

ST. GEORGE MOTORCYCLE CLUB INC.

will conduct the

ST. GEORGE MCC SPRINTS

Come 'n' Try

and

Night Endurance Relay Races



SUPPLEMENTARY REGULATIONS

<u>EVENT NAME</u> ST. GEORGE MCC SPRINTS COME 'N' TRY AND NIGHT ENDURANCE RELAY RACES	<u>VENUE</u> SYDNEY MOTORSPORT PARK GARDNER G.P. CIRCUIT	<u>DATES</u> 18 th April 2026
<u>PROMOTER</u> ST. GEORGE MOTORCYCLE CLUB INC.	<u>TRACK LICENCE NUMBERS</u> 250704	<u>PERMIT NUMBERS</u> TBA
<u>RACE SECRETARY</u> PETER SNOW TODD KEOGH	<u>ADDRESS</u> roadrace@stgeorgemcc.com	<u>CONTACT NUMBER</u> 0402 901 322 4.00pm – 6.00pm Facebook @stgeorgemcc
<u>CLERKS OF COURSE</u> TERRY WAHLEN MICHAEL ROOKE ANAND MAINI	<u>TECHNICAL OFFICERS</u> MATT DEGRAAF ANDREW BURLEY	<u>STEWARD</u> MICHAEL ROOKE TERRY WAHLEN

- ANNOUNCEMENT**
The St. George MCC Inc., hereafter also called the “Promoter”, will conduct the **St George MCC SPRINTS, COME' N' TRY, and NIGHT ENDURANCE RACES** for solo motorcycles on the 18th of April 2026 at the Sydney Motorsport Park, Gardner GP Circuit, Brabham Drive, Eastern Creek, NSW, 2766. GPS coordinates for entry are 33.809615°S 150.869479°E.
- JURISDICTION**
 - The events will be run under permits issued by Motorcycling NSW (MNSW) as stated in these Supplementary Regulations.
 - These events are open to holders of current Motorcycling Australia (MA) Senior, (MA) Junior (Endorsed) and One Event Licences.
 - The events will be held in accordance with the 2026 Manual of Motorcycle Sport (MoMS), these Supplementary Regulations, the By-Laws of MNSW and any Final Instructions.
 - BY ENTERING THESE EVENTS ALL PARTIES AGREE TO COMPLY WITH THESE RULES, REGULATIONS, BY-LAWS, AND INSTRUCTIONS.**

3. **ENTRIES**

- 3.1 Entries open forthwith
- 3.2 Standard entries close at midnight AEST 13th April 2026.
- 3.3 Late entries after 13th April 2026 (If accepted) will incur a \$75 late entry fee.
- 3.4 In the case of postponement or abandonment of the event the Promoter may retain all or any part of the entry fee, if MNSW approves such retention.
- 3.5 All entries are to be submitted via Ridernet at <https://ridernet.com.au/>
- 3.6 Competitors withdrawing from the event will have entry fees refunded if the entry is cancelled a minimum of 8 days prior to each round.

4. **INSURANCE**

- 4.1 The National Personal Accidents Scheme provides basic cover for death and permanent disability.
- 4.2 Ambulance Insurance is compulsory for licensees.
- 4.3 **It is strongly recommended that competitors consider taking out weekly benefits insurance.**

5. **MEDICAL SERVICES**

Medical services will be provided by Ambulance Service Australia, who will be in attendance from 8.00am until the completion of racing each day. These services include: 1 Medical Intervention Vehicle (MIV), 2 Ambulances, 1 Critical Care Specialist, 4 Paramedics, 1 Ambulance Officer.

6. **ENTRY FEES**

Sprint Races	Endurance	Come 'n' Try
\$360 per Rider	2-Hour \$195 per Rider (3 rider team) \$285 per Rider (2 rider team)	\$285 Entry Fee plus \$40 Recreational One Event Licence
	90-Minute \$210 per rider (2 rider team only)	

Entry fees include garage hire; transponder hire and GPS tracker (SMSP Requirement)

7. **ENTRY PASSES**

To be advised in the Final Instructions.

8. CLASSES OF COMPETITION

- 8.1 The sprint events will be held over several heats. This will be detailed in the Final Instructions for each round.
- 8.2 Combined classes will be scored separately. Eligibility for the relevant class will be determined by the age of the motorcycle entered.
- 8.3 **COME 'N' TRY – INSTRUCTIONS IN RED BELOW**
- 8.4 The following table lists the competition classes:

Class Name	Engine Capacity / Number of Cylinders
Unlimited	750-1300cc 2, 3 and 4-cylinder machines
600cc	600cc-750cc 4-cylinder / 675cc -900cc 3-cylinder / 749cc – 959cc 2-cylinder as approved by MA
Formula St. George	Up to 400cc 4-stroke 4-cylinder machines (including ZX4RR and RVF400) Up to 699cc 4-stroke 1 and 2-cylinder machines Up to 500cc 2-stroke single-cylinder machines Up to 250cc 2-stroke 2-cylinder machines Super sport 300/400 as approved by MA Moto 3
Come 'n' Try	Road Registered and/or Track Day Motorcycles
90-Minute Endurance Relay	Up to 400cc 4-stroke 4-cylinder machines (including ZX4RR and RVF400) Up to 699cc 4-stroke 1 and 2-cylinder machines Up to 500cc 2-stroke single-cylinder machines Up to 250cc 2-stroke 2-cylinder machines Super sport 300/400 as approved by MA Moto 3 Teams of 2 riders ONLY
2-Hour Endurance Relay	750-1300cc 2, 3 and 4-cylinder machines 600cc-750cc 4-cylinder / 675cc -900cc 3-cylinder / 749cc – 959cc 2-cylinder as approved by MA Teams of 2 or 3 riders.

