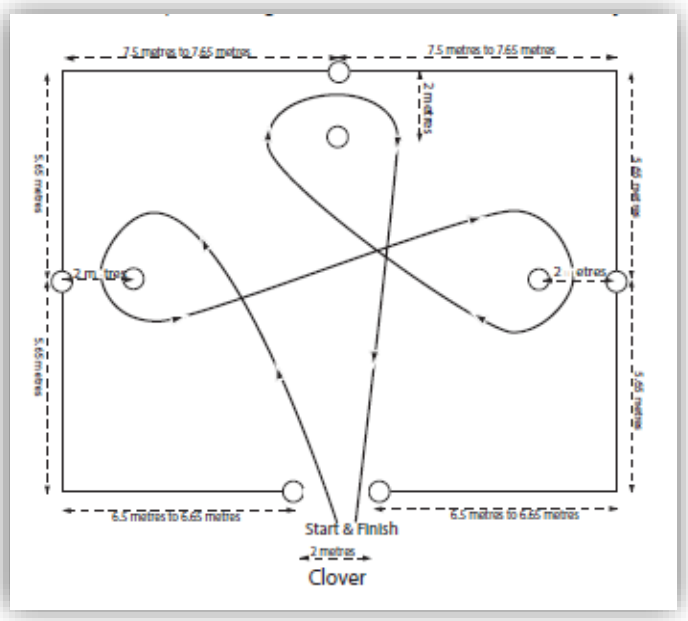
12.9. Clover Course

12.9.1. The clover Course involves riders passing through six markers placed in a triangle to form a clover pattern as described in the diagram below. A flexible plastic marker should be used to mark the Course.

12.10. No Footing Clover Course

12.10.1. The no footing clover Course is the same as the clover Course.

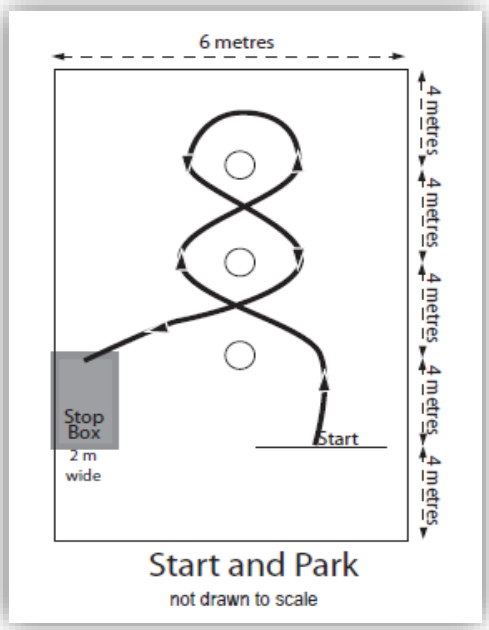


12.11. Start and Park Course

12.11.1. The start and park Course uses a smaller version of the basic Course layout, cut down to 6 metres by 20 metres as described in the diagram below.

12.12. O Ring Relay Course

12.12.1. The "O" ring relay Course is the same as the Start and Park Course, as described in the diagram below.



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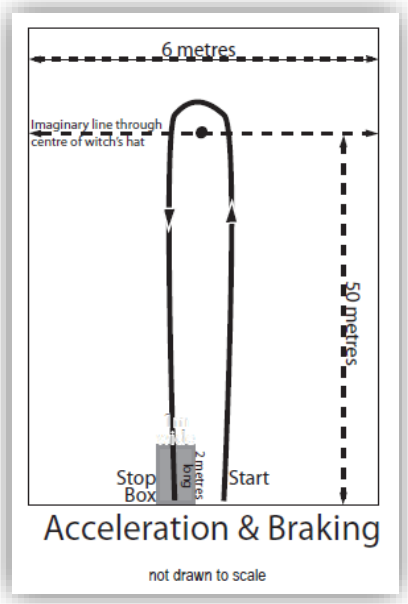
12.13. Acceleration and Breaking Course

12.13.1. The acceleration and breaking Course is described in the diagram below where a marker is placed 50 metres from the start / finish line.



