MOTORCYCLING AUSTRALIA

TRACK STANDARDS

Standards for the Inspection and Licensing of Tracks

1st Edition V1.9 – 14 January 2021

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MOTORCYCLING NEW SOUTH WALES · MOTORCYCLING QUEENSLAND · MSA MOTORCYCLING SOUTH AUSTRALIA INC. · MANT · MOTORCYCLING TASMANIA · MOTORCYCLING VICTORIA · MOTORCYCLING WESTERN AUSTRALIA

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1. INTRODUCTION

These Track Standards (the Standards) have been developed by Motorcycling Australia (MA) to assist MA Licensed Track Inspectors conduct an inspection assessment of motorcycle tracks.

As the governing body for the sport in Australia, MA is committed to promoting safe motor sport, through various education and training initiatives and through the publication of other guideline materials, including The Manual of Motorcycle Sport.

The safe operation and management of tracks and events remains the responsibility of Track Operators and Event Promoters.

1.1. Motorcycling Australia Insurance Limited (MAIL)

Motor sport is a dangerous activity. Access to affordable and appropriate insurance has been a major issue for MA and many other sporting organisations. MA recognises that without the MAIL scheme, many affiliated clubs, participants and Promoters would find it difficult to obtain insurance. To ensure the sport has a viable future, MA has operated the MAIL scheme since 2003.

The MAIL scheme covers personal accident insurance for participants, officials and others. The scheme also provides public liability insurance for Track Operators during events operating under a Permit issued by MA or a Relevant Controlling Body (RCB), at a track that has been inspected and licensed by MA or an RCB, in accordance with these Standards.

- To access coverage under the MAIL scheme:
- A track must be inspected by a MA Licensed Track Inspector in accordance with these Standards
- The Track Inspector must produce a Track Report
- The Track Operator must be approved by MA or the RCB
- An event must be conducted pursuant to a Permit issued by MA or the RCB
- In respect of personal accident insurance for participants, the participants must hold a current MA Competition or Recreation Licence.

1.2. Application and Scope of the Standards

The Standards must be applied in their entirety for a newly constructed track. In the case of existing tracks, where there is identified non-compliance with the Standards, a Targeted Risk Assessment (TRA) must be performed by the Track Inspector. Where rectification work is required, MA or the RCB will consult with the Track Operator to develop a scheduled Works Program for the Track Operator to complete.

These Standards are not mandatory, however MA or the RCB may refuse to issue a Track Licence for a track where non-compliance with the Standards is identified.

A Track Inspector may use reference materials in assessing matters of non-compliance, within the framework of a TRA, such as the Manual of Motorcycle Sport or documents produced by the Federation Internationale de Motocyclisme (FIM).

For the purposes of obtaining a Track Licence to conduct an international event, additional measures may be required to comply with FIM standards. The FIM publishes information to assist Track Operators to develop their tracks for international competition.

1.3. The Role of a Track Inspector

Track Inspectors assess tracks for the purpose of providing a Track Report to MA to facilitate the provision of insurance under the MAIL scheme, as detailed above. Track Inspectors play a valuable role in motorcycle sport in Australia, by assisting MA affiliated clubs and participants to access the MAIL scheme.

Track Inspectors do not provide advice to Track Operators or Promoters in regard to legal or regulatory compliance.

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1.4. Support Facilities at Tracks

It is the responsibility of Track Operators to ensure compliance with all local, state and territory or federal laws, regulations and codes regarding the safe design, construction, management and operation of the track and all support facilities.

1.5. Disclaimer

The Standards are for use only by MA Licensed Track Inspectors and other persons expressly authorised by MA, to conduct track inspections for insurance purposes. However, these Standards can be made available to people intending to construct a motorcycle venue. MA and its subsidiaries or related entities do not accept responsibility for the unauthorised use of information contained in these Standards.

MA and/or the RCB will decide whether to issue a Track Licence after considering the information in the Track Inspection Report and any other relevant factors. The decision to issue a Track Licence is at the complete discretion of MA and/or the RCB.

A Track Inspection Report and any related documents or information, whether written or oral, produced by or exchanged between, MA (or the RCB) and/or a Track Inspector and/or a Track Operator, for the purpose of obtaining a Track Licence, must not be published, distributed or disseminated to unauthorised persons or third parties. Such documents or information must not be provided to any local, state, territory or federal legal or regulatory agency, authority or department unless required by law.

A Track Licence issued by MA and/or the RCB is only valid for the purpose of accessing insurance coverage under the MAIL scheme, where the event conducted at the relevant track is authorised under a Permit issued by MA or the RCB or where a specific authority has been obtained from MA. For detailed information regarding the issuing of Permits and for full details of the MAIL scheme, contact MA or the RCB.

Any information exchanged between MA (and/or its subsidiaries, affiliates or agents) (and/or the RCB and/or its subsidiaries, affiliates or agents) and a Promoter or Track Operator, arising out of or in connection with a Track Inspection or these Standards and/or in relation to the management of risk in motorcycle sport, is for the purpose of facilitating the Track Licence process to assess insurance coverage under the MAIL scheme and must not be relied upon for any other purpose, or construed as advice with regards to legal or regulatory compliance.

It is the responsibility of the Track Operator and/or Promoter to ensure that the track and support facilities comply with any planning, building, environmental, occupational health and safety, public safety or other local, state or territory laws, regulations or codes.

MA does not conduct a business or undertaking to ensure that participants in events or other people attending such events held at tracks licensed by MA are not put at risk. The purpose of these Standards and the licensing process is to facilitate the provision of insurance for affiliated clubs, participants, officials Track Operators, Promoters and others under the MAIL scheme and thereby ensure the continued viability of the sport.

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2. DEFINITIONS

2.1. Definitions for Track Standards

2.1.1.	Audit	A check of the works undertaken at a track against a scheduled Works Program that results from a track inspection and/or Track Inspection Report.
2.1.2.	Arena Cross	See "Stadium Motocross".
2.1.3.	ARI	Average Recurrence Interval.
2.1.4.	Arrestor Bed	See "Gravel Trap".
2.1.5.	CAMS	Confederation of Australian Motor Sport.
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 motorsport 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 at least a row of tyre bundles 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.	Event Organiser	The holder of an event or competition Permit issued by MA or the RCB. Also, known as Promoter(s).
2.1.13.	FIA	Federation Internationale Automobile – the international automobile federation.
2.1.14.	FIM	Federation Internationale de Motorcyclisme – the international motorcycle federation.
2.1.15.	Fire Precaution	Adequate precautions must be taken to reduce the risk of fire in the pits, closed parks, paddock, refuelling area and all other risk areas.
2.1.16.	FMX	Free Style Motocross
2.1.17.	GPS	Global Positioning System. The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation.
2.1.18.	Gravel Trap	That portion of a run-off area of a road racing track (or course) which incorporates a specified type of gravel, designed specifically to slow the progress of a competition vehicle if/when entering the gravel trap.
2.1.19.	Hazard	A hazard or object adjacent to the track (trees, sign, culvert, post etc.) A hazard is something a rider will run into.
2.1.20.	International Event	A motorcycle event which may be conducted according to international rules and track standards as determined by the FIM and involving competition from more than one Nation.
2.1.21.	Jump	An obstacle that would reasonably require that a machine negotiating it would become airborne.

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2.1.22.	Lighting	Lighting must be of a standard that provides 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.
2.1.23.	Lines of Protection	i) First line of protection (1LoP) — The barrier closest to the track which acts to prevent motorcycles and riders from colliding with spectators and officials or prevents them from crossing other parts of the track. ii) Second line of protection (2Lop) — A fence or barrier required to prevent the public entering the racing arena. Note: For some tracks the lay of the land may suffice as a first line of protection.
2.1.24.	MA	Motorcycling Australia Limited
2.1.25.	MA Track Inspector	An official approved by MA, assigned to undertake inspections of tracks and to report findings as appropriate in a MA Track Inspection Report.
2.1.26.	MAIL	Motorcycling Australia Insurance Limited
2.1.27.	Major Alteration	An alteration to the construction, design or configuration of a track, since the most recent Track Inspection and Report.
2.1.28.	Marshal Point	An area reserved for the exclusive use of authorised personnel, usually event officials.
2.1.29.	May	Indicates a recommendation only.
2.1.30.	MoMs	Manual of Motorcycle Sport
2.1.31.	Motocross	A competition that is held on an outdoor track of natural terrain which may have man-made obstacles.
2.1.32.	Multiple Jump	An obstacle that consists of two to a maximum of four jumps within 10 metres of each preceding jump on a straight section of the course. A multiple jump includes any two obstacles that can be cleared in a single action measured from the leading edge.
2.1.33.	Must	A mandatory requirement under these Standards. If a requirement or action which must be implemented has not been implemented an appropriate notation must be made on the Track Licence and/or Track Inspection Report.
2.1.34.	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.
2.1.35.	Neutral Zone	i) An area between the first and second lines of protection that provides a buffer between spectators and machines on the track. ii) An area extending from the edge of the track which must be clear of obstacles or objects which are likely to cause riders to fall from their motorcycles.
2.1.36.	Obstacle	In Motocross / Supercross / Stadium Motocross: A Jump, Multiple Jump, Whoops Section, Table-Top Jump, Step Up Jump and Stutter Section. No other layout obstacle is defined for the purpose of these Standards (i.e. other names given to obstacles such as rolling wave etc.). For Enduro and Moto-Trials, an obstacle can be any challenge to a competitor and machine during the course of a competition.

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2.1.37.	Paddock Area / Competition Support Area	Area(s) established for use by competitors and their competition and support vehicles.
2.1.38.	Parc Ferme	An area where machines are impounded, and access may be restricted in accordance with the regulations for the event.
2.1.39.	Pit Board Area	An area for signalling, which is visible to all riders, may be provided and clearly marked at a suitable place adjacent to the track.
2.1.40.	Promoter	The holder of an event or competition Permit issued by MA or the RCB. Also known as Event Organiser(s).
2.1.41.	Race Line or Trajectory	The ideal trajectory, which is followed by the competitors under competition conditions, which may not correspond to the geometric shape of the track.
2.1.42.	Racing Arena	An area including the racing track proper and extending at a minimum to where the "second line of protection" would need to be placed (infield and outfield) behind run-off areas of dimensions calculated for “new tracks” as defined within these Standards.
2.1.43.	RCB	Relevant Controlling Body. This is the body, either MA or an affiliated State or Territory body, with jurisdiction to issue a Permit for an event or competition or to issue a Track Licence.
2.1.44.	Run-Off Area	The area on the outside of curves extending from the track to the first line of protection (or barrier).
2.1.45.	Safety Fence	Also known as “the first line of protection” - the barrier closest to the track which acts to prevent motorcycles and riders from colliding with spectators and officials or prevents them from crossing other parts of the track.
2.1.46.	Spectator Fence	Also known as “the second line of protection” - A fence or barrier required to prevent the public entering the racing arena.
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 circuit.
2.1.48.	Start Gate	The mechanical apparatus behind which motorcycles are assembled to start an event.
2.1.49.	Stadium Motocross	A competition held on a temporary or permanent indoor or outdoor track predominantly consisting of manmade obstacles within an arena or stadium.
2.1.50.	Start Pad	The area immediately behind the start gate where the motorcycles are lined up ready to commence the competition.
2.1.51.	Step Up Jump	A jump designed to transfer the elevation of the rider from a short lower jumping point to a higher landing area. The transition area simulates the visual look of a step.
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.
2.1.54.	Tabletop Jump	An obstacle with a flat horizontal surface with a minimum length of 3 metres and a maximum length of 21 metres.
2.1.55.	Track	A broad term applied to all tracks used for motorcycle sport, capable of being licenced under these Track Standards.

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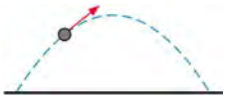
A track includes closed tracks and can be paved or unpaved or sealed or unsealed.

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.

2.1.56.	Track Density	Maximum number of machines permitted to start the event.
2.1.57.	TRA	Targeted Risk Assessment
2.1.58.	Track Inspection	A formal, structured assessment process, undertaken in respect of a prospective or current motorcycle sport track, for the purpose of issuing or renewing a Track Licence and facilitating the provision of insurance under the MAIL scheme.
2.1.59.	Track Inspection Report	A report generated by a MA approved Track Inspector following a Track Inspection.
2.1.60.	Track Operator	The principal person or body controlling the day-to-day operation of a motor sport track or venue and can include the owner of track.
2.1.61.	Trajectory Point	The point that a motorcycle is launched while negotiating an obstacle in which the rear wheel becomes airborne.



2.1.62.	Triennial Inspection	A compulsory major inspection of all Tracks, undertaken by an approved MA Track Inspector with other stakeholders, conducted at 3-year intervals. The Triennial Inspection will list a works program. In intervening years, a minor inspection will take place to ensure the track is in the same or similar condition as the Triennial Inspection and the agreed works program is being adhered to.
2.1.63.	Verge	The area immediately between the track and the first line of Protection
2.1.64.	Whoop Section	Two or more rounded obstacles of even spacing, same 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.
2.1.65.	Works Program	A scheduled and budgeted program of works negotiated by 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.

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3. TRACK INSPECTIONS

3.1. RCB Track Inspections

3.1.1. Tracks Inspected are arranged by the RCB depending on the type of track and configuration.

3.1.2. 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 at temporary venues. (eg: Supercross)

3.1.3. The various State and Territory bodies are the RCB's and will arrange for the inspection of following tracks not included under 3.1.2 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 & Trials)

k) FMX (Free Style Motocross)

3.2. Track Inspectors

3.2.1. The Track Inspector must be approved by MA and meet any requirements as prescribed by MA or the RCB from time to time.

3.2.2. Track Inspectors assess tracks for the purpose of providing a Track Report to the RCB.

3.2.3. Track Inspectors do not provide advice to Track Operators or Promoters in regard to legal or regulatory compliance.

3.2.4. Track Inspectors must complete and submit a Track Inspection Report to the RCB. The requirements for a Track Inspection are detailed below at 3.3 below.

3.3. Inspections

3.3.1. During the inspection, the Track Inspector must be accompanied by a representative of the Track Operator.

3.3.2. All tracks, excluding temporary tracks, must be inspected annually in accordance with these Standards.

3.3.3. A triennial inspection or "major inspection" may identify in a scheduled Works Program, any upgrades or rectification works required that must be completed by the Track Operator to maintain a Track Licence.

3.3.4. The Works Program may provide a schedule for the works to be completed over no more than a three (3) year period.

3.3.5. The scheduled works as detailed in the Works Program must be recorded as conditions of the Track Licence.

3.3.6. Annual inspections that take place between triennial inspections will ensure that the Works Program is being completed in accordance with the schedule.

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3.3.7. For National Championship and National events, it is recommended the RCB arrange a track inspection or re-inspection two (2) months prior to the event. This can be completed in conjunction with an annual inspection.

3.3.8. For other events, the RCB must arrange the inspection or re-inspection no less than fourteen (14) days prior to the event to ensure enough time is available for recommended modifications. This can be completed in conjunction with the annual inspection.

3.3.9. For temporary venues, the inspection timeframes must be arranged with the RCB.

3.3.10. It is the responsibility of the Track Operator to ensure that the inspection occurs within sufficient time to make final alterations to achieve compliance prior to an event.

3.4. Plans

3.4.1. Plans must show all tracks and support facilities

3.4.2. An accurate plan to an appropriate scale (1:1000) of the track, paddock area, amenities, support facilities and installations for the public, with all relevant dimensions indicated, must be made available to the Track Inspector by the Track Operator prior to the Track Inspection.

3.4.3. If the track venue has more than one track, a Plan of all the tracks at the venue showing their relevant position to each other, must also be provided to the Track Inspector prior to the Track Inspection.

3.4.4. Plan must be included in Track Inspection Report and attached to Track Licence

3.4.5. The Plan must clearly indicate:

a) The location and number of track marshals points necessary for competition, practice or a ride day to take place. The numbers may vary for competition or non-competition practice and ride days.

b) First aid units, ambulances, race offices, emergency areas and any other facilities.

c) The location of medical facilities and the parking position of first aid or ambulance vehicles if they are required.

3.4.6. The length of the track must be recorded in the Plan.

3.4.7. The track must be measured along the centre line of the track (or the defined measurement point), using a measuring wheel or another suitable device of acceptable accuracy.

3.4.8. Each obstacle on the track must be numbered on the Plan. With a description and approximate height, width and length of each obstacle must also be recorded on the Plan.

3.4.9. A copy of the Plan should remain at the track.

3.4.10. Where a re-inspection is necessary, an updated Plan recording any new sections of the track, must be provided to the Track Inspector by the Track Operator. A copy of the updated Plan should also remain at the track. An updated Plan must be included in an updated Track Inspection Report and forwarded to the RCB.

3.5. Application for Track Inspection

3.5.1. A Track Operator, Promoter, MA or RCB affiliated club or responsible delegate can apply for a Track Inspection through the RCB.

3.6. Track Inspection Report

3.6.1. In addition to anything required under each Track Standards Module, a Track Inspection Report should include the documents, information and/or details of items listed below:

a) Track venue plan – An accurate plan to an appropriate scale (1:1000), 3.4 above.

b) GPS co-ordinates for the track.

c) Emergency procedures.

d) Signage – warning notices and notices to the public.

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e) Paddock and track Area

f) Marshalling considerations – clearly defined line of sight etc.

g) Machine examination or scrutineering area

h) Public address system (pits / spectators)

i) Timing facilities - location

j) Medical centre / first aid room facilities

k) Emergency equipment including fire prevention

l) Emergency access to track and infield

m) Special considerations and/or restrictions

3.6.2. It is the track operator's responsibility to provide the above documents and or information necessary for the track inspector to complete a report.

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4. LICENSING PROCEDURES

4.1. Track Standards Modules

4.1.1. The purpose of the Track Standards Modules (the Modules) is to assist Track Inspectors to inspect and write reports as part of the licencing procedures.

4.1.2. Track Standards Modules are provided for the following tracks:

a) Motocross
b) Stadium Motocross
c) Supercross
d) Speedway
e) Track
f) Dirt Track
g) Supermoto
h) Freestyle Motocross
i) Temporary Courses (including Enduro and Trials)
j) Minikhana

4.1.3. In some states or territories of Australia, various government authorities may also be involved in the inspection or licensing of tracks. Track Operators should ensure that they are familiar with any local, state or territory laws, regulations, codes or procedures that may apply.

4.1.4. These Standards apply to and accommodate any form of motorcycle without discrimination as listed in the Manual of Motorcycle Sport.

4.2. Application for Track Licence

4.2.1. A Track Operator, Promoter, MA or RCB affiliated club or responsible delegate can apply for a Track Licence through the RCB.