9. TROPHIES / PRIZES

- 9.1 Points will be awarded based on your finishing place within each race run on the day. Class points and trophies will be awarded as per the finishing order for the races.
- 9.2 All scoring and points will be awarded as per the MoMS. In the event of a points tie the MoMS rules will apply. If this tie breaker does not break the tie the FIM World Championship Grand Prix Regulation 1.28.7 will be applied.

10. ENTRIES TO CONSTITUTE A CLASS

- 10.1 Senior Solos - ten (10) entries are required to constitute a Class. Classes will be limited to a maximum of 44 competitors.
- 10.2 Should there be insufficient entries in any Class, the decision to run, cancel, combine, or separate classes and re-distribute any awards will be at the discretion of the Promoter, subject to MNSW approval.
- 10.3 The Promoter reserves the right to determine eligibility of any machine and to seed combination rider/machine into any event.

11. MACHINES AND RIDERS

- 11.1 All motorcycles, protective clothing and equipment will be inspected and must comply with the rules contained in the 2026 MoMS. All competitors must present their race leathers, boots, helmet, gloves, and back protectors for inspection.
- 11.2 **Competition Licences MUST be available and presented** when machines and protective clothing are inspected.
- 11.3 **All machines must have the lower fairing removed** to ensure the lock wiring of the sump plug and oil filter is easily visible. As per MoMS rule 6.17.1.15
- 11.4 Competitors must replace any lock wiring that is removed during any inspection.
- 11.5 Machines may have their radiator fluid physically checked.
- 11.6 **Motorcycles must not contain any glycol-based engine coolant** (water is the recommended cooling fluid). Machines found to be non-compliant during inspection will be given ONE (1) chance to become compliant. Following inspection, machines found to be non-compliant at any stage of the event may result in the rider being excluded from the event without a refund.
- 11.7 Eligibility checks may take place at any time during the event. Machines found to be non-compliant may result in the rider being excluded from the event without a refund.
- 11.8 A Technical Inspection sticker will be placed on the machine once inspected.
- 11.9 Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by a technical officer before participating again.
- 11.10 Noise and/or fuel testing may be carried out at any time during this event.
- 11.11 Multiple entry of an individual machine in the same class of competition is not permitted.

12. RIDING NUMBERS

- 12.1 **Race numbers must be legible at 20 meters and must be of contrasting colours to the motorcycle's paint scheme.**
- 12.2 Numbers will be available for purchase from the Race Secretary if required.
- 12.3 Front numbers must be positioned in the centre if possible or towards the rider's left (as seen when seated on the motorcycle).
- 12.4 Competitors will be allocated their MNSW registered riding number or their preferred riding number if available.
- 12.5 St. George MCC will allocate all other numbers.

13. GRID POSITIONS

- 13.1 Grid positions for heat 1 of each sprint race will be determined from qualifying.
- 13.2 Grid positions for the second heat will be determined from the finishing order of the first heat, i.e., "progressive grids".
- 13.3 Any rider who does not appear in the results of the previous heat will be allocated a position at the rear of the grid for the next heat.
- 13.4 Riders not knowing their grid position must start the race from a position as instructed by the grid marshal. A rider causing a delay to the race start may be issued a penalty at the discretion of the Clerk of Course. Such penalty may include exclusion from that race result.

14. RIDERS' BRIEFING

- 14.1 The online riders' briefing will be published for the event on the St. George MCC website at <https://www.stgeorgemcc.com/race-events/>
- 14.2 You must read the online briefing before signing on at the race event.
- 14.3 A separate riders' briefing will be held on Saturday prior to the commencement of any on-track activity. This riders' briefing is to answer any questions arising from the online version and to discuss the Final Instructions and any round-sensitive issues.
- 14.4 Attendance at riders' briefings is compulsory under the General Competition Rules.
- 14.5 The Clerk of Course and/or Steward may penalise or exclude any competitor who fails to attend a riders' briefing.

15. DRUG AND OR ALCOHOL TESTING

- 15.1 By order of MNSW, random drug and/or alcohol testing of participants (i.e., officials, competitors, mechanics, pit crew and any other person associated with the control, direction, and operation of the competition) may take place prior to, or at any time during this event. Refer to <https://www.ma.org.au/wp-content/uploads/2020/09/Drug-and-Alcohol-policy-.pdf> for details of the MA Drug and Alcohol Policy.
- 15.2 Athletes are advised to download the Sports Integrity Australia phone app or visit the SIA website at www.sportintegrity.gov.au
- 15.3 It is recommended athletes contact the Drugs in Sport Hotline on 1300 027 232 for further information.

16. CODE OF CONDUCT

All participants, officials and parents are reminded of the MA Code of Conduct as stipulated in the MA Welfare Policy available at <https://www.ma.org.au/wp-content/uploads/2020/09/Member-Welfare-Policy.pdf> The Code of Conduct is a guide to appropriate behaviour at all motorcycle race events and shall be enforced.