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12.14. Figure 8

12.14.1. The Figure 8 Course is described in the diagram below where markers are placed 20 metres and 50 metres from the start / finish line.

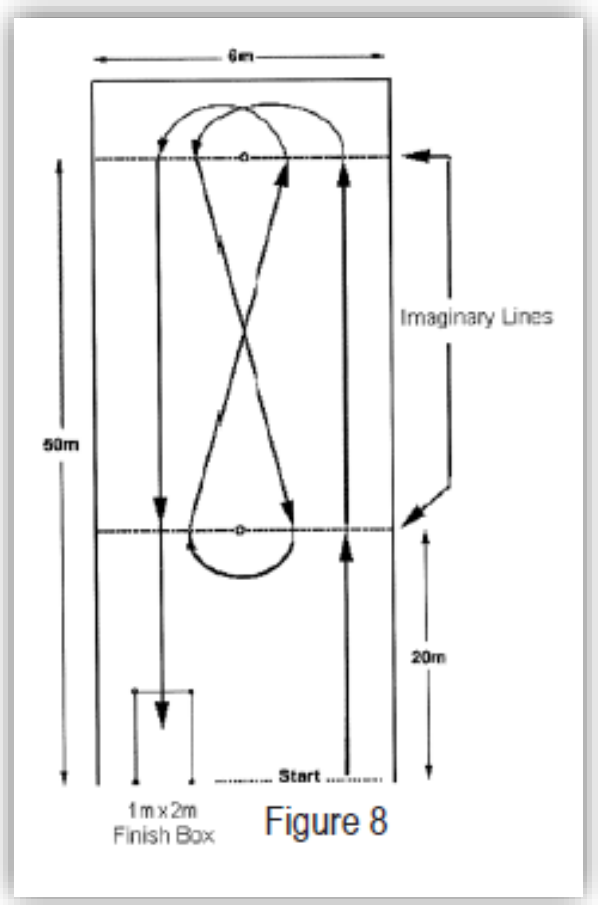

Figure 8

12.15. Ring Clover

12.15.1. The ring clover is conducted on a Course where:

a) riders pass through 6 markers placed in a triangle to form a clover pattern as described in the diagram below;
b) plastic markers mark the outside of each turn, and witch's hats/ poles / rubber rings mark the inside of each turn; and
c) a witch's hat and pole is located in the centre of the event area.

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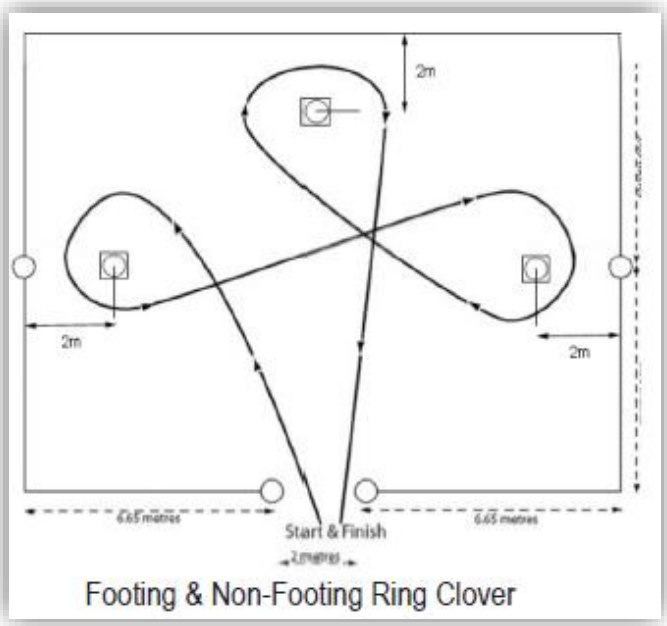
12.16. No Footing Ring Clover

12.16.1. This event uses the same Course and riding procedure as the Ring Clover event with the exception that riders are not permitted to put either foot on the ground.



Footing & Non-Footing Ring Clover

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12.17. Minicross

12.17.1. Minicross introduces riders to Motocross style riding and helps to develop competitors riding skills and balance.