4.3. GPS Co-ordinates

4.3.1. The Application for a Track Licence must include the G.P.S. co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must be the GPS coordinates at the track for emergency evacuation. These coordinates will be listed on the Track Licence.

4.4. Other Documentation Required

4.4.1. The documentation required for an Application for a Track Licence will depend on the track configuration or discipline. The specific requirements for an Application and Licence are set out under the heading for each Module.

4.5. Modifications to Tracks

4.5.1. The RCB must be notified of any alterations or modifications to a track prior to the commencement of works. Failure to notify the RCB may render any Track Licence void and may result in the refusal of a future licence.

4.6. Works Program

4.6.1. Where a track inspection identifies that a track requires infrastructure maintenance, an upgrade or development, the RCB and the Track Operator will develop and document a budgeted and scheduled "Works Program" to bring the track into compliance with the Track Standards to ensure that the track can maintain a Track Licence.

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4.7. Track Licence

4.7.1. The Track Licence must state any specific licensing conditions which may be applicable to that track, such as works to be completed under a scheduled Works Program.

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5. OPERATIONAL MINIMUM STANDARDS

5.1. Track and Support Facilities

5.1.1. It is the responsibility of Track Operators to ensure that tracks have adequate support facilities, including but not limited to, toilet facilities, access to drinking water and facilities to accommodate first aid requirements.

5.2. Emergency Procedures

5.2.1. It is the responsibility of Track Operators and/or Promoters to have appropriate emergency procedures in place.

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

5.2.3. It is not the responsibility of the Track Inspector to review 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.

5.3. Safety

5.3.1. Safety during a meeting (for participants, spectators and officials) must be a priority for both the track operator and the promoter.

5.4. First Aid

5.4.1. Medical and First Aid facilities required for a meeting are laid down in the Medical Standards available for viewing online at www.ma.org.au.

5.5. Fire Precautions

5.5.1. The track inspector must make an assessment that adequate precautions are taken to reduce the risk of fire in the pits, closed parks, paddock, refuelling area and all other risk areas.

5.6. Provision of Fuel

5.6.1. Fuel may only be provided from a point a minimum of 7 metres from any other vehicle. The area must be secured, and the supplier must display "no smoking" and "no naked light" signs. In addition, the supplier must comply with appropriate local regulations.

5.7. Environment

5.7.1. The rules and recommendations relative to the measures to be taken in order to protect the environment during an event are stipulated in the Environmental Policy on the MA Website.

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5.8. Paddock Area and Track Access

5.8.1. The Track Inspector must ensure that all tracks have a Paddock area for participants' vehicles and motorcycles. This should be separate to the parking area or viewing area for non-participants.

5.8.2. The riders' paddock/Parc Ferme area should be reasonably flat with direct access to the track starting/collecting area, which must be clearly marked and securely fenced.

5.8.3. Where the paddock is immediately adjacent to the course, the whole length adjoining the course shall be fenced in an appropriate manner similar to that used to separate spectator enclosures.

5.8.4. Track Inspectors must ensure that the track has appropriate provisions for a clearly marked collecting area for riders to wait before joining the track.

5.8.5. Where a track has more than one circuit, a separate collecting area must be available for each circuit.

5.8.6. Where a track has more than one circuit, there is no requirement under the track Standards for any additional paddock's or refuelling points.

5.8.7. The track must also identify an emergency access route allowing emergency vehicle access to all parts of the circuit.

5.9. Legal and Regulatory Compliance

5.9.1. It is the responsibility of the Track Operator and/or the Promoter to ensure compliance with any local, state and territory or federal laws, regulations or codes regarding the safe management operation of the track and all support facilities.

5.10. Notices to the Public

5.10.1. All tracks are required to have signage as detailed under the heading *"Notices to the public" below:* These Notices are mandatory.

a) All Notices should be permanently affixed. Where Notices are not permanently fixed, Track Inspectors must ensure that the Notices are available and stored at the track by the Track Operator or Promoter.

b) Events on public roads must have the warnings placed at the main event control / Parc Ferme.

c) A separate and well signed spectator area must be provided for spectators. This must be clearly signed with appropriate barriers between the area and the track (lines of protection). Consideration must be given to access for disabled persons.

d) Signs must be appropriately displayed, and consideration must be made for those who have literacy and reading difficulties. Infographic signs are permitted.

5.10.2. Warning to the public that motor sport is dangerous:

a) (550 mm x 450 mm minimum) Warning notices as detailed must be displayed at every entrance to the course, including the entrance to car parks and paddock.

b) These notices must be prominently displayed and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made, before entry is gained into the venue

c) Where it is not possible to define the limits of the site and to control admission of the public warning notices must be displayed in the main event control Parc Ferme and also in the car parks.

d) The following standard notice warning the public that motorcycle competition occurs at the venue.

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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.

5.10.3. Prohibited area notice:

a) (550 mm x 450 mm) Areas where the public are not permitted, the area must be clearly defined by displaying "Prohibited Area" notices. These notices must also be displayed in any prohibited areas facing the public. Warning Notice (4.9.1) must also be erected in these areas, but they must be used in addition and not in place of Prohibited Area Notice 4.9.2.

PROHIBITED AREA
The Public is not permitted in this area.

b) No other form of notice other than what is listed above for warning the public generally or for prohibiting access to certain areas shall be displayed.

5.10.4. Warning notice: Alcoholic beverages:

a) (550mm x 450mm) A sign must be prominently displayed in pit areas warning that the carrying or consumption of alcoholic beverages by all personnel in the area is prohibited.

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

5.10.5. Notice sign:

a) (550mm x 450mm) At the entrances to any venue a promoter must prominently display the following sign:

NOTICE
No Animals Allowed.
Guide Dogs Excepted
By Order,
Motorcycling Australia Ltd

5.10.6. Pit area:

a) (550mm x 450mm) Pit areas must be clearly defined. A promoter must prominently display the following sign at the entrance to the pit area. In all pit areas the following signs are required:

The riding of motorcycles in the pit area is only allowed in marked access lanes.
By Order,
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No Smoking in Pit Area By Order, Motorcycling Australia Ltd

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

5.10.7. Vehicle directional flow signs must be used where appropriate.

5.10.8. Emergency route signage must be present at the venue.

5.10.9. Track and Paddock exit and entrance points must be clearly signed.

5.10.10. All venues must have a sign displaying a full site plan, with toilets, track exit and entry points, spectator areas, refuelling points, and emergency ambulance points clearly marked.

5.10.11. Track Operators should also consider additional signage including:

a) No spectators beyond this point
b) Hazardous chemicals (fuel etc)
c) No entry
d) Re-fuelling point
e) Fire extinguishers point
f) First aid point
g) No smoking / No naked light
h) Uneven surface in spectator areas

5.11. Rider Information Signs

5.11.1. All tracks must have a permanent track map sign displayed in the Paddock area.

5.11.2. Track maps must display the track plan, with emergency access routes, location of First Aid posts, toilets and fire extinguisher points. The sign must have a clear track map showing marshal points and track access and exit points.

5.12. Landline / Mobile Telephones

5.12.1. There must be at least one working telephone connection at the facility/venue at all times. If there is no landline connection, then a nominated individual must have a fully charged mobile telephone with them, preferably with a vehicle charger and/or spare battery and/or power pack. All officials must be aware of the name and location, of the nominated individual, at all times.

5.12.2. Where a facility is sited outside of the range of mobile telephone network coverage, the operator must make other arrangements via radio links or satellite phone.

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5.12.3. All appropriate officials and marshal posts must ensure they have a radio, satellite phone or mobile phone contact with each other.

5.13. Ages of Riders on Track

5.13.1. Riders under the age of 7 must not ride motorcycles on full size senior tracks.

5.13.2. Age definitions:

a) Mini licences (non-competition) are available for children ages 4 – 9 years of age – classed as Junior.

b) 7 – 15 years of age – classed as Junior.

c) 16 years of age and older - classed as an Adult.

5.13.3. Junior riders must not share the track with adult riders.

5.14. Mixing Vehicles / Groups on track (other than cross country events)

5.14.1. Under no circumstances must ATVs or Sidecar machines and Solo motorcycles ride on the same track at the same time. Where ATV and Solo motorcycles are at the same venue at the same time, separate tracks or separate sessions must be used for each.

5.14.2. ATVs and sidecars are permitted to share a track.

5.14.3. The mixing of junior groups other than as specified in the general competition rules constitutes a breach of the rules.

5.14.4. The mixing of ATV's or sidecars with solo motorcycles constitutes a breach of the rules.

5.15. Duration and Level of Sessions

5.15.1. When required the duration of each session must be decided by the Senior Officials on the day, according to type and size of vehicles, ages of participants, their skill level and other salient factors such as weather conditions.

5.15.2. Clear signage must be displayed at the track access point indicating the duration of the session and the level of session currently on track e.g. A, B, or C. All officials must be made aware of the length of time and the level of the sessions.

5.16. Marshalling

5.16.1. All marshals must be provided with adequate training/instruction in their duties and responsibilities.

5.16.2. This training must, as an absolute minimum, take the form of a briefing and explanation of flags, meanings and uses, communication and safety protocols and operational procedures for the day's activities, including session timings.

5.16.3. A record of training must be held by the Promoter / Track Operator / manager for inspection or review.

5.16.4. The level of Marshalling at any Venue will depend largely on the track layout and topography. However, all tracks must provide at least two (2) marshals for each track in use for recreational activity and where possible at least two (2) marshals per point for National Championship events.

5.16.5. Marshals must be able to access all areas of the given track without delay in order to assist a participant should the need arise. However, if a marshal deems it necessary to leave his post rendering his post unoccupied, to assist a fallen/stricken rider the session must be first halted via Red Flag signals around the course.

5.16.6. The positioning of marshals must be thought out carefully in order to:

a) Maximise the visibility of the track area

b) Be sited at positions of the track most prone to difficult manoeuvres, such as bends, whoops, and jumps.

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c) Avoid positioning where a participant may lose control of their machine and either the machine or participant could breach the marshalling point. This would clearly create an elevated risk to both participant and marshal.

5.16.7. Marshals must be provided with appropriate equipment and clothing by the Track operator or Event Promoter to enable them to perform their duties properly. This may include:

a) A full set of flags with appropriate training to use them (discipline specific)

b) Radio / mobile phone if appropriate

c) Hi- Visibility vest

d) Ear protection

e) Sunscreen

f) Leather gloves

g) Waterproofs (if appropriate)

5.16.8. Consideration must also be given to the food, water and toilet requirement of the marshals.

5.16.9. All marshals must be equipped with the following signal flags prior to any activity taking place (the minimum being):

a) Red

b) Yellow

c) Green

d) Blue

5.17. Track Control – Light Systems

5.17.1. Track Control lighting systems should be used in conjunction with track marshals and not replace them.

5.17.2. At venues where the track operator or promoter wishes to incorporate a light signal system for track control, the following light properties should be applied;

a) Light properties:

i) Each light should have the capacity to flash alternately at 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 must 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 which shall 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 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;

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ii) Yellow lights may be operated by allocated 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 must always be available, or flags are to be used.

d) Starting lights:

i) When lights are installed for the starting of a race, the following meanings should be respected.

- Red lights illuminated: Remain stationary and prepare to start racing.
- Red lights extinguished: Start racing.

5.18. Parking

5.18.1. Vehicles are not permitted to park within the vicinity of track spectator fences. If space does not allow for a separate parking area a minimum gap of 8m must be left between the spectator fence and any vehicle. A limit line must be indicated by the use of rope or tape.

5.18.2. Vehicles must not park on the outside of berms or corners. These area's must be clearly marked with "no parking" signs. Access to these area's is to be restricted to official vehicles in transit only.

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

5.18.4. A park at your own risk sign should be considered by Track Operators.

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6. TRACK STANDARDS – SUPERMOTO MODULE

6.1. Scope and Application

6.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

6.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

6.1.3. This module must be applied in its entirety to new tracks. For areas of non-compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

6.1.4. This module applies to permanent, semi-permanent or temporary tracks.

6.1.5. Tracks where Australian Championship or Series Meetings are conducted, must comply with this module and the Standards.

6.2. Track Licence Application

6.2.1. Applications for licensing of Supermoto Tracks must include a drawing (to scale) of the track and surrounds, which must include the following:

a) The racetrack proper

b) The location and extent of pit entry / exit roads

c) An accurate representation of the grid markings

d) The location and extent / size of all marshal points

e) Details of the track watering system (dirt section)

f) The location of first aid rooms/units

g) The location of Ambulance parking site and entrance to racing arena

h) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation

i) The dimensions and profile of all jumps, whoops and other obstacles on the track, and the distances between obstacles (dirt section)

j) The street address of the venue

k) Any other features within the racing arena as defined in this module

l) Any other relevant information requested by the RCB or the Track Inspector

6.3. Track Inspection

6.3.1. Applications for inspection of tracks must be sent to the relevant RCB, complete with plans showing all modifications since the last inspection. Modifications to tracks should not be commenced until approval by the RCB is obtained.

6.3.2. Track inspections must be arranged by the RCB. Track Inspectors shall be appointed from the RCBs panel of licensed Track Inspectors

6.3.3. Where a track is not approved, the applicant will be advised of the reasons for non-approval and a Works Program will be agreed upon to achieve approval

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6.4. Track Layout

6.4.1. In some cases, Supermoto racing will take place on temporary tracks and at night-time. Where noted consideration must be made for this

6.4.2. There is to be at least one jump or table-top included in the dirt section/s

6.4.3. Consideration should be given to drainage in the event of heavy rainfall (no pooling)

6.4.4. In the event of adverse weather conditions, an alternative track configuration may be used at the discretion of the clerk of the course.

6.5. Surface

6.5.1. The track construction may ideally consist of both sealed surface and dirt sections. The sealed surface must exceed the total length of the dirt section. However, the dirt section or sections may account for ideally at least 20% of the total track length.

6.5.2. Where the track surface changes from dirt to sealed or vice versa, the transition is to be smooth and constructed so as to reduce the amount of loose material being transported or flung onto the sealed track.

6.5.3. All sealed tracks may be used in the event that a dirt section is not permitted by the track owners or it is not possible to incorporate a dirt section.

6.6. Straights

6.6.1. No straight is to exceed 300 metres in length

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

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

6.7. Length

6.7.1. The total length of the track is to be a minimum of 800 metres and a maximum of 3,000 metres long

6.7.2. The length of the course shall be measured along the centre line

6.8. Width and Track Density

6.8.1. The track width is to be a minimum of 6 metres at which no more than 20 machines (10 quads) are to be on the track at one time. This rule cannot be mitigated by a targeted risk assessment (TRA).

6.8.2. Where track width is 7.5 meters or wider, a full field of 30 is permitted.

6.8.3. In the case of a temporary track, a reduced width may be permitted with a corresponding reduction in number of machines allowed on the track at once.

6.9. Vertical Space

6.9.1. The free space between the track and any hazard above the ground must be 3 metres minimum. (e.g. bridges, bunting etc.).

6.9.2. If the hazard is placed above a jump or table top the clearance must be increased to ensure a free space of 3 metres between the highest trajectory point of the rider and the obstacle is maintained.

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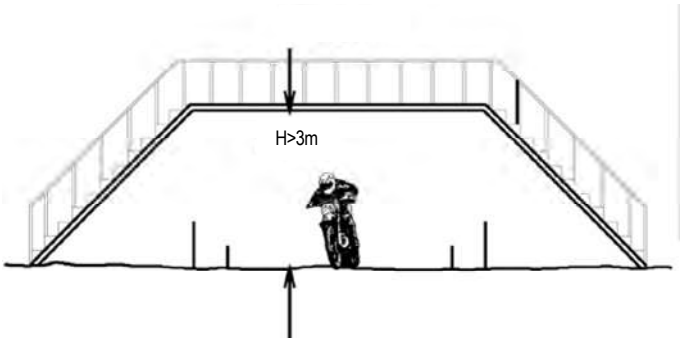

6.10. Track Edge

6.10.1. Track edges on the sealed section are to be continuously marked with a non-skid white painted line on each side.

6.10.2. The track must continue without a step onto the verge area which is to be flat and compacted.

6.11. Verge

6.11.1. The minimum allowable width of a verge is three (3) metres with the exception where there is a pit wall. In this case, the verge must be at least one (1) metre measured between the edge of the track and the pit wall (first line of protection).

6.11.2. The track must continue without a step onto the verge area.

6.11.3. Verges must have a flat surface of compacted material.

6.11.4. Verges must be kept free of any debris.

6.11.5. The surface of a verge must be flush with the edge of the track.

6.12. Run Off Area

6.12.1. Run-off in corners is to be a minimum of 8 metres from the edge of the track to the 1LoP. Additional run off should be considered for fast corners of less than 90 degrees and where spectator areas are positioned.

6.12.2. Airfence or other protective devices can be used where run-off distance is insufficient.

6.12.3. Foam bales are also permissible.

6.12.4. Water barriers may be used as 1LoP, provided that, they are of the strapped together type, (i.e. Pins or metal latch and pins).

6.13. Arrestor Beds (Gravel Trap)

6.13.1. Arrestor beds are permissible and are to be on the same level as the verge and the surface raked smooth

6.13.2. Gravel traps must have the following properties:

a) Must 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 must be at least 200mm.

6.13.3. There must be at least 2 metres solid verge between the gravel trap and the edge of track.

6.14. Obstacles

6.14.1. The safety of riders, spectators and officials must be given utmost priority when constructing jumps and obstacles. If any obstacles do not comply with the below criteria or dimensions, a Targeted Risk Assessment must be

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completed by the Track Inspector and submitted to the RCB upon completion of the track inspection being carried out.

6.14.2. The following are the only obstacles permitted in Supermoto:

a) Jumps:

i) Jumps are to be minimum of 6 metres wide and a maximum of 600mm high.

ii) The approach grade is not to exceed 10 degrees.

iii) The landing side of all jumps must be of solid (hard) soil without rocks.

iv) Distance between two jumps is to be no less than 30 metres.

v) Double jumps, triple jumps or stutters are not permitted.

b) Table-Top:

i) In the case of a table top the height can be increased to 1.2 metres and the approach ramp can be up to 20 degrees.

c) Metal or Timber Ramps:

i) If alloy, steel or timber ramps are used, the lip where the ramp meets the tarmac should be no more than 20mm. The height is restricted to 400mm.

6.15. Flag Marshalling Points

6.15.1. The positioning of static marshals must be carefully considered in order to:

a) Maximise the visibility of the track area

b) Provide an adequate, stabilised area for the officials that provides shelter from adverse weather conditions.

c) Provide adequate protection from competing motorcycles and flying parts.