17. CIRCUIT DESCRIPTIONS

The events will be held on the following circuit:

Sydney Motorsport Park

Brabham Drive Eastern Creek NSW, 2766

Gardner GP Circuit

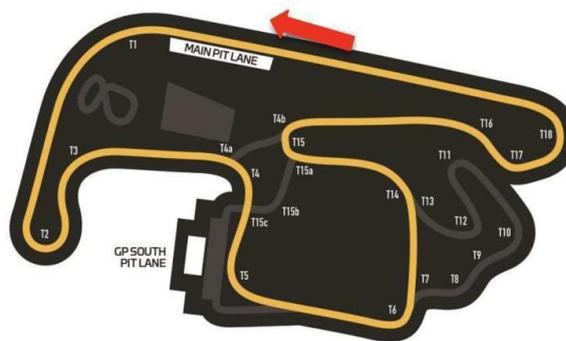
Circuit Length: 3.93 Kilometres

Racing Direction: Anti Clockwise

Track Licence: 250704 (until June 30)

GPS 33.809615°S 150.869479°E

<https://www.sydneymotorsportpark.com.au/>



GRAND PRIX CIRCUIT

18. STARTS

- 18.1 All races will commence from a clutch start controlled by the starting gantry red lights. Should the lights fail, race starts will be signified by the **raising** of the Australian National Flag.
- 18.2 Any rider who anticipates the start or who is outside his starting box will be deemed to have jumped the start.
- 18.3 The motorcycle must be stationary at the time the red lights are turned off. A jump start is defined by the motorcycle moving forward prior to the time the red lights are turned off.
- 18.4 In the case of a minor movement and subsequent stop whilst the red lights are on, the Clerk of Course will be the sole judge of whether an advantage has been gained.
- 18.5 Jump-starts will incur a **minimum** time penalty of TEN (10) seconds, which will be communicated to the rider as soon as possible via the timing system and start line board notification.
- 18.6 The Clerk of Course may impose more severe penalties for jump starts that are considered to have caused danger to other competitors.
- 18.7 **For all races your sighting lap will also be your warm-up lap.**

19. RACING

- 19.1 Races will be as per the event schedule.
- 19.2 All sprint races will be time certain, If a race is stopped using the red flags/lights and cannot be restarted within TWENTY (20) minutes, it will be declared to have been finished at the end of the last completed lap before the red flag/lights was displayed. Points will be awarded to all competitors excluding the competitor(s) deemed to have caused the stoppage, as determined by the Clerk of Course. If no laps were completed no points will be awarded.
- 19.3 The program of events and the length of races are subject to change.
- 19.4 **Practice and qualifying will be run separately.**
- 19.5 Practice starts for the sprint races will be permitted at the end of each practice/qualifying session. The practice start area will be designated by a "Practice Start" sign and orange cones or similar. Details will be included in the Final Instructions.
- 19.6 Race finishes will be signalled by a waved chequered flag at the start/finish line.
- 19.7 Once a rider has received the chequered flag, they should not overtake any other rider. This courtesy will allow back-markers to finish the race by receiving the chequered flag on their own final lap and will also allow track clearances to be performed in a safer and more efficient manner.
- 19.8 Race results will be published on the Natsoft Racing website, currently located at <http://racing.natsoft.com.au/results/> and on the St. George Facebook page.
- 19.9 Results will remain "Provisional" until ratified and confirmed by MNSW.

20. FLAGS AND SIGNALLING BOARDS

The flags and signalling boards which will be used by the flag marshals are:

FLAGS		
Flag Colour	Displayed	Meaning
Red	Waved	Race or practice stopped prematurely. Competitors must slow down, must not overtake, and must return to the pits
Yellow	Stationary	Danger, ride slowly, overtaking forbidden
	Waved	Immediate danger. Slow down, prepare to stop, overtaking forbidden
Green	Waved	Course clear
Red and Yellow striped	Stationary	Deterioration of adhesion level of the track due to fluids or debris
*White	Waved	At St. George MCC events this flag will be used to signify rain falling at some point on the circuit
Black (displayed with the number board)	Stationary	Competitor whose number is indicated on the board must enter and stop in the pits on the next lap
Black and White chequered	Waved	Finish of race, practice session or qualifying
*Blue	Not used	As this flag requires two marshals to be at each flag point it is not used at St. George MCC events

SIGNALLING BOARDS		
Board	Where Displayed	Meaning
"5 Minutes"	Start / Finish line and Pit Exit	Indicates 5 minutes until the opening of pit exit
"2 Minutes"	Start / Finish line and Pit Exit	Indicates 2 minutes until the opening of pit exit
"30 Seconds"	Start / Finish line and Pit Exit	Indicates 30 seconds until the opening of pit exit
"Delayed Start"	Starter's Tower	Problem on the starting grid. Starting procedure is delayed
"Penalty"	Start / Finish line	Rider whose number is displayed has received a penalty
"Last Lap"	Start / Finish line	Displayed at to the machine leading the session or race (chequered flag next lap)

20.1 For these Club events the following exceptions to the MoMS will apply:

20.1.1 The White flag will be waved to indicate that there is rain falling at some point around the circuit.

20.1.2 The Blue flag will not be used as this requires two flag marshals to attend every flag point, and we do not normally have sufficient volunteers to accommodate this. New volunteers are always welcome - please email our marshal coordinator at <mailto:stgmccnswmarshals@gmail.com> or visit <https://www.stgeorgemcc.com/membership-and-volunteers/volunteers/> for further information.