12.17.2. Minicross is conducted on a Course combining obstacles and tight corners preferably with the following characteristics:

a) Level straights are no more than 20 metres long.
b) Jumps, chicanes, berms etc are used to keep speeds low.
c) Obstacles are no more than 33 metres apart.
d) Jumps are ~~no~~ more than 500mm high, and there are no double, triple, or reverse canyon Jumps.
e) There are no man-made Stutter Sections.
f) The Track should allow safe overtaking.
g) Barriers should separate sections of Track that are in close proximity to each other.
h) The first 9 metres of the Track is divided into 4 two-metre wide lanes.

12.17.3. No more than12 riders are on the Course at once.

12.18. Mini Trials

12.18.1. Mini Trials is conducted on a Course preferably with the following characteristics.

a) Natural terrain (where possible).
b) Artificial Obstacles may be used.
c) Course boundaries marked in red on the right-hand side and in white on the left-hand side by using markers or tape that are clearly visible.
d) Artificial boundaries may be used to define the lateral limits.
e) The start and finish of each Observed Section clearly defined.

12.19. Mini Enduro

12.19.1. Mini Enduro is conducted on a Course preferably with the following characteristics:

a) Of varying distances of rough terrain.
b) Of natural terrain (where possible).
c) Well defined with directional arrows and adequately staffed by marshals.
d) Special sections may be added.

12.20. Hill Climb

12.20.1. Hill Climb is conducted on a Course preferably with the following characteristics:

a) a hill which can be readily negotiable by the riders.
b) Including a series of turns and Obstacles.

12.21. Track Edge

12.21.1. The edges of any sealed section of Track should to be marked with a continuous painted white line.

12.21.2. The Track should continue without a step onto the verge area, which should be flat and compacted.

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13. TEMPORARY & TRIAL COURSE MODULE

13.1. Scope and Application

13.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 5) outline the desired Track conditions for *Temporary & Trials Courses* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

13.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

13.2. Temporary Courses (except Trials)

Components of the Track Inspector's Assessment

Track Layout

13.2.1. TRA's should be undertaken focusing on (where relevant):

a) Obstacles, Hazards, and rider safety.
b) Flag point location and marshal safety.
c) Spectator access and safety.
d) Track density.
e) Minimising risk of collision, including lane separation, separation of adjacent sections of Track.
f) Protective devices and barriers.
g) Lighting and fume extraction (where appropriate).
h) Condition of the track and ongoing monitoring.
i) Track access/egress supervision.
j) Bike movement within the paddock area.
k) Fuel Hazard.
l) Fire precautions.
m) Medical Provision.
n) Any additional precautions.

13.3. Track Markers

13.3.1. Breakable plastic Bunting or Flexible plastic track markers should be used where possible.

13.3.2. Any other marker should:

a) not exceed 500mm above the ground.
b) be flexible.
c) be placed at an outward angle from the track.

13.3.3. Rope, and **rigid** posts (e.g. star pickets), should not be used as Track markers.

13.4. Track Density

13.4.1. The maximum number of riders on track should be:

a) decided by the senior event Officials as part of a risk assessment.
b) made known in writing to the Promoter.
c) made known to competitors and officials during pre-event briefing sessions.

13.4.2. The RCB should agree and approve Track density limits.

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13.5. Track Preparation

The Promoter's responsibilities include:

13.5.1. Creating an accurate plan or map of the Track well ahead of the event to support applications by the Promoter for the necessary approvals from:
- a) Local government authorities (noting special permission is needed for activity on any public land); and where an event involves the use of public roads / tracks, from
- b) Local government:
- c) Road traffic authority
- d) Traffic accident commission
- e) Regional environmental authority.