6.15.2. No section of the track should escape observation.

6.15.3. Marshal points should be located behind the first line of protection.

6.15.4. Each post should be able to communicate by sight with the preceding and the following one.

6.15.5. The distance between consecutive posts should not be excessive.

6.15.6. Each post must be able to communicate verbally with race control.

6.15.7. Each post should be marked with a sign-board bearing the number of the post.

6.15.8. Avoid positioning where a participant may lose control of their machine and either their machine or participant continues on to the marshalling point. This would clearly create an elevated risk to both participant and marshal.

6.16. Pit Board Area

6.16.1. An area for signalling, which is visible to all riders, may be provided and clearly marked at a suitable place adjacent to the track.

6.16.2. A pit board area must have a barrier to protect signallers from oncoming machines and to keep signallers off the track.

6.16.3. A pit board area must not be placed at the outside of a corner or an outside exit of a corner.

6.17. Watering Systems

6.17.1. An efficient watering system or watering vehicle must be provided and should be capable of watering the dirt section of the track.

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6.17.2. Any watering system installed must not present a hazard to riders. For example, watering systems should not be placed permanently in neutral zones unless they are not a hazard to riders.

6.18. Lighting

6.18.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

6.18.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

6.18.3. It is to be measured at the track surface - particular attention must be paid to the illumination of ramps.

6.18.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view

6.18.5. Temporary lighting is to be installed and operating at least one night before the event. If the lighting layout has been recommended by a qualified lighting consultant this rule may be waived.

6.19. Washing Zone for Motorcycles

6.19.1. Refer to current Local Government Laws as water usage may be prohibited.

6.19.2. The washing zone must be designated, with protection of the ground a prime consideration, Biodegradable detergents should be used.

6.19.3. The area should have adequate surface water drainage.

6.19.4. Smoking is prohibited in the washing zone; no smoking signs should be erected at the entrance of this zone.

6.20. Protection from Hazards

6.20.1. No hazards are to be less than 3 metres from the track edge or 3.5 metres above the track surface. If 3 metres is not achievable from the track edge, adequate additional barriers must be used and placed on an angle so as not to cause a sudden stop should a machine come into contact with them.

6.20.2. No hazards are to be in any corner's run-off area. All hazards such as trees, stakes and walls in other areas are to be covered with a shock absorbent material, to a height of two metres or the top of the obstacle, whichever is the lesser.

6.21. Protective Devices and Barriers

6.21.1. Public and rider safety:

a) Where required by local Regulation there must be two lines of protection between competitors, their machines, and members of the public, otherwise a single line of protection may be adequate provided a sufficiently wide neutral zone exists:

b) The first line of protection shall be in accordance with 2.1.23 i)

c) The second line of protection shall be in accordance with paragraph 2.1.23 ii) and be a minimum of 1.2 metres high and a minimum of 3 metres from the track fence (neutral zone) unless otherwise required by Local or State Legislation.

d) Barbed wire is prohibited.

e) Ringlock (square sheep type) fencing is preferred as the second line of protection. If star pickets are used in the second line of protection, they must be fitted with a plastic top cap.

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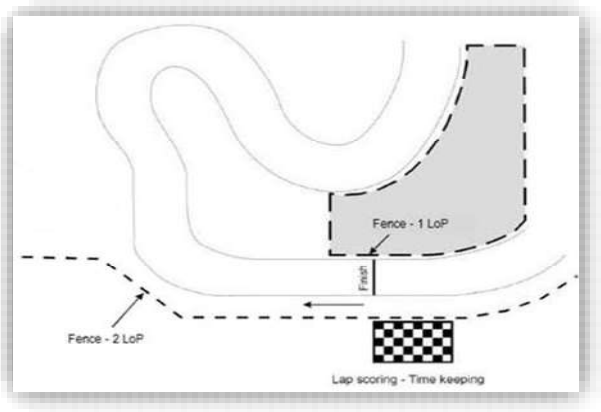

6.22. Neutral Zone

6.22.1. The track must have a neutral zone in between the marked edge of the track and the 2nd line of protection for spectators.

6.22.2. The minimum width of the neutral zone must be four (4) metres measured perpendicular to the track unless otherwise required by Local or State Legislation.

6.22.3. A neutral zone in areas where speeds in excess of 60 kph are achieved the neutral zone shall be a minimum of six (6) metres.

6.22.4. A neutral zone of six (6) metres must be provided adjacent to table tops.

6.22.5. Adjacent areas of the track must be a minimum of four (4) metres apart unless separated by adequate protection (e.g. straw bales, tyre wall, or other shock absorbent material).

Image: Freestanding Tyre Wall

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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6.23. Grid Markings

6.23.1. The fastest qualifying machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner.

6.23.2. The remaining machines will be arranged on the grid in descending order of qualifying times according to the following.

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

6.23.4. The second row will be similarly configured but with the starting positions being placed in between those of the first row.

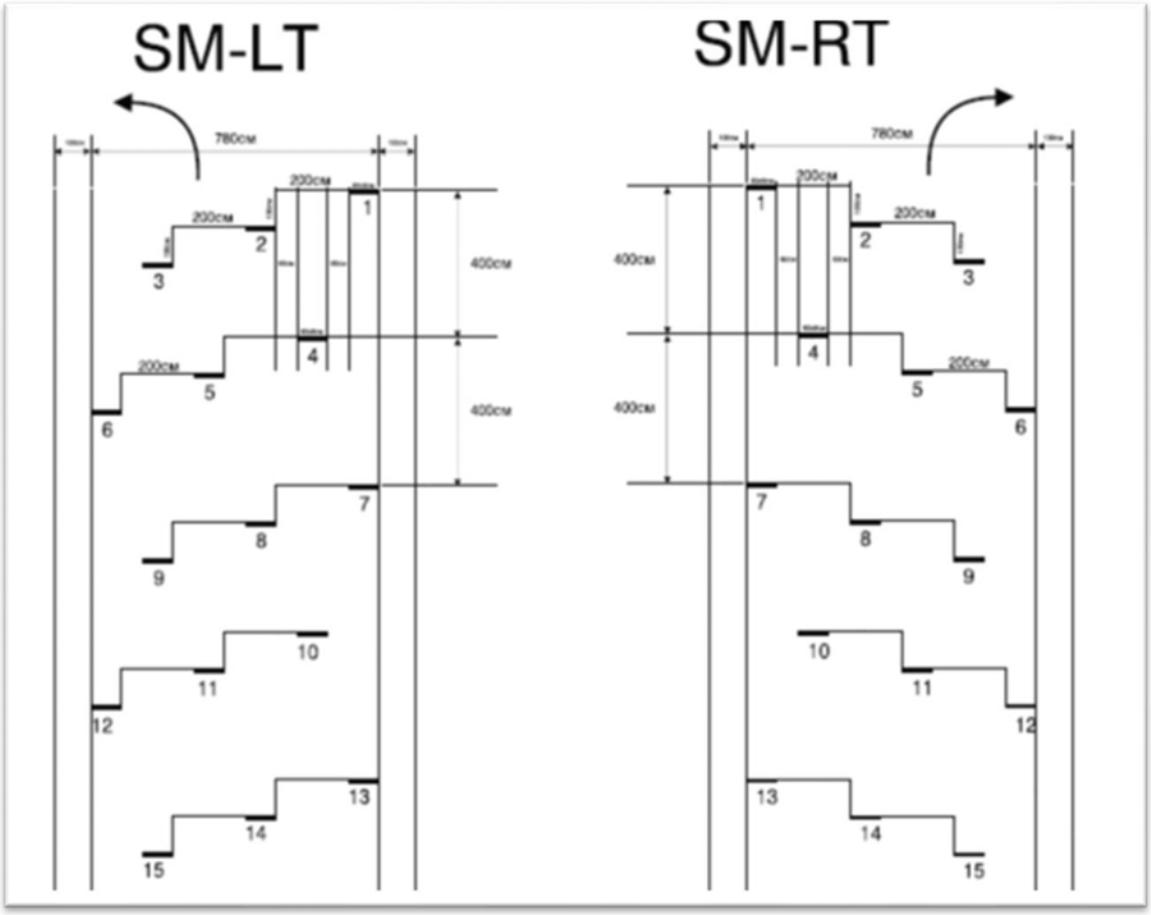
6.23.5. The odd numbered rows will be positioned similar to the first row. The even numbered rows will be positioned similar to the second row.

6.23.6. There will be a distance of 4m between the first position of each row.

6.23.7. Each starting position must be indicated by a painted white line on the starting grid (80 cm x 8 cm). The motorcycle must be placed with its front wheel behind this line in a central position.

6.23.8. All machines must start within their nominated grid position parallel to track direction.

6.23.9. A 'Finish' will be marked at the appropriate place. The finish line will cross the full width of the track and be of a minimum width of 100m.



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6.24. Marking

6.24.1. The entire length of the track must be clearly defined. Plastic breakable tape may be used.

6.24.2. Flexible Plastic Course markers as manufactured by MA should be considered as a suitable option.

6.24.3. Tyre bundles may be used to mark the inside of a corner. Where tyres are used they must be inter-locked with each other and must not be dug into the ground.

6.24.4. A single tyre or hay bales must not be used to mark the inside of a corner.

6.24.5. Truck or tractor tyres are prohibited.

6.24.6. Any marking poles should be flexible and placed at an outward angle from the track.

6.24.7. The use of any rope bunting is banned.

6.24.8. The use of rigid posts (e.g. iron star pickets) is banned.

6.24.9. Marking poles should not exceed 500mm above ground level.

6.24.10. Coloured plastic cones (as used to mark football fields etc.) can be used provided they are no greater than 300mm in height.

6.24.11. Plastic bollards, breakable wooden pickets leaning away from the direction of traffic, are permitted.

6.24.12. Wind rows made of uncompacted soil are also permitted.

6.25. Non-Permanent Advertising Signage

6.25.1. Vertical signs of lightweight construction may be erected inside the first line of protection on the inside of curves to within two (2) metres of the track edge provided that no obstruction to rider or marshal's line of sight occurs.

6.25.2. Only signs constructed from polyurethane or similar lightweight material and weighing less than five (5) kilograms (including supports) may be erected in run-off areas or within the first line of protection but may not be erected within three (3) metres of the track edge.

6.25.3. Signs will be limited to a maximum height of 1.5 metres.

6.25.4. Supports for such signs must be made of semi rigid material such as polyethylene pipe.

6.26. Pit Area

6.26.1. Pit entry and exit roads must be located so machines using them are not on the racing line when doing so.

6.26.2. Pits must include a dummy gird area immediately before the pit exit.

6.27. Controlled Crossings

6.27.1. All Controlled Crossings must be adequately marshalled and the movement of media across the course during riding (hot track) must not be allowed.

6.28. Paddock

6.28.1. There must be a suitable paddock for the use of riders. Where the paddock is immediately adjacent to the course the whole length of adjoining the course shall be fenced by one of the methods applicable to spectator protection.

6.28.2. The use of enviro mat shall be used in the paddock area by competitors.

6.29. Parking

6.29.1. Vehicles are not permitted to park within the vicinity of track spectator fences, if space does not allow for a separate parking area a minimum gap of 8m must be left between the spectator fence and any vehicle. A limit line must be indicated by the use of rope or tape.

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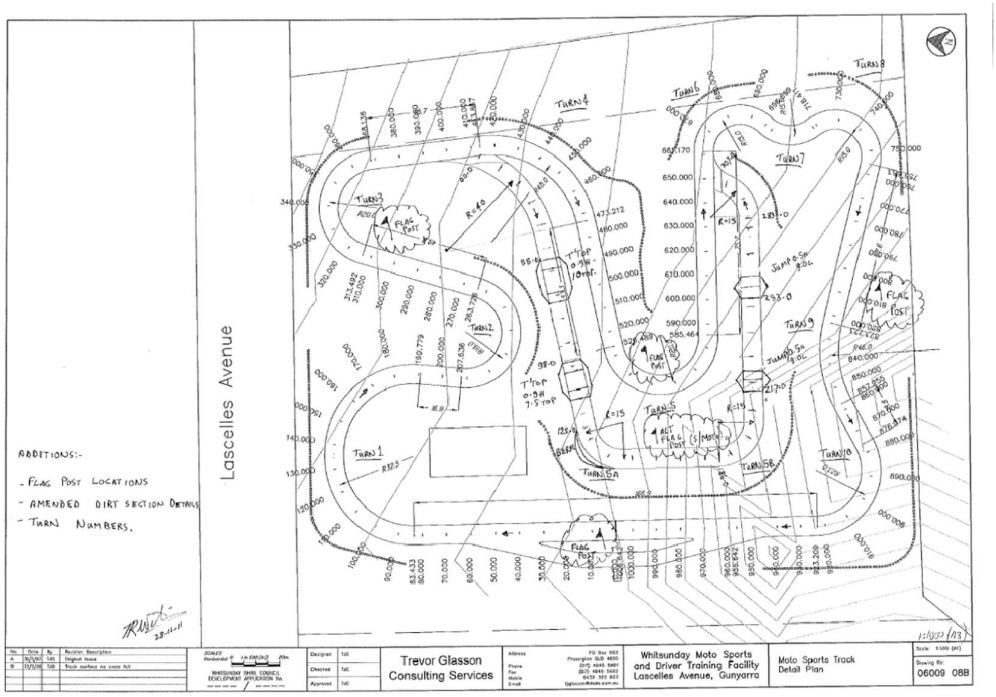
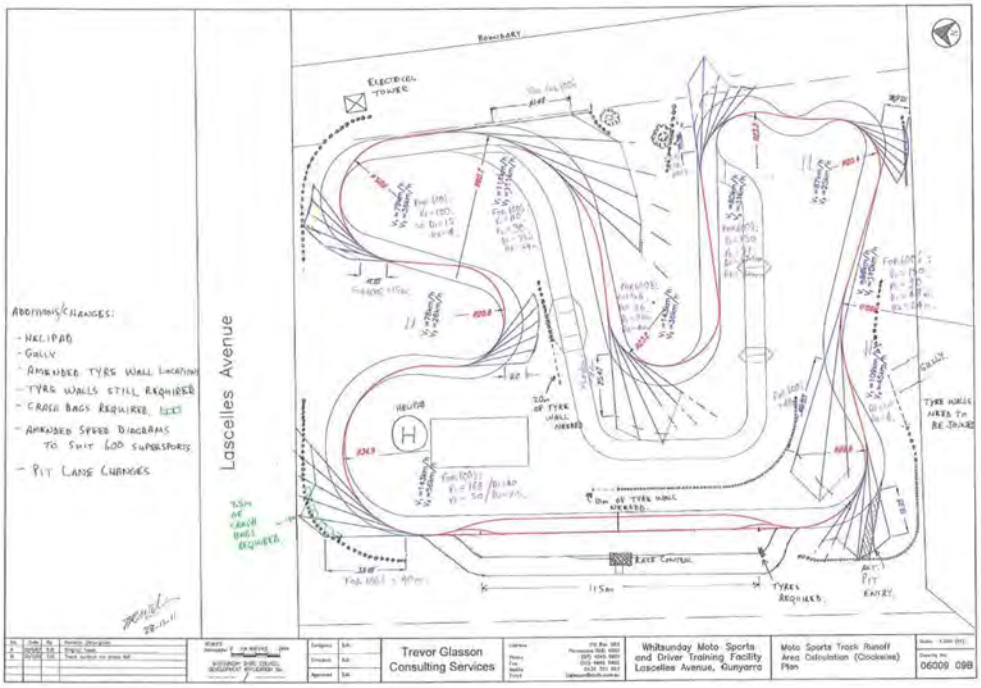
6.29.2. Vehicles must not park on the outside of berms or corners. These area's must be clearly marked with "no parking" signs. Access to these area's is to be restricted to official vehicles in transit only.

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

6.29.4. A park at your own risk sign should be considered by track operators.

6.29.5. Example of Supermoto Maps included in inspection report:





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7. TRACK STANDARDS – MOTOCROSS MODULE

7.1. Scope and Application

7.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

7.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

7.1.3. This module must be applied in its entirety to new tracks. For areas of non- compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

7.1.4. This module applies to permanent, semi-permanent or temporary tracks.

7.1.5. Tracks where Australian Championship or Series Meetings are conducted, must comply with this module and the Standards.

7.2. Track Licence Application

7.2.1. Applications for licensing of Motocross Tracks must include a drawing (to scale) of the track and surrounds, which must include the following:

a) The racetrack proper.

b) The location, extent, height and construction type of the first line of protection.

c) The location, extent, height and construction type of the second line of protection.

d) For established circuits, a diagram of speeds (as recorded using a competent rider fitted with data logger. Name and profile of rider to be specified) must be supplied.

e) The location and extent of pit entry / exit roads

f) The location and extent / size of all marshal points.

g) Details of the track watering system.

h) The location and number of competitor and spectator toilet/shower facilities.

i) The location of first aid rooms/units.

j) The location of Ambulance parking site and entrance to racing arena.

k) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation.

l) The dimensions and profile of all jumps, whoops and other obstacles on the track, and the distances between obstacles.

m) The street address of the venue.

7.2.2. Applications for inspection of tracks should be sent to the RCB, complete with plans.

7.2.3. Modifications to tracks must not be commenced until approval is obtained by the RCB.

7.3. Track Inspections

7.3.1. For all tracks: one annual inspection for venue licensing purposes conducted by an accredited track inspector appointed by the RCB. Note that this includes tracks which are used for 'closed to club' events.

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7.3.2. Any track which is modified during the course of a year, must be re-inspected to ensure compliance with these Standards.

7.3.3. Track inspections shall be arranged by the RCB. Inspectors shall be appointed from the RCB panel of licensed inspectors.

7.3.4. Tracks not approved will be advised of the reasons for non-approval and work schedules will be agreed upon to achieve approval.

7.3.5. For inspections of temporary courses, please refer to Stadium MX Module.

7.4. Track Layout

7.4.1. Track layout must be initially designed with all grades of riders in mind. Particular attention to the installation, consistency and shape of any jump faces is a priority. The track surface materials used must be exclusively natural. Sawdust or chip from chemically treated timbers must not be used.

7.4.2. The safety of riders, officials and spectators must be taken into account by an inspector when inspecting a track.

7.4.3. In general, a track should be designed with minimal stop/start turns. The track should be designed to allow for safe passing.

7.4.4. Consideration should be given to drainage in the event of heavy rainfall.

7.4.5. Jumps and obstacles should vary in difficulty making it possible for the different levels of riders to demonstrate their skills.

7.4.6. A split section of the track is allowable as long as adequate space is available, and it meets all requirements of these Standards. In addition (jumps) can be used to create double racing line sections through corners or through winding parts of the course.

7.4.7. Berms, consideration should be given to the size (height) of berms and the location so as they have sufficient clearance behind from any obstacle, other lane of track or spectator area. Areas behind berms must be clear of trees or other obstacles. Speed approaching the berm, size of berm and angle of berm must all be considered.