20.2 Prior to the opening of pit exit, signalling boards will be displayed in conjunction with an audible siren. The boards will indicate the following:

20.2.1 "5 Minutes" - to the opening of pit exit at the commencement of the day's track activity or following any extended delay at the discretion of the Clerk of Course.

20.2.2 "2 minutes" - to the opening of pit exit prior to each track session or race.

20.2.3 "30 seconds" - to the opening of pit exit prior to each track session or race.

20.3 Flags will be displayed at pit exit as follows:

20.3.1 A red flag to signify pit exit is closed. Competitors **must not** ride past this red flag.

20.3.2 A green flag to signify pit exit is open. Competitors should be ready to enter the circuit when pit exit opens.

21. **NOISE**

21.1 All machines must comply with the noise requirements of the MoMS. The limit is currently 95dba at 30 metres as per the 2026 MoMS, Page 267, Chapter 17.3.1, Appendix C: Sound Emissions and Fuel.

21.2 You will be given ONE (1) opportunity to correct a noise problem. A second occurrence may result in exclusion from the event.

22. **PAYG WITHHOLDING TAX**

Not applicable

23. **IMPORTANT NOTES AND WARNINGS**

- 23.1 All injuries must be assessed by the medical team and be reported to the clerk of course.
- 23.2 Fully enclosed footwear must be worn in pit lane and garages.
- 23.3 No non-competitor under 16 years of age may enter pit lane.
- 23.4 No spectators are allowed in pit lane or on the pit wall. Spectators may use the pit garage roof area or grandstand.
- 23.5 No barbecues or naked flames are permitted in pit lane, or garages.
- 23.6 Pit lane must be kept clear of obstructions at all times. Chairs, prams etc. are not allowed.
- 23.7 The riding of motorised or electric pit bikes in the paddock area is prohibited. This includes scooters, mini-bikes, motorbikes, quad bikes, trail bikes, skateboards or rollerblades being used by anyone.
- 23.8 Competitors must remove all used tyres from the venue.
- 23.9 No permanent markings are to be made on the pit lane surface. Tape may be used.
- 23.10 There is to be no consumption of alcohol anywhere within the pit or paddock areas until each day's racing is completed.
- 23.11 There is to be **no smoking** in pit lane, the pits, or the garages. **Smoking is allowed only where signposted.**
- 23.12 Animals are not permitted within the venue unless they are being used to alleviate a person's disability. Anyone found to have brought any other animal onto the premises will be asked to leave.
- 23.13 All competitors, officials and parents are reminded of the MA Social Media Policy, which sets out a framework for acceptable online behaviour where communications involve fellow MA members, volunteers, officials, coaches, sponsors, partners, staff, and any other connected persons. The policy can be found at <https://drive.google.com/file/d/1Lpx-7jy9XpubwbjJP289TL3R6qb6UW3F/view>
- 23.14 Machine impounding, examination and eligibility is at the discretion of the Steward and Clerk of Course.
- 23.15 Garages are available for the use of all competitors.
- 23.16 Fuel is available at Sydney Motorsport Park. Refer to <https://www.sydneymotorsportpark.com.au/pages/facilities> for details.

COME 'N' TRY – INSTRUCTIONS

24. **PARTICIPANTS / ENTRANTS**

- 24.1 COME 'N' TRY is open for riders who have not raced before and want to get off the road or take that step from track days to racing.

25. **EVENT FORMAT**

- 25.1 All sessions **TIME CERTAIN**. If time does not allow (within the Time Certain period) for a restart after a red flag incident the session will be declared.
- 25.2 Session 1 will be an open ride circulating the circuit
- 25.3 Session 2 will be single row grid starts using the light system
- 25.4 Session 3 will be single row grid starts using the light system
- 25.5 Session 4 will be 2 rows grid starts using the light system

26. **MACHINES AND RIDERS**

- 26.1 All riders must be licensed for the motorcycle you are riding at the event
- 26.2 All Rider Licenses **MUST** be available and presented at the time of technical inspection for both machines and rider gear.
- 26.3 All motorcycles, equipment and protective clothing must be inspected before entering the circuit.
- 26.4 Motorcycles equipment and protective clothing may be inspected separately.
- 26.5 Riders must present their helmet, gloves, and back protectors for inspection.
- 26.6 All riders are required to meet the minimum riding gear requirements. These are:
 - 26.6.1 leather jacket and pants which zip together or leather one-piece suit (no textile clothing allowed)
 - 26.6.2 leather motorcycle gloves (overlapping suit sleeves)
 - 26.6.3 full-face helmet that meets Australian Standards or equivalent
 - 26.6.4 full height leather motorcycle boots which overlap the leather pants.
- 26.7 Your motorcycle must be in a roadworthy/track-worthy condition prior to being deemed eligible to ride on the circuit. The following items will be inspected on the day of your event:
 - 26.7.1 All treaded tyres must have a minimum of 2mm tread depth above the wear indicator at the beginning of the day – this includes centre as well as sides. If subsequent inspection during the day shows the tyre to be on or below the tread depth indicator access to the track may be denied.
 - 26.7.2 Slick tyres can be used on dry a track only. Access may be denied if the track is deemed unsuitable for slick tyres.
 - 26.7.3 Tyres cannot have any puncture repairs of any type.
 - 26.7.4 Preference is to at least zip tie your side stand up for on track activity.
 - 26.7.5 Front and rear brake disc rotors must be above minimum thickness as per manufacturer specifications (this

measurement is stamped on the rotor carrier).