13.5.2. Obtaining landowner / lessee's permission

13.5.3. Undertaking a letter-drop to inform adjoining or nearby property owners of the intended activity.

13.5.4. Erecting direction signs along the length of all Courses to minimise potential impact to flora.
- a) The placing, direction, and volume of any public address systems to avoid or minimise the projection of sound onto neighbouring properties.
- b) Designate parking areas to avoid or minimise environmental impact and the risk of fire.
- c) Developing and executing an appropriate waste management plan that:
  - i. ensures waste receptacles are provided for various litter types.
  - ii. ensures there are adequate toilet facilities.
- d) Mandate and enforce the use of enviromat in washing areas / refuelling areas.
- e) For Enduros, recording the GPS coordinates of a suitable helicopter landing area (if available) adjacent to the main control area.
- f) For Enduro events which are being held beyond the range of mobile phone communication, equipping the sweep rider with UHF radio capable of communicating with the main control area, and equipping the main control area with a satellite phone for use in contacting emergency services.
- g) Advising the local hospital and ambulance service that the event is taking place.
- h) Securing appropriately qualified first responder medical personnel adequately equipped

13.5.5. A clearly designated and sign-posted area should be provided for spectators that is separated from the Track with appropriate barriers.

13.6. Public Notices

- a) Other signage that should be on display as set out at 4.21 and l)

13.6.1. Other signs for Enduro events should include:

This right of way and other parts of the forest will be in use during the weekend for an authorised MOTORCYCLE COMPETITION Tel: [RCB name & phone number]
WARNING A motorcycle competition event is happening in this area. Motorcycle sport is dangerous. If you remain here, you do so at your own risk Tel: [RCB name & phone number]
CAUTION Motorcycle Competition in progress Tel: [RCB name & phone number]

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Components of the Track Inspector's Assessment

13.7. Trials Course

13.7.1. Trials events should be conducted over natural terrain.

13.7.2. Outside the foregoing criteria, TRA's should be undertaken focusing on (where relevant):

a) Observed sections which should:
   i. be clearly named or numbered,
   ii. be clearly marked start and finish,
   iii. have clearly marked boundaries,
   iv. be preceded by an observed area of the route where the competitors are controlled,
   v. wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
   vi. be reduced in places by the use of gates at a minimum width of 1200mm for solos and 2000mm for sidecars.

13.7.3. The order of sections should be determined by the Promoter and listed in the Supp Regs.

13.7.4. Passage through section should be indicated by gates which consist of:

a) Two arrows pointing inwards or.
b) An arrow and a natural obstacle or boundary,
c) Coloured rectangles, red for right and white for left may be used to indicate section outer boundaries.
d) The available width between two successive gates may be limited by means of tape which should be:
   i. Placed no more than 500mm above the ground,
   ii. Not inside the line of markers on the same side.

13.7.5. Where a section is marked by stakes, those stakes should be:

a) Of flexible material,
b) Connected by tape placed no more than 500mm above the ground,
c) Coloured red for right,
d) Coloured white for left.

13.7.6. The direction of travel through sections should be one way with no (or limited), two-way traffic.

13.7.7. The course should be marked on both sides by either markers or tape.

13.7.8. Fences, gates, or yards should be marked with tape to highlight the area. Any natural Hazard, such as steep drops, rock faces or deep water should be marked with tape or barricaded.

13.7.9. The start and finish of each Observed Section should be clearly defined.

13.7.10. The observer should be able to see the rider and their machine throughout the section with minimal movement or inconvenience.

13.7.11. Where possible, sections used by riders and observers and the viewing areas used by the public should be separated by a Neutral Zone at least 1 metre wide.

13.7.12. Sections should be designed so that they can be completed within the 90 second time-limit.

13.7.13. A designated pit area should be provided for machinery parking and maintenance. Refuelling is permitted only in the designated pit area identified by boundary tapes of a colour not in use elsewhere at the venue.

13.7.14. Public warning signs that should be on display are as set out at 4.21

13.7.15. Track crossings should be controlled by marshals to avoid the movement of people (e.g. media) across the Track during competition (hot track).

13.8. Spectator Areas

13.8.1. A clearly designated and sign-posted area should be provided for spectators that is separated from the Track with appropriate barriers.

13.8.2. An Emergency Management Plan should be developed for the venue and event.

13.8.3. The venue should include a designated warm-up area containing obstacles to allow riders to practice prior to the start of competition and identified by boundary tape of a colour not in use elsewhere on the Course.