7.5. Length

7.5.1. It is recommended that motocross tracks will have a minimum length of 800m and a maximum length of 3km.

7.5.2. All motocross tracks used for State and National Championships must have a minimum length of 1.5km and a maximum length of 3km

7.5.3. The length of the track will be measured along the centerline.

7.6. Width

7.6.1. The minimum width at any point on the track must be six (6) metres unless the track is designed for more than 30 riders (15 quads or sidecars) in which case the minimum width is seven (7) metres for the first third of the track distance. This measurement is to be taken on the inside of the track markers.

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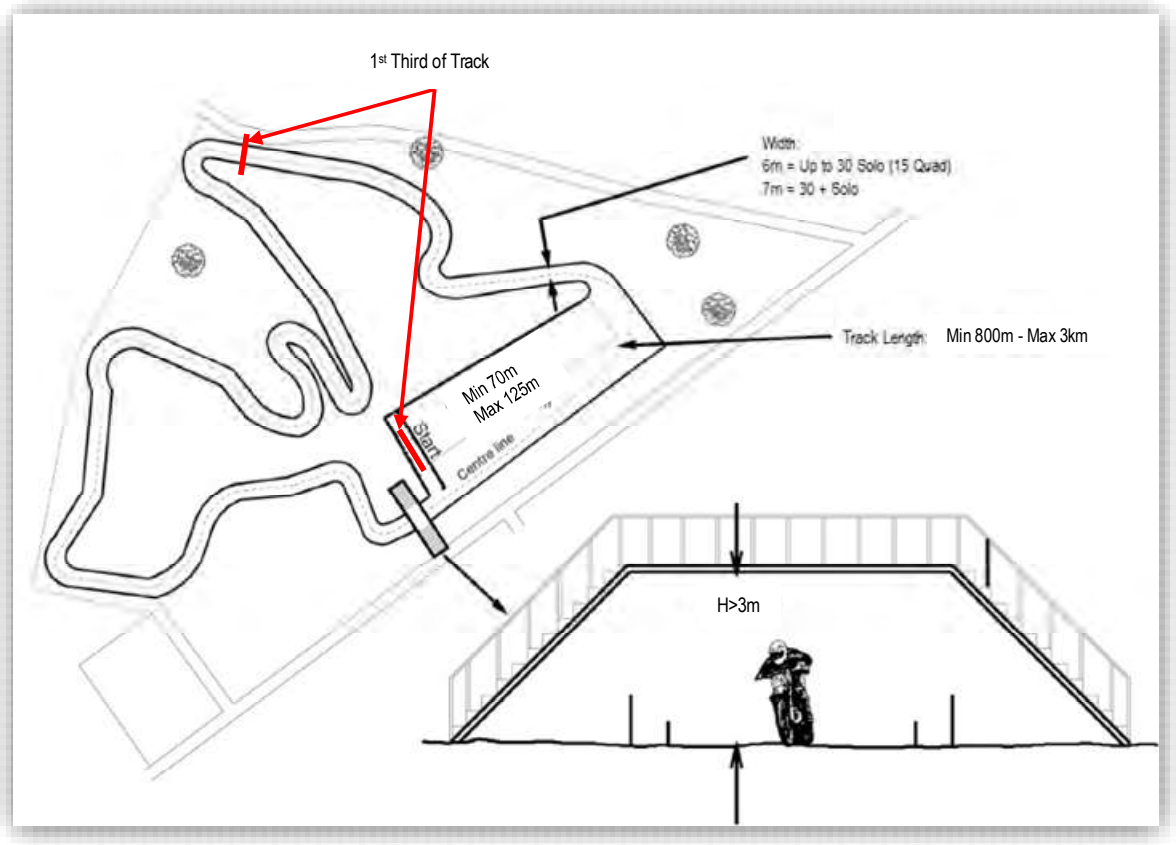

7.7. Track Density

7.7.1. When track dimensions do not allow for 40 participants the number of riders allowed in Motocross events will be determined by the track density formula below:

a) 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

7.7.2. An additional 20% of riders can be added for practice and qualifying seasons.

7.7.3. When permissible the maximum number of riders allowed for a mass start at motocross is 40.

7.7.4. When calculating the track density 7.6.1 must be observed. If the track is six (6) metres wide, there cannot be any more than 30 riders (15 quads or sidecars). This rule cannot be mitigated by a targeted risk assessment (TRA).

7.8. Vertical Space

7.8.1. The free space between the track and any hazard above the ground must be 3 metres minimum. (e.g. bridges, bunting etc.).

7.8.2. If the hazard is placed above a jump or table top the clearance must be increased to ensure a free space of 3 metres between the highest trajectory point and the obstacle is maintained.

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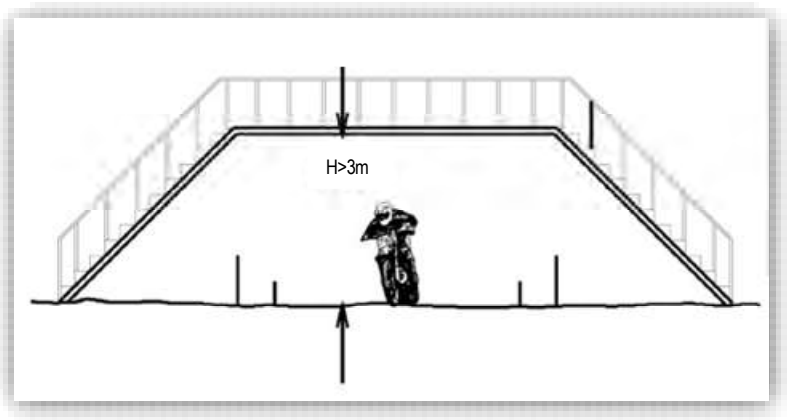

7.8.3. This does not apply to covered start gates where the clearance can be less than 3 metres.

7.9. Average Speed

7.9.1. The maximum average speed for a lap of the track is to be no greater than 65kph.

7.9.2. The formula to work out the 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) = 1750 metres x 3.6
119 seconds
= 52.94 kph

7.10. Obstacles

7.10.1. The safety of riders, spectators and officials must be given utmost priority when constructing jumps and obstacles. If any obstacles do not comply with the below criteria or dimensions, a Targeted Risk Assessment must be completed by the Track Inspector and submitted to the RCB upon completion of the track inspection being carried out.

7.10.2. **The following obstacles are permitted in motocross. Any obstacle not fitting the following criteria must have a TRA completed.**

a) Jumps:

i) Triple jumps and stutters are not allowed in Motocross.

ii) Jumps must not exceed 3 metres in height.

iii) When approving jumps consideration must be given to the age and ability of all competitors.

b) Double jumps:

i) Double jumps are acceptable; however the second jumps shall be 400mm lower than the first jump.

ii) Must be constructed with all levels of riders in mind (i.e. both jumps constructed like single jumps).

iii) The length of run-ups to jumps should be limited to avoid high speed jump approaches and have due regard to safety and consideration to the track width Standards. The take off ramp must be smooth and consistent without ruts and ledges forming.

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iv) The landing ramp must be one (1) metre wider than the take off ramp and placed in a straight line from the direction of the take off ramp. The landing ramp must be well rounded without a peak top and with a long gentle down ramp for landing.

v) No hay bales are to be placed on the top sides of the landing ramps.

vi) If required the take-off and landing ramps must be serviced throughout the event to maintain the above Standards.

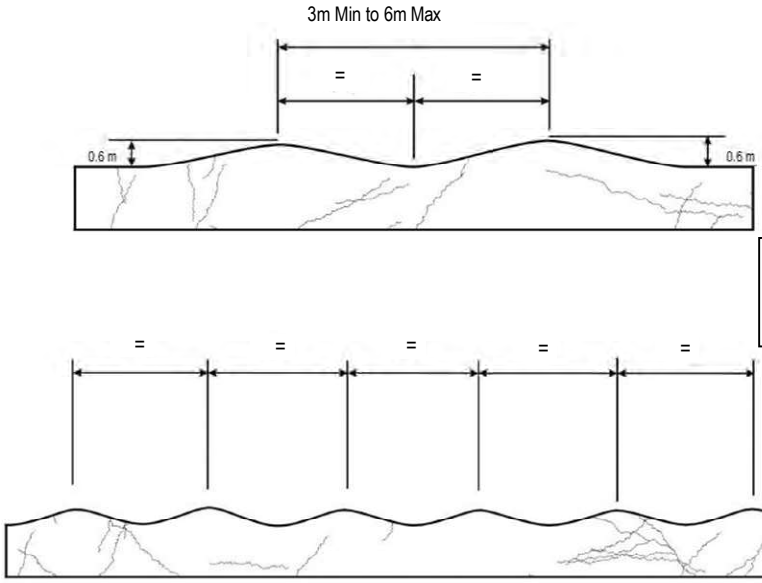
c) Table-Top jump:

i) An obstacle with a flat surface with a minimum length of 3 metres and a maximum length of 21 metres.

ii) Assessed individually by the track inspector with special attention given to the take-off and landing ramps.

d) Whoops section:

i) Two or more rounded obstacles of even spacing, same 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. The section shall be contained only within the second half of a circuit. It should not be possible for riders to clear more than one rounded obstacle while negotiating a whoop section.



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

e) Step up / step down jump:

i) A jump designed to transfer the elevation of the rider from a trajectory point to a higher (or lower) landing area. The transition area simulates the visual look of a step. The section between up ramps must be filled to at least the level of the previous trajectory point.

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Diagram: Step up jump:

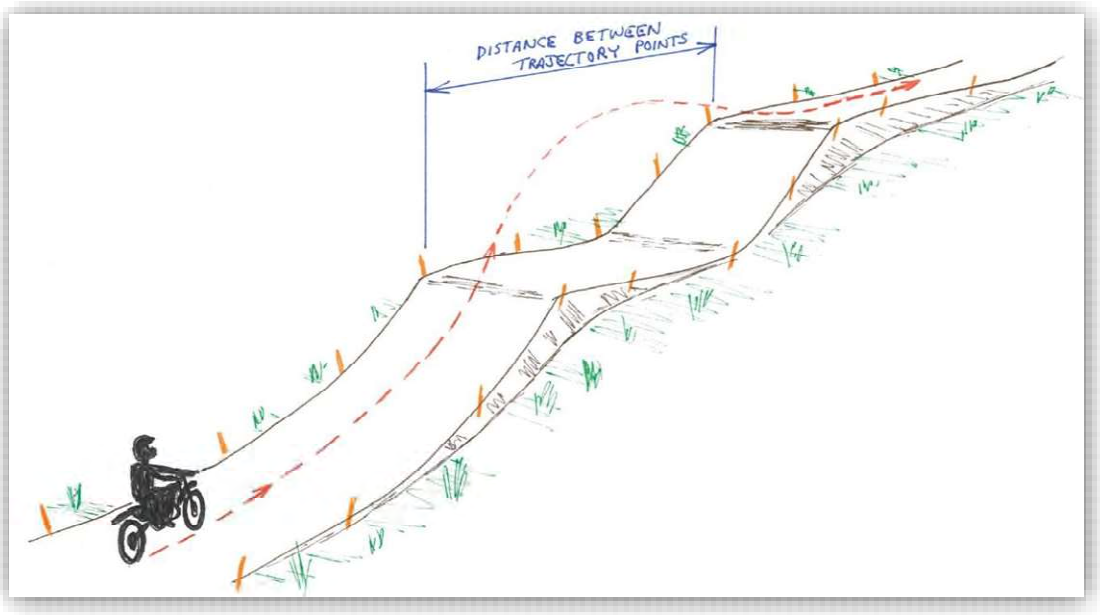

Diagram: How to measure an obstacle:

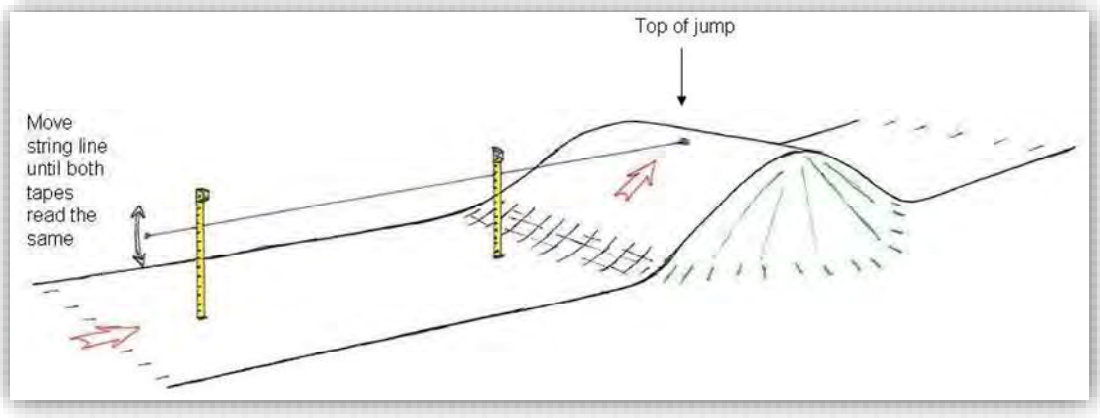

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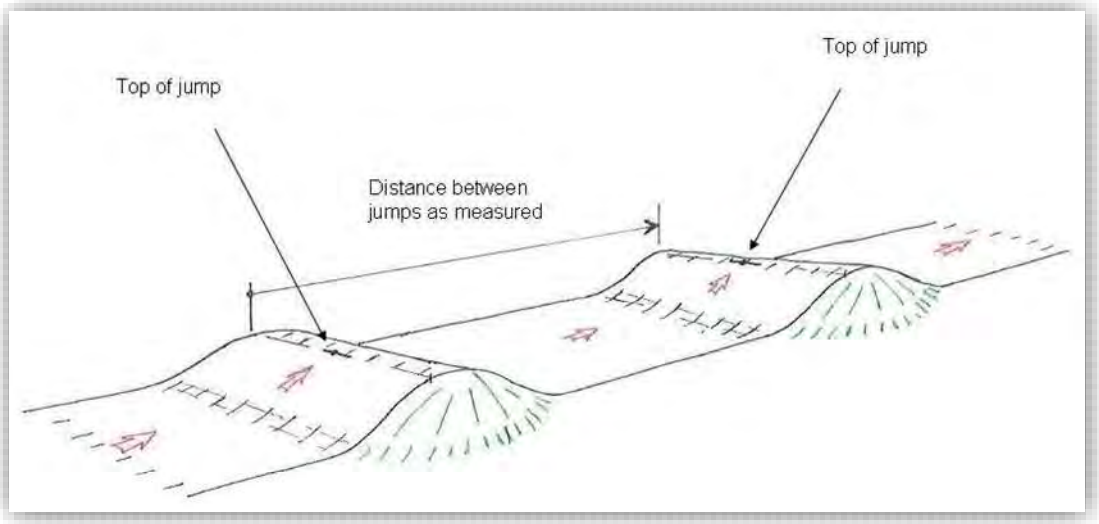
Diagram: How to measure between obstacles:



7.11. Flag Marshalling Points

7.11.1. There must be a sufficient number of official signalling posts (flag points) all around the course to ensure that from any marshal point there is an unrestricted view to the next marshal point.

7.11.2. The posts must be distinctly indicated and the location chosen so that signals given are clearly visible to competitors.

7.11.3. Flag marshal points must be located and protected to minimise the risk of injury to officials.

7.11.4. The area must be level and hard packed with a minimum flat area of 4 square metres.

7.11.5. Position must be clearly marked.

7.11.6. Marshal points must not be placed at the outside of a corner or an outside exit of a corner.

7.11.7. The distance from the track edge to the flagging position should be 3 metres, with the flagging point adjacent to the track in a safe location.

7.12. Mechanics Area: "Repair and Signalling Zone"

7.12.1. For Australian Championship meetings, a mechanics area must be provided and clearly marked at a suitable place adjacent to the track. It must be clearly marked off with an entrance and exit to the track proper. (This can be a permanent structure which is utilised for other events).

7.12.2. A mechanics area must not be placed at the outside of a corner or an outside exit of a corner.

7.12.3. Barriers must be designed and placed with the riders and mechanics safety in mind.

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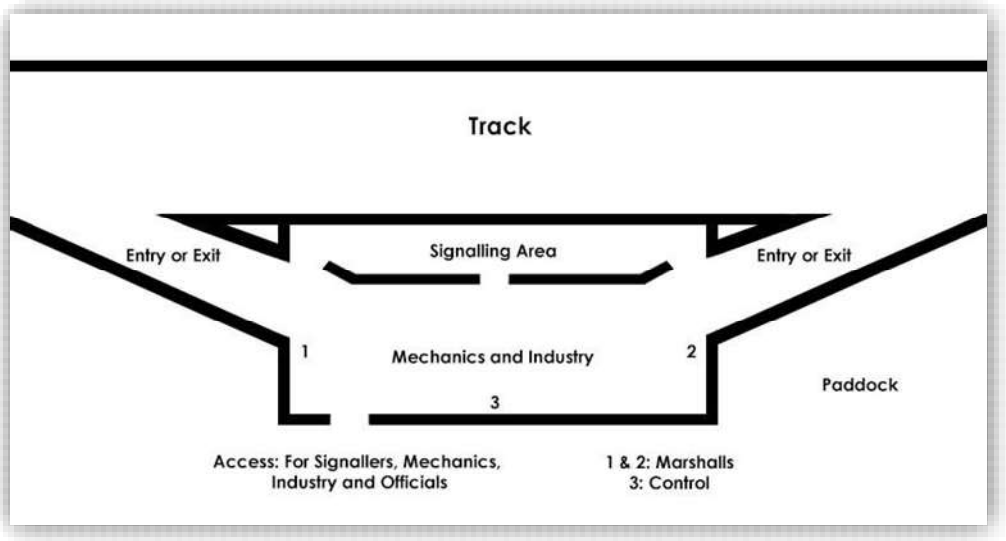

7.13. Pit Board Area

7.13.1. An area for signalling, which is visible to all riders, may be provided and clearly marked at a suitable place adjacent to the track.

7.13.2. A pit board area must have a barrier to protect signallers from oncoming machines and to keep signallers off the track. Barriers must be designed with the riders and mechanics safety in mind. (This can be a permanent structure).

7.13.3. A pit board area must not be placed at the outside of a corner or an outside exit of a corner.

7.14. Watering Systems

7.14.1. The track must be properly watered, if necessary, in ample time before and between the races to ensure proper racing conditions, safety, and to protect the public and riders from dust. At no time during competition should watering of jump faces occur. An efficient watering system must be provided in order to water the whole track.