- 26.7.6** Front and rear brake lines must be secured correctly and must not leak or weep fluid.
 - 26.7.7** Front and rear brakes must operate correctly upon testing.
 - 26.7.8** Fork seals must not show any signs of leaking or weeping fluid.
 - 26.7.9** There must be no evidence of oil leaks or weeps of any kind.
 - 26.7.10** Fairings must be secured correctly (no race tape!)
 - 26.7.11** Any damage to fairings must not have sharp or jagged edges, or in any way be deemed a potential threat to any rider.
 - 26.7.12** Foot pegs and mounting brackets must be secured and aligned correctly.
 - 26.7.13** Mirrors must either be removed or taped over.
 - 26.7.14** Exhausts must be secured by all mounting points.
 - 26.7.15** Slash cut pipes with sharp edges that are dangerously placed (such as high on the rear of the motorcycle) will not be allowed (e.g., 2004-2014 Yamaha R1 or 2005- current Honda CBR600RR)
 - 26.7.16** Motorcycles with lower exhaust may use a slash cut pipe providing:
 - 26.7.16.1** The pipe does not extend past the swing arm, exposing an edge, or leaving a gap of more than 30mm between the bike's body work and / or swingarm. (Each of these slash pipe placements could potentially create a risk of slicing and / or impalement and are strictly not allowed)
 - 26.7.16.2** Unless the edge of the pipe is rolled or built up to a 5 mm wide edge for slash pipes or a 3 mm wide edge for straight cut pipes.
 - 26.7.17** There must be no evidence of fuel leaks of any kind.
 - 26.7.18** Gear sack and pannier racks must be removed.
 - 26.7.19** A chain guard as per the manufacturer's specification must be securely fitted.
 - 26.7.20** Levers or pedals that are bent and deemed difficult to operate must be repaired or replaced.
 - 26.7.21** Throttles must snap back to the off position when released.
 - 26.7.22** Handlebars must be secured and show no evidence of being able to move or be bent from the original shape intended by the manufacturer.
 - 26.7.23** Handlebars must have original or aftermarket "bar ends" fitted, i.e., the handlebar must not have an open end.
 - 26.7.24** Brake and Clutch levers must be complete with ball-end.
 - 26.7.25** PREFERENCE is to have a NON-GLYCOL BASED ENGINE COOLANT in motorcycles.
- 26.8** Technical Officers may perform random machine inspections throughout the event. Machines found to be in any way non-compliant may result in the rider being excluded from the event without a refund.
- 26.9** Noise testing may be carried out at any time during this event.

27. RIDING NUMBERS

- 27.1** A Front Number will be supplied by the St George Motorcycle Club which must be placed on the front of your machine. This is to allow tracking of riders if required.
- 27.2** Front numbers are to be positioned in the center (if possible) or towards the rider's left (as seen when seated on the motorcycle).

28. RIDERS BRIEFING

- 28.1** The Riders Briefing will be published in an electronic format. The link to these will be published on the St. George MCC website.
- 28.2** You must read and electronically sign this briefing before signing on at the race event.
- 28.3** The Clerk of Course will conduct a Riders Briefing prior to the commencement of any on-track activity.
- 28.4** The Riders Briefing will be to answer any questions arising from the electronic (online) Riders Briefing and to discuss final instructions, local issues and round-sensitive issues.
- 28.5** Attendance at the COME 'N' TRY separate Riders Briefings is compulsory.
- 28.6** You will need to sign an attendance document post this COME 'N' TRY Riders Briefing.
- 28.7** The Clerk of Course may exclude you from the event if you fail to attend the Riders Briefing.

29. DRUG AND OR ALCOHOL TESTING

By order of Motorcycling NSW, random drug and/or alcohol testing of participants (i.e., officials, competitors, mechanics, pit crew and any other person associated with the control, direction, and operation of the competition) may take place prior to, or at any time during this event.

30. CODE OF CONDUCT

All participants, officials and parents are reminded of the Motorcycling Australia Code of Conduct as stipulated in the Motorcycling Australia Member Protection Policy available at www.ma.org.au. The Code of Conduct is a guide to appropriate behaviour at all motorcycle race events and shall be enforced.

ENDURANCE RELAY EVENTS

31. ANNOUNCEMENT

St. George MCC Inc., (hereafter called the "Promoter"), will conduct the 2-Hour Endurance Relay Race and the 90-Minute Endurance Relay Race for solo motorcycles, (hereafter called the "Event") at the Sydney Motorsport Park Gardner GP Circuit, Brabham Drive, Eastern Creek, NSW, 2766, on Saturday (Night) 18th April 2026.