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14. FREESTYLE MOTOCROSS (FMX) MODULE

14.1. Scope and Application

14.1.1. This Module, read in conjunction with the Minimum Standards Applicable to all Modules (see Chapter 5) outlines the desired Track conditions for *FMX* which should be evident during a Track Inspection, and recorded in a Track Inspection Report, prior to the RCB issuing a Track Licence.

14.1.2. The Track Inspector should undertake a TRA in respect of any identified non-compliance with these Standards.

Components of the Track Inspector's Assessment

14.2. Track Layout

14.2.1. The FMX Course:

a) Can be permanent or temporary.
b) Should be on a horizontal, hard standing area.
c) For uncovered Tracks, adequacy of drainage to avoid pooling in the event of heavy rainfall.
d) Should have Jumps and Jump faces of a consistent trajectory.
e) Surface should use exclusively natural (loam, clay, dirt, etc.) materials and contain no building rubble.

14.3. Protection from Hazards

14.3.1. Hazards (walls, etc.) at the end of a run-off zone should be protected by a foam device rapped in fire-resistant bags.

14.4. Obstacles

14.4.1. It is highly recommended before and during the competition that the organisers and officials consult with the riders in configuring the course and ramps. Each rider must determine to their own satisfaction that the course design and ramp placements are suitable for them.

14.4.2. The run-ups leading to ramps should be sufficiently long to give an average rider enough speed to clear the jump zone distance easily.

14.4.3. Jumps (dirt):

a) All dirt Jumps should comply with the Standards set out in the Supercross module.
b) A smooth, consistent up-ramp and radius.
c) Be at least 4 metres across the entire face of the up-ramp.
d) Have at least 20 metres of run-up preceding each Jump.

14.4.4. Metal Ramps:

a) Metal ramps and artificial Obstacles ("Wallrides" and "grind boxes / Fun box") may be incorporated into the course.
b) Be metal frame construction.
c) Offer sufficient traction.

14.4.5. Portable landing ramp:

a) A portable landing ramp should have the same dimensions as a dirt landing ramp.
b) Be free from any protruding hinges or hard edges that may cause injury to the rider or disrupt the normal course of their machine during landing.
c) Be fitted with an air bag or foam pads to reduce the impact if the front were impacted by a rider.

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14.5. Certification of Metal Take-Off and Landing Ramps

14.5.1. All metal ramps on the Course (with the exception of a '120ft ramp') should be certified by an appropriately qualified and experienced engineer confirming it has been manufactured to this Standard, being:

a) Base length of 6.1 metres.
b) Height of 2.7 metres.
c) Transition of a constant radius of 9.1 metres.
d) Riding surface to be covered by:
   i) Plywood with a tractable surface covering such as sand/paint.
   ii) Metal expanded mesh, welded in place and free from any sharp edges.
e) Run-up, take-off areas should be safe and no less than:
   i) 25 Metres (amateur)
   ii) 20 Metres (pro)

14.5.2. All metal ramps on the course should be consistent with each other – both in shape and surface.

14.5.3. All metal ramps should be supplied by a noted and reputable manufacturer such as Australian Ramp Design (ARD).

14.6. Dirt to Dirt Landing

14.6.1. All Landings for dirt-to-dirt Jumps should, as a minimum, have the following characteristics:

a) 4 metres across the face of the entire 'landing' surface.
b) A height equivalent to that of its specific take-off jump.
c) A safety deck on top of the 'landing' of 1.2 metres.
d) A 20-metre runoff / braking zone.

14.7. Metal Ramp to Dirt Landing

14.7.1. All Landings for ramp-to-dirt jumps should, as a minimum, have the following characteristics:

a) 4-metres across the face of the entire 'landing' surface.
b) A height of at least 3.2-metres, or 600mm above the height of the take-off ramp.
c) A safety deck on top of the 'landing' of 2-metres.
d) A 6-metre landing area, set at an angle no steeper than 45 degrees.
e) A 20-metre run-off / braking zone.

14.8. Jump Measurements

14.8.1. Any dirt-to-dirt Jump should not exceed a distance from take-off to landing of 80ft (24 metres).

14.8.2. Any metal ramp-to-dirt Jump should:

a) Not exceed a distance to landing of 75ft (22.85 metres) for the Pro and Open Class.
b) Not exceed a distance to landing of 65ft (19.8 metres) for any 'Amateur' and 'Development' classes.