7.14.2. Any watering system installed must not present a hazard to riders. For example, watering systems should not be placed permanently in neutral zones unless they are not a hazard to riders and if they may be considered a hazard they must be adequately protected.

7.15. Protection from Hazards

7.15.1. Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all obstacles such as poles, trees, bridges, podium, walls, camera posts, PA system poles etc., to a minimum height of 2 metres

7.15.2. Portable road Plastic Safety Barriers can only be used for demarking areas of the track like pre-grid areas, start areas and infield between circuit areas to avoid riders crossing the track.

7.16. Controlled Crossings

7.16.1. All Controlled Crossings must be adequately marshalled and the movement of spectator and media across the course during riding (hot track) must not be allowed.

7.17. Paddock

7.17.1. There must be a suitable paddock for the use of riders. Where the paddock is immediately adjacent to the course the whole length of adjoining the course shall be fenced by one of the methods applicable to spectator protection.

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7.17.2. It is recommended that enviromat be used in the paddock area by competitors.

7.18. Parking

7.18.1. Vehicles are not permitted to park within the vicinity of track spectator fences. If space does not allow for a separate parking area a minimum gap of 8m must be left between the spectator fence and any vehicle. A limit line must be indicated by the use of rope or tape.

7.18.2. Vehicles must not park on the outside of berms or corners. These area's must be clearly marked with "no parking" signs. Access to these area's is to be restricted to official vehicles in transit only.

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

7.18.4. A park at your own risk sign should be considered by track operators.

7.19. Protective Devices

7.19.1. Public and rider safety:

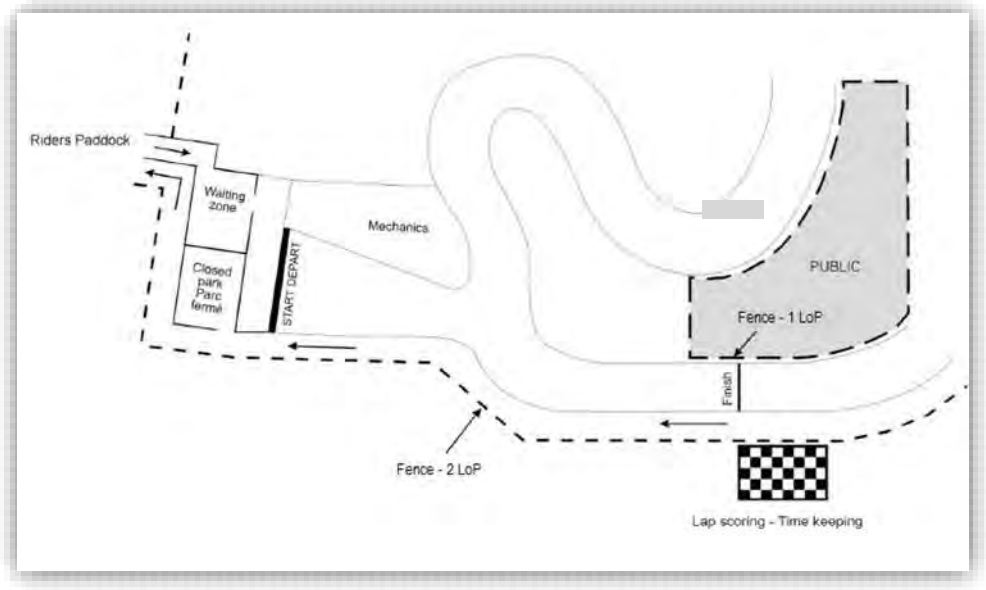
a) Where required by local Regulation there must be two lines of protection between competitors, and their machines, and members of the public, otherwise a single line of protection may be adequate provided a sufficiently wide neutral zone exists between the defined track edge and the spectator fence.

b) The first line of protection shall be in accordance with paragraph 2.1.23 (i)

c) The second line of protection shall be 1.2 metres high and in accordance with 2.1.23. (ii)

d) Barbed wire is prohibited.

e) Ringlock (square sheep type) fencing is preferred as the second line of protection. If star pickets are used in the second line of protection they must be fitted with a plastic top cap.



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First and second line of protection.

7.20. Neutral Zone

7.20.1. The track must have a neutral zone in between the marked edge of the track and the 2nd line of protection for spectators.

7.20.2. The minimum width of the neutral zone must be four (4) metres measured perpendicular to the track unless otherwise required by Local or State Legislation.

7.20.3. In areas where speeds in excess of 60 kph are achieved the neutral zone shall be a minimum of six (6) metres.

7.20.4. A neutral zone of six (6) metres must be provided adjacent to table-tops and double jumps.

7.20.5. A neutral zone of eight (8) metres must be provided behind berms.

7.20.6. Adjacent areas of the track other than the previous items 7.20.3 & 7.20.4 must be a minimum of four (4) metres apart unless separated by adequate protection (e.g. straw bales, tyre wall, empty plastic safety barriers or other shock absorbent material). Note: If plastic barriers are to be used, they shall be movable (i.e. not full of water) and the end facing oncoming riders shall be protected or angled away to prevent head on impact.

7.20.7. The neutral zone must be smooth and free of hazards.

7.20.8. If in any circumstance the 2nd line of protection i.e. current spectator fence is less than 4 metres from the track edge then a 2nd fence must be provided giving a total distance from the track edge to the 2nd fence of 4 metres. Where speeds exceed 60km/hr the distance must be 6 metres.

7.21. Washing Zone for Motorcycles

7.21.1. Refer to current Local Government Laws as water usage may be prohibited.

7.21.2. The washing zone must be designated, with protection of the ground a prime consideration, biodegradable detergents should be used.

7.21.3. The area should have adequate surface water drainage including sediment traps to collect litter.

7.21.4. Smoking is prohibited in the washing zone, no smoking signs should be erected at the entrance of this zone.

7.21.5. Washing of motorcycles must only be carried out in washing zones.

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7.22. Bridges and Tunnels

7.22.1. A written report or certificate of compliance from a qualified structural engineer must be produced each year signifying the structural integrity of the construction. This report / certificate must be provided to the MA inspector during the inspection process.

7.22.2. Note, the structural engineer may certify the structure (bridge / tunnel) for a period of time (i.e. three years). In this time the structure does not require re-inspection, however the compliance report / certificate must still be provided to the inspector during the inspection process.

7.22.3. Suitable barriers must be in place to prevent machines, riders and debris from falling on to the track surface below.

7.23. Starting Area

7.23.1. Start gate: The intention is for all starters to manage the first corner safely when arriving as a massed group.

a) The starting area should be clearly fenced off to restrict entry.

b) The placement of the start gate must allow for equal chances for all competitors.

c) There must be an individual gate for each rider.

d) The starting gate must be a transverse backward falling device, folding or dropping in operation.

e) The start gate must be of solid and rigid construction

f) It may be controlled manually or by remote control and the control mechanism must not be visible to the competitors when starting in the race.

g) The start gate must be 500 mm high and allow a minimum one (1)-metre spacing (centre to centre) for each competitor and two (2) metres for quads or sidecars.

h) For Australian Championship meetings, the start gate must allow for up to 40 solo competitors (40 metres wide) in one single line with no second row.

i) For meetings, other than Australian Championships, a starting mechanism other than gates may be allowed.

j) Where concrete is used to secure the start gate for an earth/dirt starting pad, it should not exceed 600 mm in width.

k) The starting pad immediately behind the start gate maybe of concrete, steel mesh pads or similar solid construction to allow riders to start on a firm base allowing equally for all participants.

l) A rear barrier must 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 must be three (3) metres. (Refer to the diagram on the next page)

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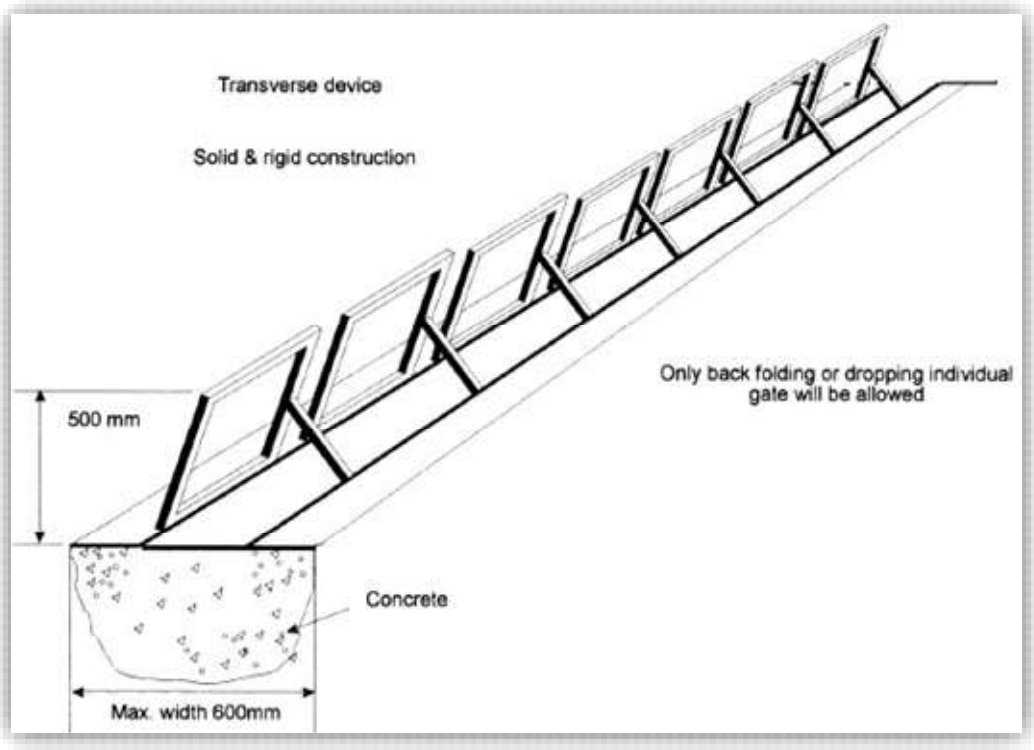

Diagram: Steel Mesh Start Pads

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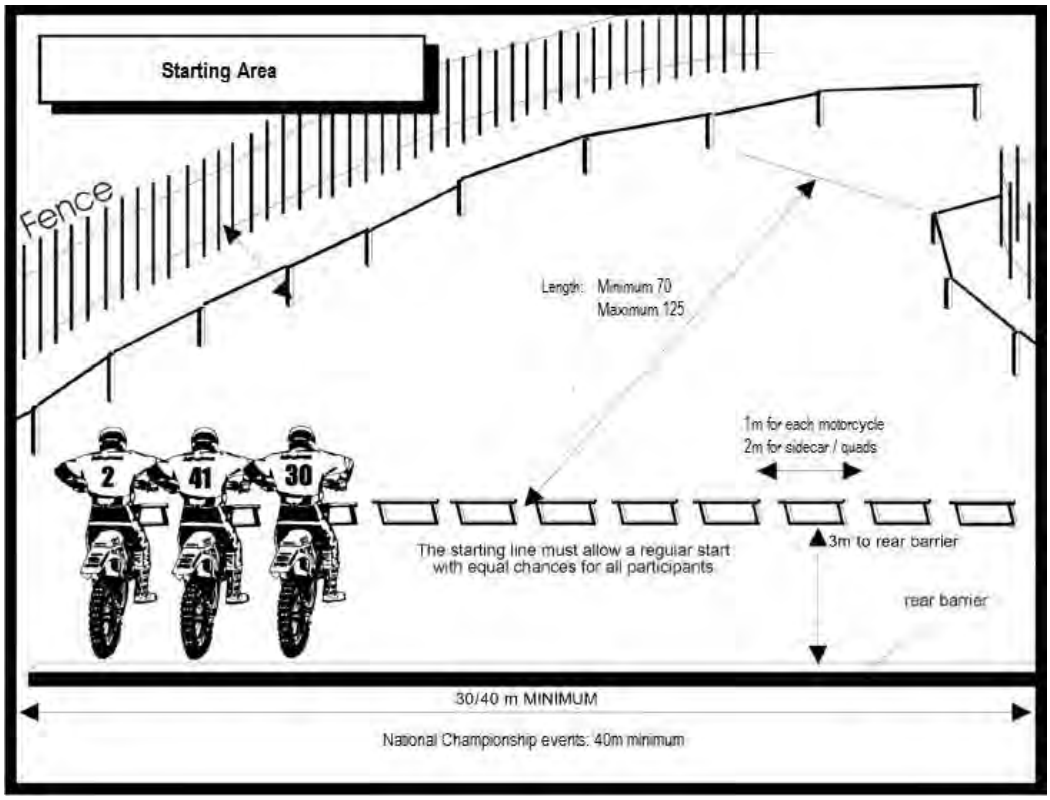

7.23.2. Start straight:

a) There will be no jumps on the start straight.

b) The length must be measured along the centre of the track (see diagram)

c) The minimum length of the start straight to the inside of the first corner must be at least 70 metres.

d) The maximum length of the start straight to the first corner cannot exceed 125 metres to the inside of the first corner.

e) The start straight must taper to a minimum width of 12 metres at the first corner and must maintain the width of the start gate for the first 50% of its length.

f) The width of 12 metres may taper down to 8m over the length of the first corner.

g) The first corner can turn either to the Left or Right.

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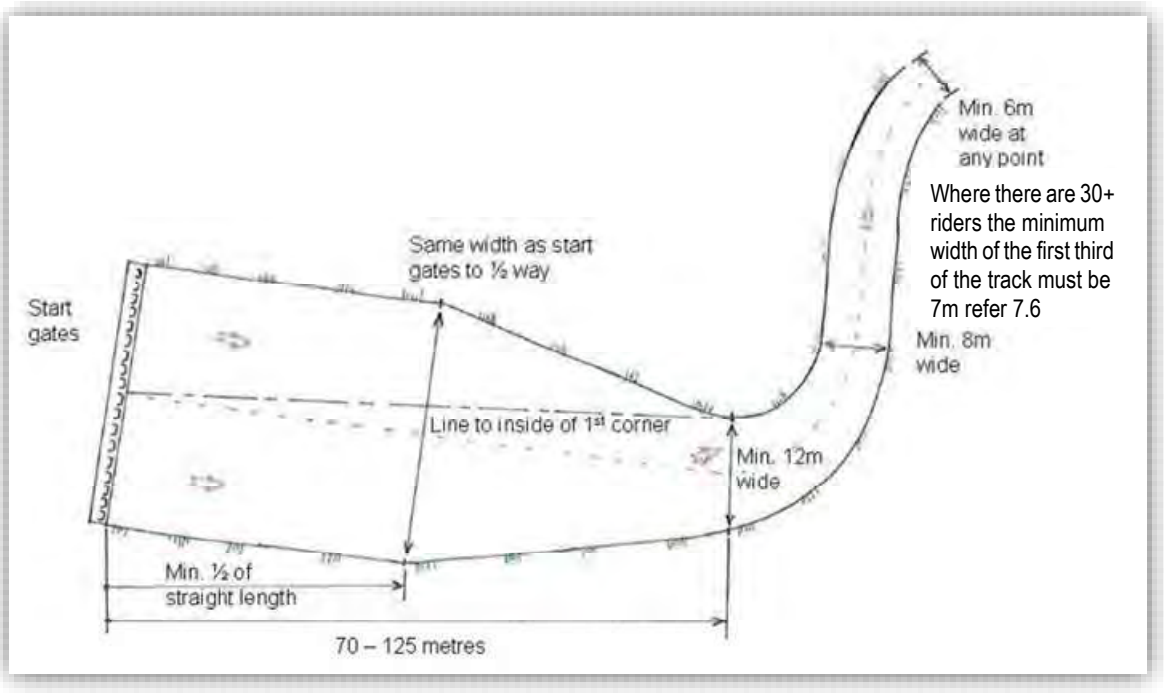
Diagram: How to measure the width of the track at the start straight:



7.23.3. Waiting zone:

a) A waiting zone must be provided for all Australian Championship meetings. It must be designed to accommodate 40 machines preferably under cover and should be in close vicinity of the starting area.

7.24. Finish Area

7.24.1. Finishing line:

a) The finishing line must be clearly marked with a flexible post on either side of the track and must be clearly displayed on all track drawings and plans.

b) Timekeeping and lap scoring services must be in line with finishing line.

7.25. Course Markers

7.25.1. The entire length of the track must be clearly defined either continuously or by markers. The track may also be defined by the lay of the land. Plastic breakable tape may be used.

7.25.2. Tyre bundles may only be used to mark the inside of a corner. Where tyres are used, they must be inter-locked with each other and must not be dug into the ground. Single tyres are prohibited for marking corners.

7.25.3. Tyres must not exceed 3 tyres in height and a bundle must consist of a minimum of 3 tyres.

7.25.4. Single tyres must not be used as course markers

7.25.5. Truck or tractor tyres are prohibited.

7.25.6. Hay bales must not be used as course markers.

Example Tyre Bundles

7.25.7. Any marking poles should be flexible and placed at an outward angle from the track.

a) The use of any rope bunting is banned.

b) The use of rigid posts (e.g. iron star pickets) is banned.

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c) Marking poles should not exceed 500mm above ground level.

d) Coloured plastic cones (as used to mark football fields etc.) can be used provided they are no greater than 300mm in height.

7.25.8. The use of Plastic Safety Barriers such as water barriers cannot be used as Course Markers.

7.25.9. Flexible Plastic Course markers as manufactured by MA should be considered as a suitable option.

Examples of MA course markers:

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8. TRACK STANDARDS – SUPERCROSS MODULE

8.1. Scope and Application

8.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

8.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

8.1.3. This module must be applied in its entirety to new tracks. For areas of non-compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

8.1.4. This module applies to permanent, semi-permanent or temporary tracks.

8.2. Track Licence Application

8.2.1. Applications for a Track Inspection and Track Licence of a Supercross track must include a drawing of the track and surrounds indicating complete compliance with this module and the Standards. This drawing must include the following information or details:

a) The racetrack proper. (an accurate plan of the track or proposed track).

b) The dimensions and profile of all jumps, whoops and other obstacles on the track, and the distances between obstacles.

c) The location, extent, height and construction type of the first line of protection.

d) The location and extent of pit entry / exit roads.

e) The location and extent / size of all marshal points.

f) Details of the track watering system and any other features within the racing arena.

g) The location and number of competitor and spectator toilet/shower facilities.

h) The location of first aid rooms/units.

i) The location of ambulance's parking site and entrance to racing arena.

j) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation.

k) The street address of the venue.

l) Applications for inspection of tracks must be sent to the RCB, complete with plans showing any modifications since last inspection. Modifications to tracks should not be commenced until approval from the RCB is obtained.

m) If the plan is not sent with the track licence application, it must be available before the track inspection takes place.