32. JURISDICTION

- 32.1** The abovementioned Open Event has been authorised by Motorcycling Australia (MA) who have issued Motorcycling Australia Permit number.
- 32.2** This Event is open to holders of current MA Senior and Junior (Endorsed) Competition and One-Event Licences,
- 32.3** Riders who have purchased a One-Event licence via Ridernet for the sprint races at Sydney Motorsport Park on Saturday 18th April 2026 will be covered for the Endurance Events on Saturday night
- 32.4** The Event will be held in accordance with the current General Competition Rules (GCR), these Supplementary Regulations and any Final Instructions. The GCR are contained within the Manual of Motorcycle Sport (MoMS) and are the rules utilised for the construction of these regulations. They should be referred to in conjunction with these regulations.
- 32.5** **BY ENTERING THIS EVENT ALL PARTIES AGREE TO COMPLY WITH THESE RULES, REGULATIONS, BY-LAWS, AND INSTRUCTIONS.**

33. ELIGIBILITY

To enter the Endurance Relay Events all riders must have entered and participated in the sprint races of this event program.

Participants in the Come 'n' Try Event are ineligible for the Endurance Relay Events.

34. ENTRIES

- 34.1 PLEASE NOTE:** Sydney Motorsport Park track density limit is 50 teams for the 2-Hour and 90-Minute endurance races. All other track limits remain the same as per track licence 250704, or its replacement should an updated track licence be promulgated prior to the event.
- 34.2** Entries open forthwith and close on the following dates:
 - 34.2.1** Standard entries close at midnight AEST 13th April 2026.
 - 34.2.2** If accepted, entries received after 13th April 2026 will incur a \$75 late entry fee.

35. ENTRY FEES

(entry fee per rider):

Race	Entry Fee
2-Hour (3 Riders)	\$195
2-Hour (2 Riders)	\$285
90-Minute (2 Riders)	\$210

36. 2-HOUR ENDURANCE RACE - FORMAT

- 36.1** This race will be scored over ONE (1) race and will be for a timed period of Two (2) hours plus ONE (1) lap.
- 36.2** The last-lap board will be displayed to the leader of the race after Two (2) hours of race time has elapsed.
- 36.3** ONE (1) lap after receipt of the last-lap board the leader will be shown the chequered flag.
- 36.4** After receiving the chequered flag all riders must enter the pits via pit entry.

37. 2-HOUR ENDURANCE RACE - RULES

- 37.1** Each team must start the race with a team name.
- 37.2** Teams entering the race without a name shall have one nominated by the Promoter.
- 37.3** Each team must start the race with either TWO (2) or THREE (3) riders.
- 37.4** There is no limit on the number of spare motorcycles, but each motorcycle must fit the entered class and have been approved by the technical officers.
- 37.5** Each team must have a Team Manager who may also be a rider.
- 37.6** The minimum number of laps which must be completed by each rider in a team are:
 - 37.6.1** THREE (3) rider teams - each team member MUST complete a minimum of **FIFTEEN (15)** laps.
 - 37.6.2** TWO (2) rider teams - each team member MUST complete a minimum of **TWENTY (20)** laps.

- 37.7 All machines must comply with paragraph 8 of these Supplementary Regulations.
- 37.8 Any rider in a team can use any motorcycles entered by that team.
- 37.9 No refueling or repairs may be carried out in pit lane.
- 37.10 Pit lane will always remain open except as outlined in the Safety Car Procedure document.
- 37.11 Rider changes must occur in pit lane in your assigned change area.
- 37.12 Tyre warmers are not allowed on the grid.
- 37.13 All communications from a team to officials must be through the team manager ONLY.
- 37.14 Any communications to participants regarding teams will include the team manager. The winning team will be the team crossing the finish line with the highest number of completed laps when the chequered flag is displayed.

38. 2-HOUR ENDURANCE RACE - QUALIFYING

Qualifying times will be determined by a team's nominated rider, fastest lap times set during the sprint races on Saturday.

39. 2-HOUR ENDURANCE RACE - GRID POSITIONS

- 39.1 Team grid positions will be determined from times set as per paragraph 38.
- 39.2 Grid positions will be marked on the concrete pit wall, with pole position being closest to turn 1, and subsequent
- 39.3 positions marked in numerical order along pit wall back towards turn 18.
- 39.4 Any team not recording a qualifying time will be allocated a grid position at the discretion of the Clerk of Course.

40. 90-Minute ENDURANCE RELAY RACE - FORMAT

- 40.1 This race will be scored over ONE (1) race and will be for a timed period of 90 Minutes plus ONE (1) lap
- 40.2 The last-lap board will be displayed to the leader of the race after the 90 Minutes of race time has elapsed.
- 40.3 ONE (1) lap after the receipt of the last-lap board the leader will be shown the chequered flag
- 40.4 After receiving the chequered flag all riders must enter the pits via pit entry.

41. 90-Minute ENDURANCE RELAY RACE - RULES

- 41.1 Each team must start the race with a team name.
- 41.2 Teams entering the race without a name shall have one nominated by the Promoter.
- 41.3 Each team must start the race with TWO (2) riders.
- 41.4 There is no limit on the number of spare motorcycles, but each motorcycle must fit the entered class and have been approved by the technical officers.
- 41.5 Each team must have a Team Manager who may also be a rider.
- 41.6 Each team member MUST complete a minimum of **FIFTEEN (15)** laps.
- 41.7 A rider may transfer from one team to another team during the race with the written permission of the Clerk of Course.
- 41.8 All machines must comply with paragraph 8 of these Supplementary Regulations.
- 41.9 Any rider in the team can use any motorcycles entered by the team.
- 41.10 No refueling or repairs may be carried out in pit lane.
- 41.11 Pit lane will always remain open except as outlined in the Safety Car Procedure.
- 41.12 Rider changes must occur in pit lane in your assigned change area.
- 41.13 Tyre warmers are not allowed on the grid.
- 41.14 All communications from a team to officials must be through the team manager ONLY.
- 41.15 Any communications to participants regarding teams will include the team manager.
- 41.16 The winning team per Class will be the team crossing the finish line with the highest number of completed laps when the chequered flag is displayed.