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14.9. Starting Area

14.9.1. Starts:

a) Rider's start from a designated starting point – a holding area – administered by an official
b) A 'green' flag signals the start of each rider's run.
c) A 'yellow' flag will be shown to the rider at or about the 80th second of their run signifying 10 seconds remain or approximately 1remaining jump for the rider.
d) A 'chequered' flag signifies the end of the rider's run.

14.9.2. Riders' paddock:

a) The venue should include a Paddock Area that is:
   i. on a covered hard standing area
   ii. provides for each rider at least a 3 metre X 3 metre space equipped a waste container.
   iii. equipped with adequate toilet facilities; and
   iv. that holds the necessary equipment needed to carry out technical controls and repairs.

14.9.3. The waiting zone:

a) The venue should include a waiting zone that:
   i. is sufficiently large to cater for riders waiting their run.
   ii. Is on a covered hard standing area.
   iii. is located adjacent to the starting point zone.
   iv. allows riders to easily enter and leave the Course.

Motorcycling Australia
TARGETED RISK ASSESSMENT (TRA)

DATE	EVENT or VENUE	AREA or LOCATION	NAME of official completing this form	SIGNATURE of official completing this form

DESCRIPTION OF IDENTIFIED RISK	**CONSEQUENCE** (describe word)	**LIKELIHOOD** (describe word)	**RISK RATING** (describe word)	**CONTROLS / TREATMENT** What has or will be done about it?
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

CONSULTATION REGISTER – Who did you talk to?

	NAME	POSITION	EXPERIENCE	SIGNATURE	DATE
Responsible person advised >					
Person responsible for review >					
Who else was notified? >					
Who else was notified? >					
Who else was notified? >					

Risk Calculator			**LIKELIHOOD:** ***How likely is it to happen?***				
CONSEQUENCE: ***How severely could it hurt someone (riders, officials or public)? And what impact will it have?***			**ALMOST CERTAIN** Will occur	**LIKELY** Could happen frequently	**POSSIBLE** Could happen occasionally	**UNLIKELY** Could happen but only rarely	**RARE** Could happen, but it is unforeseeable that this will occur
	PERSONAL INJURY	**ADMINISTRATIVE**					
CATASTROPHIC	Life threatening injuries, death or multiple fatalities	Major hardship to organisation. Huge $ loss.	**Extreme**	**Extreme**	**Extreme**	**High**	**Medium**
MAJOR	Extensive (Serious) injuries resulting in major medical treatment. Hospital.	Significant hardship to organisation. Major $ loss	**Extreme**	**Extreme**	**High**	**High**	**Medium**
MODERATE	Moderate injuries - medical treatment required (broken bones). Hospital.	Moderate hardship to organisation. Medium – High $ loss	**High**	**High**	**High**	**Medium**	**Low**
MINOR	First aid injury. No ongoing medical attention.	Some hardship to organisation. Minor $ loss	**High**	**Medium**	**Medium**	**Low**	**Low**
INSIGNIFICANT	No injury.	Little or no hardship to organisation. 0 – Low $ loss	**Medium**	**Low**	**Low**	**Low**	**Low**

RISK RATING:	RISK TREATMENTS	LEVELS OF CONTROL METHODS	
Extreme: Stop activity, immediate action required	**AVOID:** Don't do the activity	1. **AVOID** < Try to start here	5. **REDUCE** admin warning and rules
High: Prioritised action required	**TREAT:** Reduce – use controls	2. **SUBSTITUTE**	6. **PPE** < Last resort
Medium: Planned action required	**ACCEPT:** If low or if consequences are tolerable	3. **ISOLATE**	
Low: Action when possible	**TRANSFER:** (Caution – cannot transfer duty of care)	4. **REDUCE** by physical controls	