8.3. Track Inspection

8.3.1. Temporary venue:

a) The inspection must take place prior to the track being used for competition or practice.

b) In circumstances where the temporary track is constructed in a few days, the inspection may be limited to an inspection carried out 24 hours before practice by an appointed Track Inspector. If this is not possible the Steward of the event accompanied by the Clerk of the Course may undertake the final track inspection.

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c) The opinion of an experienced rider may also be sought when inspecting temporary venues.

8.3.2. Permanent venue:

a) For all permanent tracks: one annual inspection for venue licensing purposes conducted by an accredited Track Inspector appointed by the RCB. Note that this clause includes tracks, which are used for 'closed to club' events.

b) Any permanent venue, which is modified during the course of a year, must be reinspected to ensure compliance with these Standards.

c) Track inspections shall be arranged by the RCB. Track Inspectors shall be appointed from the RCB panel of qualified inspectors.

d) Tracks not approved will be advised of the reasons for non-approval and a Works Program will be agreed upon to achieve approval.

8.3.3. Lighting inspection:

a) Lights must be inspected and tested at least one clear business day prior to the meeting. A 300+ Lux intensity, with a minimum of 250 Lux lighting is required and towers placed so as not to affect the riders' eyesight. For further information, please refer to the definitions.

8.4. Track Layout

8.4.1. A track can be permanent or temporary. It can be covered or open. It is normally, but not necessarily within the confines of a showground, sports field, football field, etc.

8.4.2. The materials used to construct the course must be natural and consistent (fine organic material, dirt, sand, loam, clay etc.) or any other material with comparable qualities.

8.4.3. The track must be free of stones and building rubble and the use of concrete is prohibited.

8.4.4. For open courses, particular attention must be given to water drainage at the low parts of the course. Consideration should also be given to drainage in the event of heavy rainfall. There should be no areas where water can pool across the width of the track.

8.4.5. Track layout must be initially designed with all grades of competing riders in mind particular attention to the installation, consistency and shape of the jump faces is a priority.

8.4.6. Rider, officials and spectator safety along with spectator viewing must be taken into account when licensing a track.

8.4.7. In general, a track should be designed to allow the same conditions as motocross with minimal stop/start corners and the track should be designed for safe passing.

8.4.8. An assortment of jumps and obstacles spaced between areas of low to medium speed should be placed strategically within the working space with grand stands, tower lighting and pit access in mind.

8.4.9. Jumps and obstacles should vary in difficulty making it possible for the different levels of riders to demonstrate their skills.

8.5. Length

8.5.1. The following are recommended minimum lengths for SX tracks, however the length of the track can also be determined by the space available.

a) For outdoor events (open stadiums), the track must not be less than 400m in length with an average lap time not less than 35sec.

b) For indoor events (covered stadiums) the track must not be less than 300m with a lap time not less than 25 seconds.

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c) For Supercross National Championship events, the course must not be less than 400m for covered stadiums and not less than 500m for open stadiums.

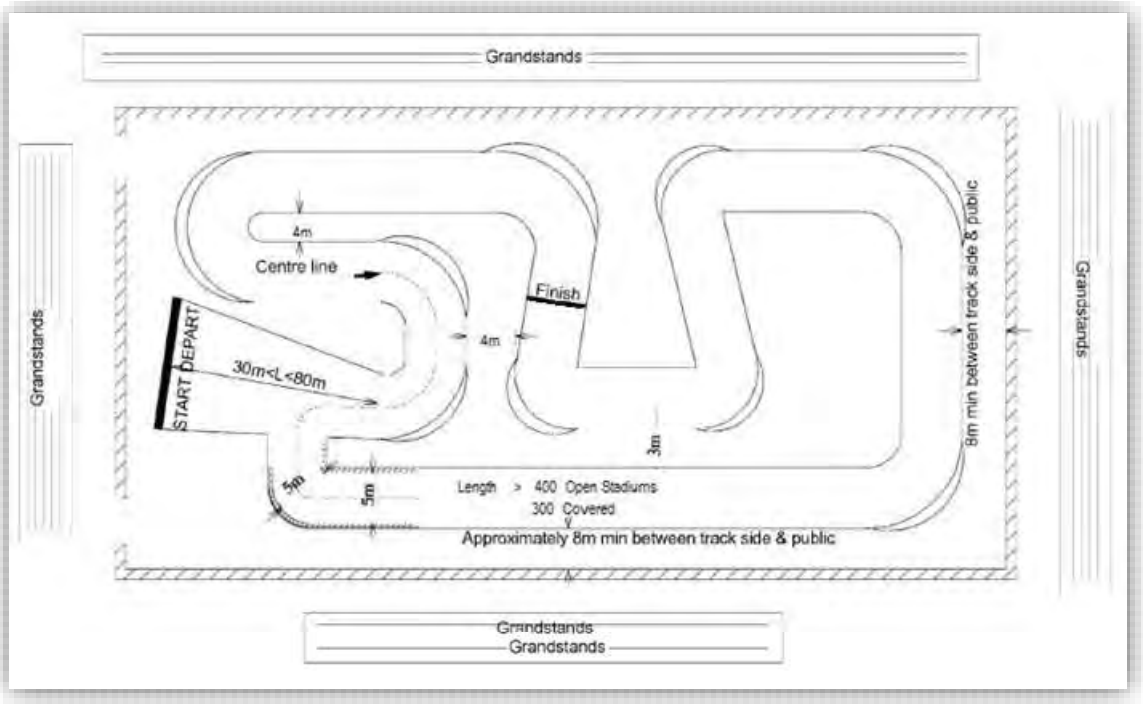
8.5.2. Layout specifications will be determined by the length of the track.

8.6. Width

8.6.1. If the length is 300 meters or less, the minimum track width must not be less than five (5) meters at any point.

8.6.2. If the length is greater than 250 metres, the minimum track width must be six (6) metres at any point.

8.6.3. The track must not have any sudden narrowing.



8.7. Track Density

8.7.1. The number of riders allowed in Supercross event will be determined by the track density formula below:

a) N = WxL/30 +/-1

Where:

N = Number of riders allowed on start grid

W = Width of first corner

L = Length of start straight

8.7.2. An additional 20% of riders can be added for practise and qualifying seasons.

8.7.3. The maximum number of riders allowed is 25 outdoor and up to 12 indoor.

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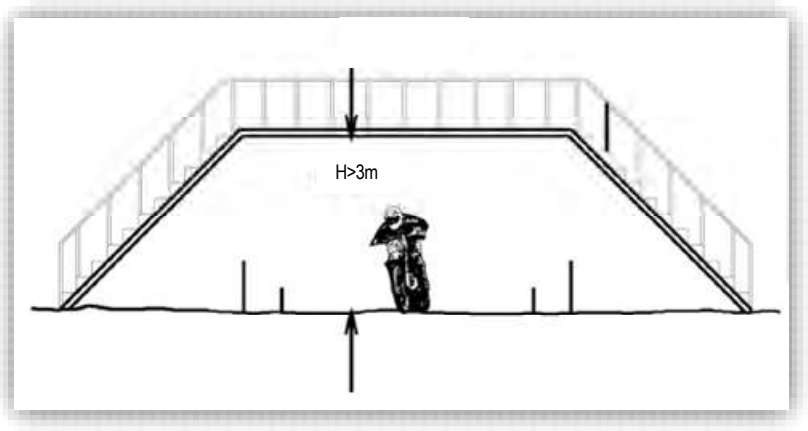
8.8. Vertical Space

8.8.1. The free space between the track and any obstacle above the ground must be 3 metres minimum. (e.g. bridges, bunting etc.). If the obstacle is placed above a jump or table top the clearance must be increased to ensure a free space of 3 metres between the highest trajectory point of the rider and the obstacle is maintained.



8.9. Average Speed

8.9.1. The maximum average speed for a lap of the track is to be no greater than 65kph.

8.9.2. The formula to work out the 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

8.9.3. The lap time used is to be one achieved by an experienced "Pro" grade rider. Track speeds shall be reviewed throughout year by RCB.

8.9.4. Speed is calculated by taking the distance of a lap (in metres) and dividing by the lap time (seconds) the answer is multiplied by 3.6 to give speed in kph.

8.10. Obstacles

8.10.1. The safety of riders, spectators and officials must be given utmost priority when constructing jumps and obstacles. If any obstacles do not comply with the below criteria or dimensions, a Targeted Risk Assessment must be completed by the Track Inspector and submitted to the RCB upon completion of the track inspection being carried out.

8.10.2. The following are the only obstacles permitted in supercross:

a) Jumps:

i) Jumps should not exceed 3 metres in height.

ii) When approving jumps consideration must be given to the age and ability of competitors.

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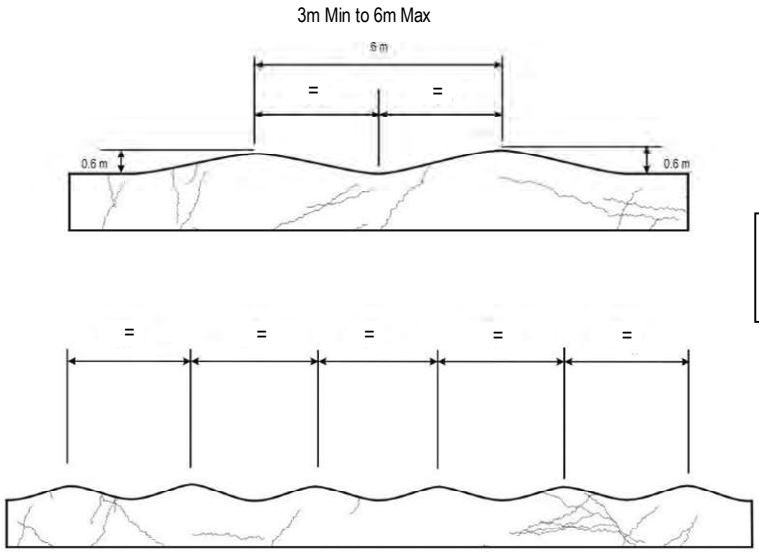
iii) Straw bales and/or signage are not to be used on jump ramps.

iv) Track maintenance (also known as finishing touches) may be done prior to the commencement of racing and during the meeting as required.

b) Whoops section:

i) Two or more rounded obstacles of even spacing, same 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. The section shall be contained only within the second half of a circuit. It should not be possible for riders to clear more than one rounded obstacle while negotiating a whoop section.



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

c) Stutter section:

i) 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.

ii) Stutter Sections are to be of the same height, spacing and construction and they should be placed after corners or jumps so that a varied entry and riding line is encouraged.

iii) Stutter sections should generally be rounded off and made with a very good binding material to avoid rutting out.

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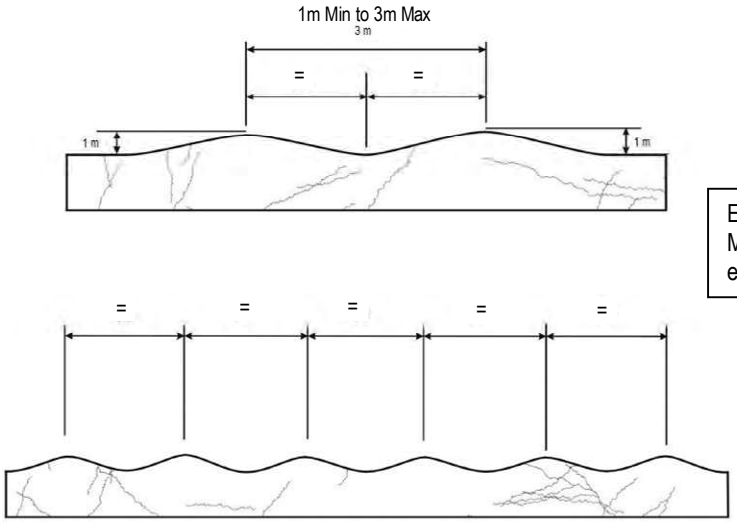

Equal spacing of 1m Min to 3m Max between each crest.

d) Double jumps:

i) The take-off jump may be of any height with due regard to safety, and a minimum width of 5m. The take off ramp must be smooth and consistent without ruts and ledges forming.

ii) The landing ramp must be 1metre wider than the take off ramp and placed in a straight line from the direction of the take off ramp. The landing ramp must be well rounded without a peak top and with a long gentle down ramp for landing.

iii) No bales are to be placed on the top sides of the landing ramps.

iv) If required the take-off and landing ramps must be serviced throughout the event to maintain the above Standards.

e) Table-tops:

i) An obstacle with a flat surface with a minimum length of 3 metres and a maximum length of 21 metres.

ii) Accessed individually by the track inspector with special attention given to the take-off and landing ramps.

f) Triple jumps:

i) The take-off jump may be of any height with due regard to safety, and a minimum width of 5m. It must be smooth and consistent without ruts and ledges forming.

ii) Triple jumps must be positioned in such a way as to provide competitors with an acceptable length of run up prior to encountering the first take-off ramp.

iii) The second and third jumps must be placed in a straight line from the direction of the take off ramp.

iv) The second jump must be constructed in the same manner as a double jump, allowing slower and lapped riders to jump safely.

v) The third jump must be a minimum of 1.5m wider than the first jump with twice the top landing space than a double jump.

vi) Triple jumps must graduate in height with the first jump the highest and the third the lowest.

vii) No bales are to be placed within the length of the jumps.

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viii) If required, the take-off and landing ramps must be serviced throughout the event to maintain the above requirements.

ix) The third jump must be high enough to be clearly visible to enable the rider to sight it.

g) Bridges

i) A bridge jump is to be treated as a small table-top jump.

ii) The vertical space between the track and any obstacle above the ground, i.e. the bridge, must be 3.5m minimum (see 7.2.4).

iii) The minimum width through, and over, any bridge must be 5m.

iv) Bridges or underpasses must be positioned so that riders approach the entry at low speed or in a straight line.

v) Padding should be used on both entry corners.

h) Ramps (Indoor National Championship events only):

i) It is highly recommended before and during the competition that the organisers and officials consult with the riders in configuring the course and ramps. The run-ups leading to ramps must be sufficiently long to give an average rider enough speed to clear the jump zone distance easily:

ii) Ramps may be incorporated into the course for take-off only.

iii) Ramps must be metal constructions only, wooden constructions are not permitted.

iv) Ramp surfaces may be of wood but must be no-slip and offer sufficient traction

v) Ramps must be secure to prevent movement during the event.

vi) 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 take-off.

vii) Must be fitted with an air bag or foam pads to reduce the impact if a rider was to hit the front side of the ramp.

8.11. Construction Material

8.11.1. The materials used to construct the track must be natural and consistent. i.e. A loamy clay with a binding substance.

8.11.2. The material should pack down well to prevent too many ruts on jump up ramps, however it should permeate enough to tolerate watering during construction and the event so that puddles and slick patches are kept to a minimum.

8.11.3. The materials used to construct the track must be free from stones, concrete and building waste.

8.11.4. When being used to cover hard surfaces, e.g. boards, concrete, up-ramps or log based stutters, a suitable amount of depth is required to prevent any of the above-mentioned items being exposed during an event.

8.12. Mechanics Area: "Repair and Signalling Zone"

8.12.1. For Australian Championship meetings, a mechanics area must be provided and clearly marked at a suitable place adjacent to the track. It must be clearly marked off with an entrance and exit to the track proper.

8.12.2. A mechanics area must not be placed at the outside of a corner or an outside exit of a corner.

8.12.3. Barriers must be designed with rider safety in mind.

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8.13. Pit Board Area

8.13.1. An area for signalling, which is visible to all riders, may be provided and clearly marked at a suitable place adjacent to the track.

8.13.2. A pit board area must have a barrier to protect signallers from oncoming machines and to keep signallers off the track. Barriers must be designed with rider safety in mind.

8.13.3. A pit board area must not be placed at the outside of a corner or an outside exit of a corner.

8.14. Flag Marshalling Points

8.14.1. There must be a sufficient number of official signalling posts (flag points) all around the course to ensure that from any marshal point there is an unrestricted view to the next marshal point.

8.14.2. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to competitors.

8.14.3. Flag marshal points must be located and protected to minimise the risk of injury to officials.

8.14.4. The area must be level and hard packed and include a protective barrier for the marshal.

8.14.5. Position must be clearly marked.

8.14.6. Marshal points must not be placed at the outside of a corner or an outside exit of a corner.

8.15. Lighting

8.15.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

8.15.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

8.15.3. Particular attention must be paid to the illumination of up ramps.

8.15.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view.

8.15.5. Lighting is to be measured at the track surface.

8.16. Watering Systems

8.16.1. An efficient watering system or watering vehicle may be provided and should be capable of watering the entire track. At no time during competition should watering of jump faces occur.

8.16.2. Any watering system installed must not present a hazard to riders. For example, watering systems should not be placed permanently in neutral zones unless they are not a hazard to riders.

8.17. Protection from Hazards

8.17.1. Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all hazards such as poles, trees, bridges, podium, walls, camera posts, PA system poles etc to a minimum height of 2m.

8.17.2. Portable road Plastic Safety Barriers can only be used for demarking areas of the track like pre-grid areas, start areas and infield between circuit lanes to avoid riders crossing the track.

8.18. Controlled Crossings

8.18.1. All Controlled Crossings must be adequately marshalled and the movement of media across the course during riding (hot track) must not be allowed.

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8.19. Paddock

8.19.1. There must be a suitable paddock for the use of riders. Where the paddock is immediately adjacent to the course the whole length of adjoining the course shall be fenced by one of the methods applicable to spectator protection.

8.19.2. It is recommended that enviromat be used in the paddock area by competitors.

8.20. Parking

8.20.1. Vehicles are not permitted to park within the vicinity of track spectator fences, if space does not allow for a separate parking area a minimum gap of 8m must be left between the spectator fence and any vehicle. A limit line must be indicated by the use of rope or tape.

8.20.2. Vehicles must not park on the outside of berms or corners. These area's must be clearly marked with "no parking" signs. Access to these area's is to be restricted to official vehicles in transit only.