42. 90-Minute ENDURANCE RELAY RACE - QUALIFYING

Qualifying times will be determined by a team's nominated rider lap times set during sprint races.

43. 90-Minute ENDURANCE RELAY RACE - GRID POSITIONS

- 43.1 Team grid positions will be determined from times set as per paragraph 42 of these regulations.
- 43.2 Grid positions will be marked on the concrete wall, with pole position being closest to turn 1, and subsequent positions marked in numerical order along pit wall back towards turn 18.
- 43.3 Any team not recording a qualifying time will be allocated a grid position at the discretion of the Clerk of Course.

44. RIDER IDENTIFICATION

Each competitor will be required to use their own allocated transponder when riding to allow them to be timed by the race timing team.

45. ENDURANCE RELAY RACE TEAM ARMBANDS

- 45.1 Each team in the Endurance Races will be issued an armband.
- 45.2 The rider who is currently on the track for each team must wear that team's armband.
- 45.3 Any rider found to be not wearing the team's armband whilst riding on the circuit will be black-flagged and must return to pit lane and put on the armband.
- 45.4 Team armband exchanges must only occur in the assigned change area.
- 45.5 During the armband exchange both bikes must be stationary.
- 45.6 If, due to a crash, mechanical breakdown or any other reason, a rider cannot return to the team's change area, with the motorcycle under its own power:
 - 45.6.1 The team manager may request a new armband from the pit exit official.
 - 45.6.2 If approval is given by the Clerk of Course, a replacement armband will be issued to the team manager by the pit exit official.
 - 45.6.3 The team manager may then put the replacement armband on the team's waiting rider.
 - 45.6.4 Once the original armband is back with the team manager, the team manager MUST return it to the pit exit official before the end of the race.
 - 45.6.5
 - 45.6.6 Failure to return the original armband may result in that team being excluded from the race results.

46. ENDURANCE RELAY RACE STARTS

- 46.1 Races commence with what is traditionally known as the "Le Mans" start. The procedure is as follows:
 - 46.1.1 The motorcycles are lined up alongside the pit wall in the order in which the teams qualified.
 - 46.1.2 A supporting team member, who is not the starting rider, will hold the team's motorcycle from the rear.
 - 46.1.3 The starting rider will stand on the opposite side of the track as directed by the grid officials.
 - 46.1.4 When the National Flag is raised, the starting rider will run to their motorcycle, start it without assistance and ride away.
- 46.2 The supporting team member will then leave the grid as directed by grid officials.
- 46.3 The supporting team member MUST NOT assist the start in any manner, e.g., by pushing the motorcycle.
- 46.4 The supporting team member MUST NOT take their own transponder onto the starting grid.
- 46.5 The supporting team member MUST wear a complete set of protective clothing i.e., leathers, helmet with visor, boots and gloves.
- 46.6 Jump starts will incur a Ride-through penalty.

47. ENDURANCE RELAY RACES - MECHANICAL BREAK DOWNS

- 47.1 If a rider suffers a mechanical breakdown the team manager may:
 - 47.2 Rectify the problem with the rider's motorcycle and send that rider out on it or,
 - 47.3 Rectify the problem with the rider's motorcycle and send another rider of the same team out on it or,
 - 47.4 Send the rider out on any other motorcycle entered in the race by the team or,
 - 47.5 Send a different team rider out on any other motorcycle entered in the race by the team.

48. ENDURANCE RELAY RACES – CRASHES

- 48.1 Riders who crash whilst competing in the 90 Minute or 2 Hour endurance relay race MUST be assessed by the medical team and be cleared to re-enter the race. The medical team will advise the Clerk of Course accordingly.
- 48.2 If an injured rider is unable to take part in the remainder of the race, the team may:
 - 48.2.1 Continue without that rider, or
 - 48.2.2 With approval from the Clerk of Course, replace them in the race with a rider from another team.
- 48.3 Crashed motorcycles may be repaired but must be inspected and approved by the technical officers before being allowed to continue racing.