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APPENDIX B: FIM SPECIFICATIONS FOR TYRE BARRIER ASSEMBLY

Tyre Barriers Horizontal Tyre Barrier (Type C)

a) Minimum Standards
   i) Be assembled according to the layout in Figure 2 below;
   ii) Using tyres for 4-wheel vehicles;
   iii) With minimum rim diameter of 15" and maximum rim diameter of 17";
   iv) Drilled following a hexagonal arrangement as shown in Figure 1 below (suggested hole diameter of 10 mm);
   v) Tyre-to-tyre fixing with min M8 metal screws, as shown in Figure 2 (Detail - A);
   vi) Tyre to rear support (guard-rail) fixing on every other column of tyre using plastic straps, as shown in Figure 2;
   vii) A conveyor belt of type "Gummibarrier" or similar, i.e. based on SBR-NR rubber with EP reinforcement plies, having a thickness of 10 ± 2 mm and height: equal to the tyre column height (without anti-sliding "skirt") bolted to each tyre of every other column, as shown in Detail-B in Figure 2 (min M8 metal screws).
   viii) The first and last tyre barrier section should be folded on the sides and fixed to the guard-rail.

b) Additional recommended standards
   i) Minimum tyre width: 195 mm.
   ii) Tyres should be suitable for this purpose at the time of building the barrier.

Figure 1. Hole arrangement.

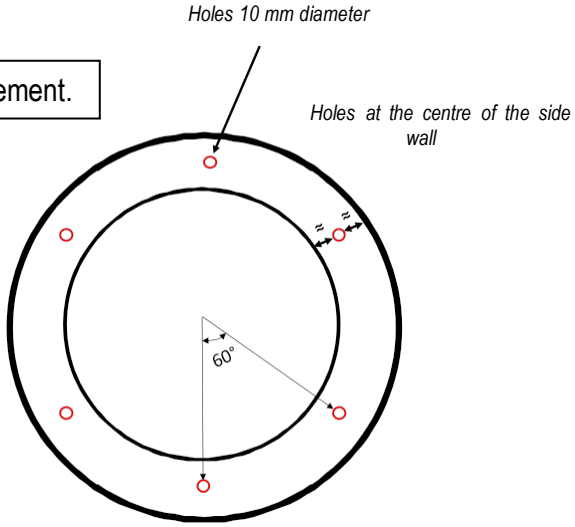

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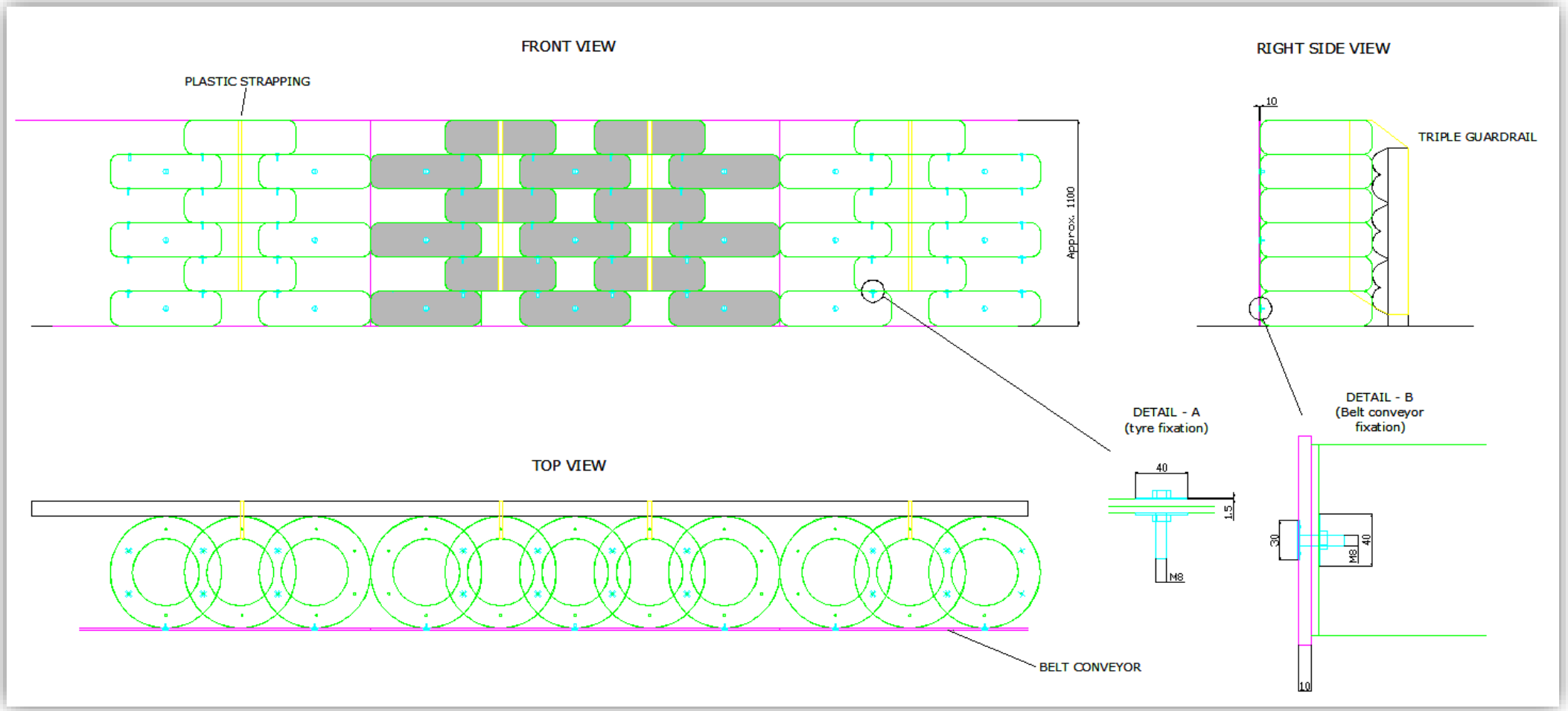
Figure 2. Horizontal tyre barrier general assembly