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

8.20.4. A park at your own risk sign should be considered by track operators.

8.21. Protective Devices

8.21.1. Public and rider safety:

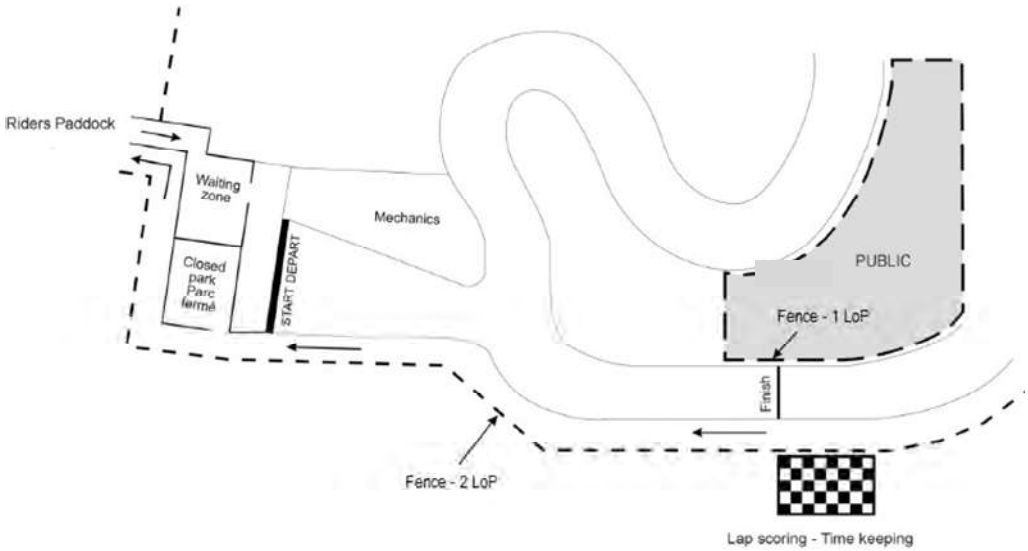
a) Where required by Local Regulation there must be two lines of protection between competitors and their machines, and members of the public, otherwise a single line of protection may be adequate provided a sufficiently wide neutral zone exists:

i) The first line of protection shall be in accordance with paragraph 2.1.23 i)

ii) The second line of protection shall be in accordance with 2.1.23 ii)

iii) Barbed wire is prohibited.

iv) Ringlock (square sheep type) fencing is preferred as the second line of protection. If star pickets are used in the second line of protection they must be fitted with a plastic top cap.



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8.22. Neutral Zone

8.22.1. The track must have a neutral zone in between the marked edge of the track and the 2nd line of protection for spectators.

8.22.2. The minimum width of the neutral zone must be four (4) metres measured perpendicular to the track unless otherwise required by Local or State Legislation.

8.22.3. A neutral zone in areas where speeds in excess 60 kph are achieved the neutral zone shall be a minimum of six (6) metres.

8.22.4. A neutral zone of six (6) metres must be provided adjacent to table-tops.

8.22.5. Adjacent areas of the track must be a minimum of four (4) metres apart unless separated by adequate protection (e.g. straw bales, tyre wall, or other shock absorbent material).

8.22.6. Track maintenance (also known as finishing touches) to jumps or amended jumps may be made - provided a rider with sufficient experience in conjunction with a Track Inspector or the Steward of the meeting who shall complete a TRA and provide this to the RCB and Promoter.

8.22.7. Washing zone for motorcycles:

a) Refer to current Local Government Laws as water usage may be prohibited.

b) The washing zone must be designated, with protection of the ground a prime consideration, biodegradable detergents should be used.

c) The area should have adequate surface water drainage.

d) Smoking is prohibited in the washing zone, no smoking signs should be erected at the entrance of this zone.

e) Washing of motorcycles must only be carried out in washing zones.

8.23. Staring Area

8.23.1. Starting gates:

a) The starting gate must be constructed in such a way that provides an equal opportunity for each competitor. The starting pad immediately behind the start gate maybe steel mesh pads or similar solid construction to allow riders to start on a firm base.

b) The starting gate must be a transverse device, individually dropping in operation, and of solid construction.

c) It may be controlled manually or by remote control and the control mechanism must not be visible to the competitors when starting in the race.

d) The minimum height of the start gate shall be 500 mm and allow a one metre spacing (centre to centre) for each competitor.

e) If material other than concrete is used for the base, the start gate must be well secured to the ground with pegs or by other means, ensuring that it cannot be lifted if false starts occur.

f) A rear barrier must be installed at the start gate, in order to prevent riders from moving their machines backwards. The distance between the starting gate (released) and the rear barrier must be three (3) metres.

g) The start gate must allow for a maximum of 25 riders outdoor and 8 riders indoor with 1m spacing for each machine/rider.

8.23.2. Start straight:

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

a) The surface of the start straight up to a point five (5) metres past the exit of the first corner must be flat and generally smooth.

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b) The maximum / minimum length of the start straight to the first corner will be 80 / 30 metres to the inside of the first corner.

c) The first corner must be designed to allow for a maximum of twenty-five (25) starters to manage the corner safely. The minimum width of the first corner shall be nine (9) metres for the maximum allowable density (25). A moveable corner marker is permitted.

8.23.3. Waiting Zone

a) The starting area must be positioned to allow riders to line up whilst another event is in progress.

8.24. Finish Area

8.24.1. Finish line:

a) All tracks must have a clearly defined finish line where lap scorers can easily determine the winner in a close finish i.e. 2 poles.

b) If an overhead banner is used for a finish line, there should be a clearance of 3.5 metres.

8.25. Course Markers

8.25.1. Hay bales should not be used as course markers.

8.25.2. The entire length of the track must be clearly defined with intermittent marking on the straights by tape, white line marker or other similar material.

8.25.3. Flexible Plastic Course markers as manufactured by MA should be considered as a suitable option.

8.25.4. Tyres cannot be used

8.25.5. Hay bales should not be placed on the top of landing jumps.

8.25.6. Lightweight plastic ribbon tape that easily breaks on impact is recommended.

8.25.7. Any marking poles must be non-brittle, flexible and placed in an outward angle from the track:

a) The use of any rope bunting is banned.

b) The use of rigid posts (e.g. iron star pickets) is banned.

c) Marking poles should not exceed 500mm above ground level.

8.25.8. Coloured plastic cones (as used to mark football fields etc.) can be used provided they are no greater than 300mm in height.

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9. TRACK STANDARDS – STADIUM MOTOCROSS – ARENA CROSS MODULE

9.1. Scope and Application

9.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

9.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

9.1.3. This module must be applied in its entirety to new tracks. For areas of non-compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

9.1.4. This module applies to permanent, semi-permanent or temporary tracks.

9.1.5. Tracks where Australian Championship or Series Meetings are conducted, must comply with this module and the Standards.

9.2. Track Licence Application

9.2.1. Applications for licensing of Stadium Motocross / Arena Cross must include a drawing of the track and surrounds (or site map of proposed track and surrounds), which must include the following:

a) An accurate plan of the track or proposed track

b) The dimensions and profile of all jumps, whoops and other obstacles on the track, and the distances between obstacles.

c) Amenities and installations for the public

d) The location, extent, height and construction type of the first line of protection

e) The location and extent of pit entry / exit roads

f) The location and extent / size of all marshal points

g) Details of the track watering system and any other features within the racing arena

h) The location and number of competitor and spectator toilet/shower facilities

i) The location of first aid rooms/units

j) The location of Ambulance parking site and entrance to racing arena

k) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation

l) The dimensions and profile of all jumps, whoops and other obstacles on the track, and the distances between obstacles.

m) The street address of the venue

9.2.2. Applications for inspection of tracks must be sent to the RCB, complete with plans showing any modifications since last inspection. Modifications to tracks should not be commenced until approved by the RCB.

9.2.3. If the plan is not sent with the track licence application, it must be made available before the track inspection takes place.

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9.3. Track Inspection

9.3.1. Temporary track:

a) The inspection should take place at least two weeks before the track is used for competition or practice.

b) In circumstances where the temporary track is constructed in a few days, the inspection may be limited to a visit carried out 24 hours before practice by an appointed track inspector. If this is not possible the Steward of the event accompanied by the Clerk of the Course may undertake the final track inspection.

c) The opinion of an experienced rider may also be sought when inspecting temporary venues.

9.3.2. Permanent track:

a) For all permanent tracks: one annual inspection for venue licensing purposes conducted by an accredited Track Inspector appointed by the RCB. This includes tracks, which are used for 'closed to club' events.

b) Any permanent track, which is modified during the course of a year, must be reinspected to ensure compliance with these Standards.

c) Track inspections shall be arranged by the RCB. Inspectors shall be appointed from the RCB panel of qualified inspectors.

d) Tracks not approved will be advised of the reasons for non-approval and a Works Program will be agreed upon to achieve approval.

9.4. Track Layout

9.4.1. A course can be permanent or temporary. It can be covered or open. It is normally, but not necessarily within the confines of a showground, sports field, football field, etc.

9.4.2. The materials used to construct the course must be natural and consistent (fine organic material, dirt, sand, clay etc.) or any other material with comparable qualities and be malleable.

9.4.3. The course must be free of stones, building rubble and the use of concrete is prohibited.

9.4.4. For open courses, particular attention must be given to water drainage at the low parts of the course. Consideration should also be given to drainage in the event of heavy rainfall. There must be no areas where water can pool across the width of the track.

9.4.5. Track layout must be initially designed with all grades of competing riders in mind particular attention to the installation, consistency and shape of the jump faces is a priority. The materials used to construct jumps must be exclusively natural (loam, clay, dirt, etc.) and contain no building rubble.

9.4.6. Rider, officials and spectator safety along with spectator viewing must be taken into account when licensing a venue.

9.4.7. In general, a track should be designed to allow the same conditions as motocross with minimal stop/start corners and the track should be designed for safe passing.

9.4.8. Jumps and obstacles should vary in difficulty making it possible for the different levels of riders to demonstrate their skills.

9.4.9. Jumps and obstacles must be motocross style.

9.5. Length

9.5.1. The minimum length of a stadium motocross track should be 400 metres.

9.6. Width

9.6.1. The width of the usable course should not be less than five (5) metres at any point.

9.6.2. The course must not have any sudden narrowing.

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9.6.3. The width of the course at the landing zone must be wider than at take-off point (1 metre extra minimum).

9.7. Track Density

9.7.1. The number of riders allowed in Stadium Motocross / Arenacross event will be determined by the track density formula below:

a) N = W x L / 30 + / -1

Where:

N = Number of riders allowed on start grid

W = Width of first corner

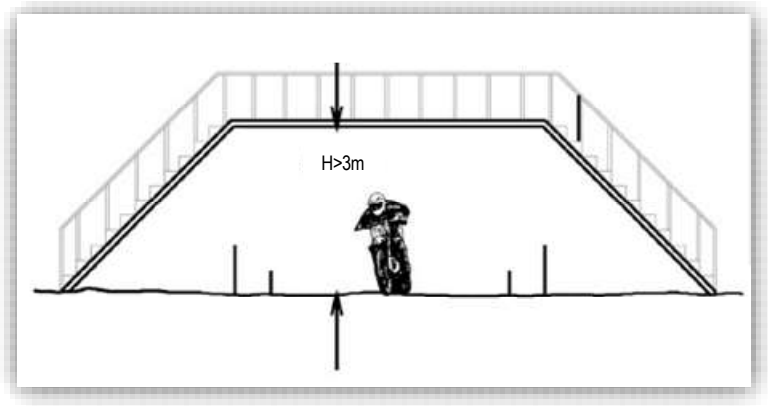
L = Length of start straight

9.7.2. The maximum number of riders allowed is 25.

9.7.3. An additional 20% of riders can be added for practise and qualifying seasons.

9.8. Vertical Space

9.8.1. The free space between the track and any obstacle above the ground must be 3 metres minimum. (e.g. bridges, bunting etc.). If the obstacle is placed above a jump or table top the clearance must be increased to ensure a free space of 3 metres between the highest trajectory point of the rider and the obstacle is maintained.



9.9. Average Speed

9.9.1. The maximum average speed for a lap of the track is to be no greater than 65kph.

9.9.2. The formula to work out the 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

9.9.3. The lap time used is to be one achieved by an experienced "Pro" grade rider. Track speeds shall be reviewed throughout year by RCB.

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9.9.4. Speed is calculated by taking the distance of a lap (in metres) and dividing by the lap time (seconds) the answer is multiplied by 3.6 to give speed in kph.

9.10. Obstacles

9.10.1. The safety of riders, spectators and officials must be given utmost priority when constructing jumps and obstacles. If any obstacles do not comply with the below criteria or dimensions, a Targeted Risk Assessment must be completed by the Track Inspector and submitted to the RCB upon completion of the track inspection being carried out. Supercross style obstacles are not permitted for stadium motocross.

9.10.2. The following are the only obstacles permitted in stadium motocross.

a) Jumps:

i) There will be no triple Jumps or Stutters.

b) Double jumps:

i) The take-off jump may be of any height with due regard to safety, and a minimum width of 5m. The take off ramp must be smooth and consistent without ruts and ledges forming.

ii) The landing ramp must be 1metre wider than the take off ramp and placed in a straight line from the direction of the take off ramp. The landing ramp must be well rounded without a peak top and with a long gentle down ramp for landing.

iii) No bales are to be placed on the top sides of the landing ramps.

iv) If required the take-off and landing ramps must be serviced throughout the event to maintain the above Standards.

c) Table-top jump:

i) An obstacle with a flat surface with a maximum length of 21 metres.

ii) With special attention given to the take-off and landing ramps.

iii) The take-off jump may be of any height with due regard to safety, and a minimum width of 5m. It must be smooth and consistent without ruts and ledges forming.

iv) No bales are to be placed within the length of the jumps.

v) If required, the take-off and landing ramps must be serviced throughout the event to maintain the above requirements.

d) Whoops section:

i) Two or more rounded obstacles of even spacing, same 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. The section shall be contained only within the second half of a circuit. It should not be possible for riders to clear more than one rounded obstacle while negotiating a whoop section.

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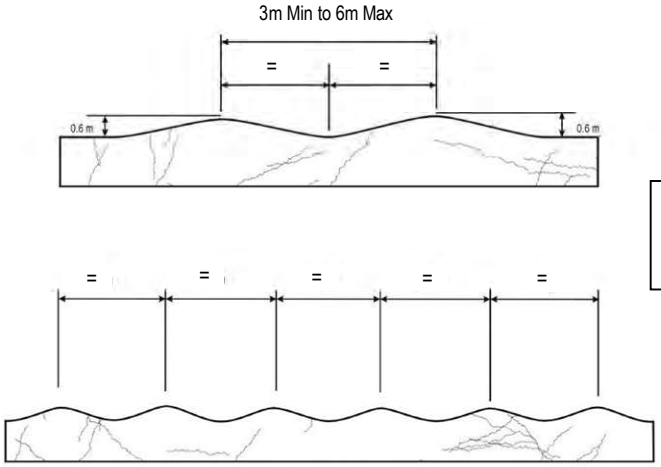

Equal spacing of 3m Min to 6m Max between each crest.

9.11. Flag Marshalling Points

9.11.1. There must be a sufficient number of official signalling posts (flag points) all around the course.

9.11.2. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to competitors.

9.11.3. Flag marshal points must be located and protected to minimise the risk of injury to officials.

9.11.4. The area must be level and hard packed with a minimum flat area of 4 square metres

9.11.5. Position must be clearly marked.

9.11.6. Marshal points must not be placed at the outside of a corner or an outside exit of a corner.

9.12. Lighting

9.12.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

9.12.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

9.12.3. Particular attention must be paid to the illumination of up ramps and down ramps.

9.12.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view.

9.13. Pit Board

9.13.1. There must be no pit board areas.

9.13.2. Signaling is not permitted.

9.14. Watering System

9.14.1. An efficient watering system or watering vehicle may be provided and should be capable of watering the entire track.

9.14.2. Any watering system installed must not present a hazard to riders. For example, watering systems should not be placed permanently in neutral zones unless they are not a hazard to riders.

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9.15. Protection of Hazards

9.15.1. Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all obstacles such as poles, trees, bridges, podium, walls, camera posts, PA system poles etc to a minimum height of 2m.

9.15.2. Plastic Safety Barriers can only be used for demarking areas of the track like pre-grid areas, start areas and infield between circuit areas to avoid riders crossing the track.

9.16. Controlled Crossings

9.16.1. All Controlled Crossings must be adequately marshalled and the movement of media across the course during riding (hot track) must not be allowed.

9.17. Paddock

9.17.1. There must be a suitable paddock for the use of riders. Where the paddock is immediately adjacent to the course the whole length of adjoining the course shall be fenced by one of the methods applicable to spectator protection.

9.17.2. The use of enviro mat shall be used in the paddock area by competitors.

9.18. Parking

9.18.1. Vehicles are not permitted to park within the vicinity of track spectator fences, if space does not allow for a separate parking area a minimum gap of 8m must be left between the spectator fence and any vehicle. A limit line must be indicated by the use of rope or tape.

9.18.2. Vehicles must not park on the outside of berms or corners. These area's must be clearly marked with "no parking" signs. Access to these area's is to be restricted to official vehicles in transit only.

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

9.18.4. A park at your own risk sign should be considered by track operators.

9.19. Protective Devices and Barriers

9.19.1. Public and rider safety:

a) Where required by local Regulation there must be two lines of protection between competitors and their machines, and members of the public. Otherwise, a single line of protection may be adequate provided a sufficiently wide neutral zone exists:

   i) The public must be protected within the vicinity of the course. A neutral zone of eight (8) metres shall exist between the first row of seats and the edge of the track.

   ii) If this is not possible, then the necessary rows of seats must be demarcated and remain unoccupied to provide extra safety.

   iii) This area shall be demarcated at the public side by the first line of protection which shall be in accordance with 2.1.23 i)

   iv) The second line of protection shall be 1.2 metres high and in accordance with 2.1.23 ii)

   v) Barbed wire is prohibited.

   vi) Ringlock (square sheep type) fencing is preferred as the second line of protection. If star pickets are used in the second line of protection, they must be fitted with a plastic top cap.

b) The track must have a neutral zone in between the marked edge of the track and the line of protection for spectators.

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c) Adjacent areas of the track must be a minimum of four (4) apart unless separated by adequate protection (e.g. straw bales, tyre wall, or other shock absorbent material).

d) Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all obstacles such as poles, bridges, podium, walls, camera posts, PA system poles etc.

e) For events taking place inside, attention must be paid to smoke extraction emitted by the motorcycles, in order not to inconvenience the public.

9.20. Neutral Zone

9.20.1. The track must have a neutral zone in between the marked edge of the track and the 2nd line of protection for spectators.

9.20.2. The minimum width of the neutral zone must be four (4) metres measured perpendicular to the track unless otherwise required by Local or State Legislation.

9.20.3. In areas where speeds in excess of 60 kph are achieved the neutral zone shall be a minimum of six (6) metres.

9.20.4. A neutral zone of six (6) metres must be provided adjacent to table-tops.

9.20.5. Adjacent areas of the track must be a minimum of four (4) metres apart unless separated by adequate protection (e.g. straw bales, tyre wall, or other shock absorbent material).

9.20.6. The neutral zone must be smooth and free of obstacles.

9.21. Washing Zone for Motorcycles

9.21.1. Refer to current Local Government Laws as water usage may be prohibited.

9.21.2. The washing zone must be designated, with protection of the ground a prime consideration, biodegradable detergents should be used.