The following three appendices apply to ENDURANCE RELAY RACE EVENTS ONLY

APPENDIX 1

SAFETY CAR PROCEDURE

1. Race Control will activate the full course flashing yellow SC lights.
2. A waved yellow flag will be displayed at the flag point immediately prior to the incident site.
3. The "Safety Car" board will be displayed at the start/finish line.
4. Pit exit will be closed to motorcycles to allow medical vehicle(s) to enter the circuit.
5. The Medical Vehicle(s) will enter the circuit from pit exit and/or Turn 4, and/or Turn 5 and/or Turn 16 in the first suitable gap in traffic. They will have warning lights flashing.
6. The Safety Car with warning lights flashing will enter the circuit before Turn 16 in the first suitable gap in traffic. This may not necessarily be in front of the leader of the race. The priority is to slow riders down to enable the medical crew to attend any accident scene as soon as possible.
7. Riders will line up behind the Safety Car in single file and MUST NOT overtake the Safety Car or any other rider. Riders MUST stay with the field and maintain that speed set by the Safety Car. This will keep the field together and avoid large gaps forming between riders.
8. Riders must exercise extreme caution as they will be riding near each other, and the Safety Car's speed may vary without warning.
9. Recovery vehicle(s) will enter the circuit when able.
10. Medical and Recovery teams will continue working at the incident site.
11. Riders must exercise extreme caution when approaching the incident site.
12. Pit exit will be closed each time the Safety Car approaches the start/finish line and will reopen once the last rider in the group immediately behind the Safety Car has passed the turn 1 flag point. This process repeats for as long as the Safety Car is required to be on the circuit.
13. If gaps develop in the group of motorcycles following the Safety Car it is possible that riders leaving the pits will enter these gaps. **UNDER NO CIRCUMSTANCES SHALL YOU OVERTAKE ANY RIDER WHO ENTERS THE CIRCUIT FROM PIT EXIT IN FRONT OF YOUR POSITION.**
PENALTIES WILL BE APPLIED. It is therefore in each rider's best interest to stay with the pack to avoid large gaps forming.
14. The Medical and Recovery teams will leave the track when appropriate.
15. Full course flashing yellow SC lights will continue to be displayed.
16. The Safety Car will continue circulating with riders following in single file.

SAFETY CAR - RACE RESTART PROCEDURE

As soon as the medical team can respond to further incidents the following race restart procedure will be:

1. As the Safety Car approaches turn 15 the full-course yellow SC lights will be turned off.
2. The Safety Car will continue and leave the circuit at Pit Entry.
3. Once the Safety Car is safely clear of the circuit and passed the pit entry line, the full course green lights will be activated, and green flags will be waved to signal the recommencement of racing. Upon seeing a green light or flag riders may resume racing from wherever they are on the circuit.
4. **THERE IS TO BE NO OVERTAKING BY ANY RIDER AT ANY LOCATION ON THE CIRCUIT UNTIL THE GREEN LIGHTS ARE ACTIVATED and GREEN FLAGS WAVED.**
Any violation of the Safety Car procedure will result in a ride-through penalty.

APPENDIX 2

RIDE-THROUGH PENALTY PROCEDURE

During the race, the rider will be requested to ride through the pit lane. Stopping is not permitted. The rider may then rejoin the race.

A board with the word **PENALTY** and the rider's number will be displayed at the start/finish line for 3 consecutive laps.

The rider must leave the circuit at pit entry, ride down the pit "Fast Lane" at 40kph or less and, without stopping, re-enter the circuit through pit exit.

Failure by the relevant rider to comply after three laps will result in any further laps completed by that rider to be not counted in the team's total. At the discretion of the Clerk of Course the team may also have other penalties applied and may be excluded from the race.

The team manager should make every effort to indicate to the rider the requirement to perform the ride-through.

The ride-through penalty cannot be served when the Safety Car is out on the track.

APPENDIX 3

PIT LANE AND GARAGE RULES

Pit Lane

- Only motorcycles, riders, team managers and mechanics from each team are permitted in pit lane.
- No one without proper authority is allowed in pit lane.
- Apart from competitors, no person under 16 years of age is allowed in pit lane.
- No refueling or mechanical work is permitted on the grid or in pit lane.
- No open footwear may be worn in pit lane.
- Smoking is not allowed in pit lane.

Pit Signal Area

- The pit signalling area is situated on the pit lane wall, directly opposite the garages.
- Signalling is to be performed through the gaps in the steel mesh safety fence.
- Only 2 members from each team are allowed in the signalling area at any one time.

Pit Lane - Fast Lane

- This is the area between the yellow lines.
- Maximum speed in the fast lane is 40kph.
- There is to be no stopping or standing in the fast lane at any time.

Pit Lane - Slow Lane

- This is the bitumen area between the “Fast Lane” and the concrete “Change Area”.
- The speed limit in the Slow Lane is to be walking pace only.

Pit Lane - Change Area

- Your “Change Area” is the concreted area in front of your garage, between the edge of the “Slow Lane” and your garage door.
- Armband changeover MUST occur in your Change Area.
- Speed is to be kept to walking pace in the Change Area.
- Only the next team rider, their motorcycle, plus two assistants are permitted in the Change Area in preparation for the next rider changeover. The Change Area must be kept clear at all other times.
- Refueling, mechanical work, bike storage, tyre warmers, tables, chairs, etc. are NOT PERMITTED in the Change Area and/or Pit Lane.
- Smoking is not allowed in the Change Area, Pit Lane, Garages or Paddock Areas

Garages

- Your garage area is the enclosed portion of the garage, excluding the change area.
- Activities allowed in the garages include refueling, mechanical work on motorcycles, bike storage, tyre warmers, team seating etc.
- Smoking is not allowed in the garages.

FULLY ENCLOSED FOOTWEAR IS TO BE WORN IN PIT LANE AND GARAGES AT ALL TIMES

BREACHING ANY OF THESE RULES MAY RESULT IN PENALTIES BEING APPLIED.