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Vertical Tyre Barrier (Type C)

a) Minimum standards

i) Be assembled according to the layout as shown in Figure 2 below;
ii) Using tyres for 4-wheel vehicles;
iii) With minimum rim diameter of 15", and maximum rim diameter of 17".
iv) Drilled following a hexagonal arrangement as shown in Figure 1 below (suggested hole diameter of 10 mm).
v) Tyre-to-tyre fixing with min M8 metal screws, as shown in Figure 2 (Detail - A);
vi) Tyre to rear support (guard-rail) fixing on every other column of tyre using plastic straps, as shown in Figure 2;
ix) A conveyor belt of type "Gummibarrier" or similar, i.e. based on SBR-NR rubber with EP reinforcement plies, having a thickness of 10 ± 2 mm and height: equal to the tyre column height (without anti-sliding "skirt") bolted to each tyre of every other column, as shown in Detail-B in Figure 2 (min M8 metal screws).
x) The first and last tyre barrier section should be folded on the sides and fixed to the guard-rail.

c) Additional recommended standards

iii) Minimum tyre width: 195 mm.
i) Tyres should be suitable for this purpose at the time of building the barrier.

Figure 1. Hole arrangement.

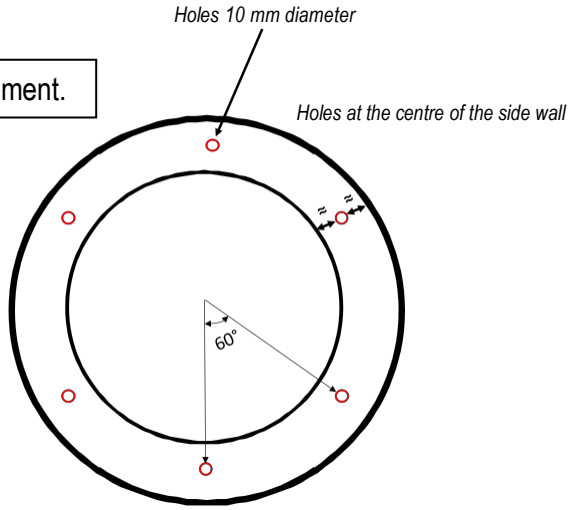

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Figure 2. Vertical tyre barrier general assembly