9.21.3. The area should have adequate surface water drainage.

9.21.4. Smoking is prohibited in the washing zone, no smoking signs should be erected at the entrance of this zone.

9.21.5. Washing of motorcycles must only be carried out in washing zones.

9.22. Starting Area

9.22.1. Start gate:

Note: The intention is for all starters to manage the first corner safely when arriving as a massed group.

a) The start gate area should be clearly fenced off to restrict entry.

b) The start gate must allow for a maximum of twenty-five (25) solo competitors with no second row permitted.

c) The placement of the start gate must allow for equal chances for all competitors.

d) There must be an individual gate for each rider.

e) The starting gate must be a transverse backward falling device, folding or dropping in operation.

f) The start gate must be of rigid construction.

g) It may be controlled manually or by remote control and the control mechanism must not be visible to the competitors when starting in the race.

h) The minimum height of the start gate shall be 500 mm and allow a one metre spacing (centre to centre) for each competitor.

i) Where concrete is used to secure the start gate for an earth/dirt starting pad, it should not exceed 600 mm in width.

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j) The starting pad immediately behind the start gate maybe of concrete, steel mesh pads or similar solid construction to allow riders to start on a firm base allowing equally for all participants. A rear barrier must be installed at the start gate, in order to prevent riders from moving their machines backwards. The distance between the starting gate (released) and the rear barrier must be three (3) metres.

9.22.2. Start straight:

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

a) The surface of the start straight up to a point five (5) metres past the exit of the first corner must be flat and generally smooth.

b) The maximum / minimum length of the start straight to the first corner will be 80 / 30 metres to the inside of the first corner.

c) The first corner must be designed to allow for a maximum of twenty-five (25) starters to manage the corner safely. The minimum width of the first corner shall be nine (9) metres for the maximum allowable density (25). A moveable corner marker is permitted.

9.22.3. Waiting zone:

a) A waiting zone must be provided for all Australian Championship meetings. It must be designed to accommodate 25 machines preferably under cover and should be in close vicinity of the starting area.

9.23. Finish Area

9.23.1. Finishing line:

a) The finishing line must be clearly marked with a flexible post on either side of the track and must be clearly displayed on all track drawings and plans.

b) Timekeeping and lap scoring services must be in line with finishing line.

9.24. Course Markers

9.24.1. Hay bales and single tyres must not be used as course markers.

9.24.2. The entire length of the track must be clearly defined with intermittent marking on the straights.

9.24.3. Flexible Plastic Course markers as manufactured by MA should be considered as a suitable option.

9.24.4. Tyres may only be used to mark the inside of a corner.

9.24.5. Where tyres are used they must be inter-locked with each other and must not be dug into the ground.

9.24.6. Truck or tractor tyres are prohibited.

9.24.7. Any marking poles should be flexible and placed at an outward angle from the track.

a) The use of any rope bunting is banned.

b) The use of rigid posts (e.g. iron star pickets) is banned.

c) Marking poles should not exceed 500mm above ground level.

9.24.8. Coloured plastic cones (as used to mark football fields etc.) can be used provided they are no greater than 300mm in height.

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10. TRACK STANDARDS – SPEEDWAY MODULE

10.1. Scope and Application

10.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

10.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

10.1.3. This module must be applied in its entirety to new tracks. For areas of non-compliance at existing tracks, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

10.1.4. This module applies to permanent, semi-permanent or temporary tracks.

10.2. Track Licence Application

10.2.1. Applications for licensing of speedway tracks must include a drawing of the track and surrounds, which must include the following:

a) The racetrack proper,

b) The location, extent, height and construction type of the first line of protection (safety fence),

c) The location, extent, height and construction type of the second line of protection (spectator fence),

d) The location and extent of pit entry / exit roads,

e) Details of the track watering system and any other features within the racing arena,

f) The location and number of competitor and spectator toilet/shower facilities

g) The location of first aid rooms/units,

h) The location of Ambulance parking site and entrance to racing arena,

i) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation

j) Applications for inspection of tracks must be sent to the RCB, complete with plans showing all modifications since last inspection. Modifications to tracks must not be commenced until approved by the RCB.

10.3. Track Inspection

10.3.1. An inspection conducted by an accredited Track Inspector appointed by the RCB must take place annually.

10.3.2. Any track, which is modified during the course of a year, must be reinspected to ensure compliance with these Standards.

10.3.3. Track inspections shall be arranged by the RCB. Track Inspectors must be appointed from the RCB's panel of qualified Track Inspectors.

10.3.4. Venues not approved for licensing will be advised of the reasons for non-approval and a works program will be agreed upon to achieve approval.

10.4. Track Layout

10.4.1. Speedway tracks should be as near to level as possible and formed by two straights joined by two semi-circular corners.

10.4.2. Track layout must be initially designed with all grades of competing riders in mind.

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10.4.3. Competitor safety and spectator viewing must both be taken into account when designing and building a speedway track.

10.4.4. Consideration should be given to drainage in the event of heavy rainfall.

10.5. Length

10.5.1. Track length: (measured one (1) metre from the inside edge of the track)

a) Minimum – 275 metres

b) Maximum – 450 metres

10.5.2. Junior Tracks (125cc):

a) Minimum length 100 metres

b) Maximum length 200 metres

10.6. Width

10.6.1.	Tracks up to 350 metres:	10 metres on straights	12 metres on bends
10.6.2.	Tracks over 350 metres:	10 metres on straights	14 metres on bends
10.6.3.	Junior Tracks (125cc):	8 metres on straights	10 metres on bends

10.7. Banking

10.7.1. If there is some banking on the track, it must not exceed 5% in the straight or 10% in the bends and must remain constant and grow from the inner edge to the safety fence. If banking is provided, it must remain constant across the full width of the track.

10.8. Surface

10.8.1. The top surface must be granite, shale, brick granules, or similar unbound material rolled in on the base ground.

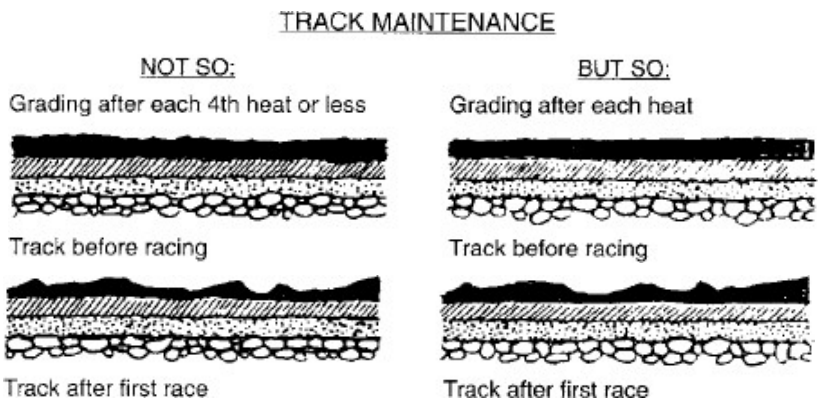
10.8.2. The grain size of the material used for top dressing must not exceed 7mm in diameter.

10.8.3. The depth of the dressing should be not less than 30mm.

10.9. Maintenance

10.9.1. To preserve the evenness of the top dressing, it should be graded as necessary between races. 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.

10.9.2. It is recommended that the track be rolled after the completion of grading.



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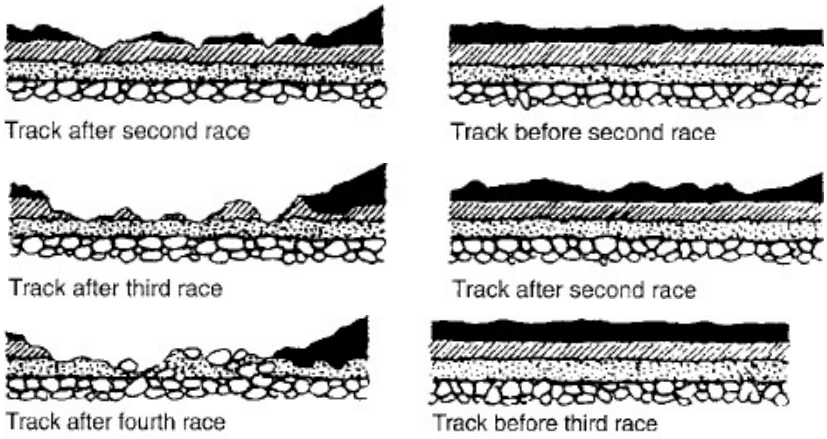
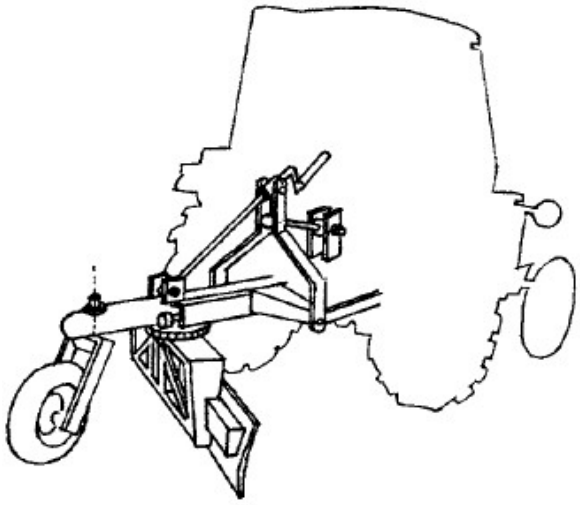


Result: Track foundation ruined.
Racing poor and safety jeopardize!

EXAMPLES OF
EQUIPMENT FOR PROPER TRACK MAINTENANCE



GRADER FOR RESTORATION OF LEVEL OF SUB-SOIL

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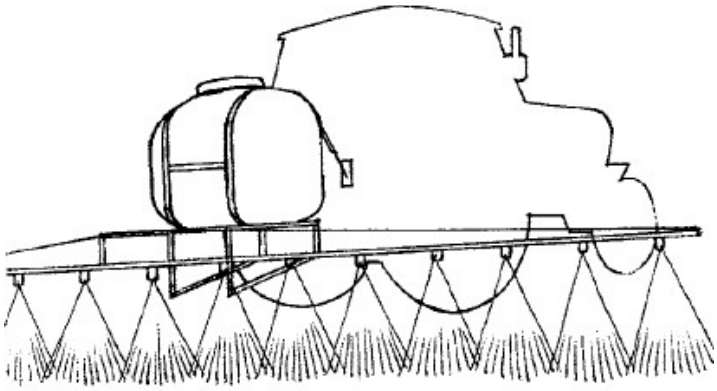

FARMING EQUIPMENT FOR WATERING BETWEEN HEATS

10.10. Flag Marshalling Points (if used)

10.10.1. There must be a sufficient number of official signalling posts (flag points) all around the course.

10.10.2. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to competitors.

10.10.3. Flag marshal points must be located and protected to minimise the risk of injury to officials.

10.10.4. The area must be level and hard packed with a minimum flat area of 4 square metres.

10.10.5. Position must be clearly marked.

10.10.6. Marshal points must not be placed at the outside of a corner or an outside exit of a corner

10.11. Pit Board Area

10.11.1. There must be no pit board areas.

10.12. Lighting

10.12.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

10.12.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

10.13. Referee's Box

10.13.1. An observation box, placed adjacent to the starting area, must be provided for the referee. This box must be sufficiently high in order to give the Referee an unhindered, overall view of the track and starting area.

10.13.2. This observation box must have an adequate roof in order to protect the Referee in case of wet weather. It must be located on the outside of the track, so that the Referee can align themselves with the start line.

10.13.3. The box must be located outside the neutral zone and be equipped with a switchbox for operating the starting gate, the signal lamps and the warning horn, siren or bell. The referees box must have communication to the starting marshal, pit marshal/Clerk of Course and announcer, and provide ample facilities for writing.

10.14. Pit Area

10.14.1. At every speedway, there shall be adequate pit facilities approved by the RCB consisting of the following:

a) Each rider must be provided with a minimum of 8 square metres of space on hard ground.

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b) There must be a minimum of one toilet reserved for riders and placed near the pits.

c) Facilities for collection of rubbish, oil and tyres must be available in the pits.

d) The use of enviro mat shall be used by competitors.

10.15. Washing Zone for Motorcycles

10.15.1. Refer to current Local Government Laws as Water usage may be prohibited.

10.15.2. The washing zone must be designated, with protection of the ground a prime consideration. Biodegradable detergents should be used.

10.15.3. The area should have adequate surface water drainage.

10.15.4. Smoking is prohibited in the washing zone, No Smoking signs should be erected at the entrance of this zone.

10.16. Controlled Crossings

10.16.1. All Controlled Crossings must be adequately marshalled and the movement of media across the course during riding (hot track) must not be allowed.

10.17. Signalling

10.17.1. Flag signals:

a) Signals to riders must be given by means of either lights or flags. The size of signalling flags must be of 60 x 60 cm minimum.

b) Green light or national flag: Start

c) Flashing red light and/or red flag: All riders stop

d) Yellow flag with diagonal black stripes 5 cm wide: Last lap

e) Black and white chequered flag: Finish

f) Horn, siren or bell audible in the pits and near the starting line together with flashing amber light.

g) Final warning of limited time for riders to reach the start line.

h) Black flag and light indicating rider's colour, or black flag with a disc of a diameter of at least 45 cm indicating the rider's colour: Rider disqualified

10.17.2. Light signals:

a) A green starting light shall be provided at least 10 m in front of the starting line, clearly visible to the riders and in direction of the racing.

b) A supplementary green light, operated in conjunction with the green starting light must be located 10 m in the rear of the starting line, and be easily visible to the starting marshal when he is facing the direction of racing.

c) The disqualification lights shall consist of a group of four (4) to six (6) lights corresponding to the riders' helmet colours (red, blue, white, yellow, green, black & white). They must preferably be assembled in a vertical tower and visible to any part of the arena. All lamps must be of high intensity type.

d) Two flashing amber lights, each one operating in conjunction with the 2 or 3 minute horn, siren or bell, must be placed as follows:

i) one in the pits, clearly visible to all riders

ii) one near the starting gate

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e) In addition to these lights there must be a minimum of three red, flashing lights, positioned not more than 4 meters from the track and easily visible by the riders, three marshals with red flags placed at intervals on each bend of the track.

f) All lights must be of high intensity type and be easily visible to the riders.

g) The lights must be located at least 60 cm outside the safety fence or barrier, but not more than 4 m away.

h) If mounted on stanchions inside the neutral zone, the stanchions must incorporate a pivot at a height of not more than 30 cm from track 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.

10.18. Protective Devices and Barriers

10.18.1. Public and rider safety:

a) In principle, there must be two lines of protection between competitors, their machines and members of the public:

i) The first line of protection, also known as the Safety Fence shall be in accordance with paragraph 10.19.

ii) The second line of protection, also known as the Spectator Fence, shall be in accordance with 10.20.1

iii) A neutral zone, as detailed in paragraph 9.4.5 shall exist between the safety fence and the spectator fence.

10.19. Safety Fence (First Line of Protection)

10.19.1. Must be constructed to prevent damage or injury to a rider, an official, a spectator or any other person.

10.19.2. A vertical safety fence must surround the track and be of a minimum height of 1.2 metres unless otherwise required by Local or State Legislation. However, the first line of protection is not required in areas not accessible to the general public, except where protection of other sections of track is required.

10.19.3. The fence may be constructed of rubber belting, or other protective materials approved by the RCB. The material shall be constructed in order to absorb kinetic energy if a rider crashes into it.

10.19.4. Round-headed coach bolts must be used for fastening, replacing “tek screws” (or similar) to increase rider safety.

10.19.5. In respect of currently licensed venues with a safety fence made out of a solid construction, being wooden planks, concrete, boarded wire-mesh or any solid material that is not in any way flexible, additional protection is required (See 10.3.7 Additional Protective Devices). These venues must have an approved energy absorbing barrier on bends and first part of the two straights as a minimum and must be erected against the first line of protection on the bends and first part of the two straights, refer to the diagram at end of speedway module for more detail.

10.19.6. A TRA in conjunction with a Works Program to replace or protect solidly constructed safety fences with energy absorbing fences (Refer to Appendix B for examples) must be used for existing venues requiring additional protective devices. The Works Program must have a defined completion date for the works as agreed by the RCB.

10.19.7. MA will no longer accept or licence any **new** venue where the primary safety fence (First line of protection) is of a solid construction, being wooden planks, wooden board, boarded wire-mesh or any solid material that is not in any way flexible and as such does not allow for the absorbing of kinetic energy when struck by a competitor or racing machinery.

10.19.8. Wooden fence: (Existing Venues Only)

a) A fence constructed of wooden planks must:

i) Be at least 25mm in thickness,

ii) Be correctly proofed against rotting and other deterioration,

iii) Have the planks erected horizontally,

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iv) Must be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions must not protrude above the top of the fence,

v) Have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.

vi) Throughout its entire length, be equipped with a securely fixed, smooth, rounded cap. This cap must not overhang on the inside of the fence.

10.19.9. Board material: (Existing Venues Only)

a) A fence constructed of other approved board material must:

i) Be at least 19 mm in thickness,

ii) Be correctly proofed against rotting and other deterioration,

iii) Have the planks erected horizontally,

iv) Be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions must not protrude above the top of the fence.

v) Have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.

vi) Throughout its entire length, be equipped with a securely fixed, smooth, rounded cap. This cap must not overhang on the inside of the fence.

10.19.10. Wire mesh: (Existing Venues Only)

a) A fence constructed of wire mesh must have the following properties:

i) The wire must be made in steel and have a minimum diameter of 2.5mm.

ii) The width of the mesh must not exceed 50mm.

iii) The wire mesh must be carried on the outside by suitable stanchions, which are firmly fixed in the ground.

iv) The stanchions must not protrude above the top of the mesh.

v) All wire mesh must be suitably covered with ply and fitted on the track side of stanchions so as to present a smooth, continuous face to competitors.

vi) Each stanchion must be equipped with one or more coil springs to which the wire mesh is attached.

vii) As an alternative to vi) above, polystyrene, phenol-formaldehyde foam or similar approved crushable material, which will deform and absorb kinetic energy as necessary, may be employed instead of springs. Such material must extend for the full exposed length of each stanchion.

viii) Two horizontal strain wires of a minimum diameter of 6mm must support the wire mesh. The upper wire must be located at the top of the mesh, and the lower wire approximately 500mm from the top of the mesh.

ix) Both strain wires must be securely attached to the stanchions and be kept taut at all times.

x) Throughout its entire length, a wire mesh fence must be equipped with capping fashioned in strong canvas, rubber, plastic or similar flexible material. This capping must be securely fastened to the fence and must extend 50mm down both sides of the mesh.

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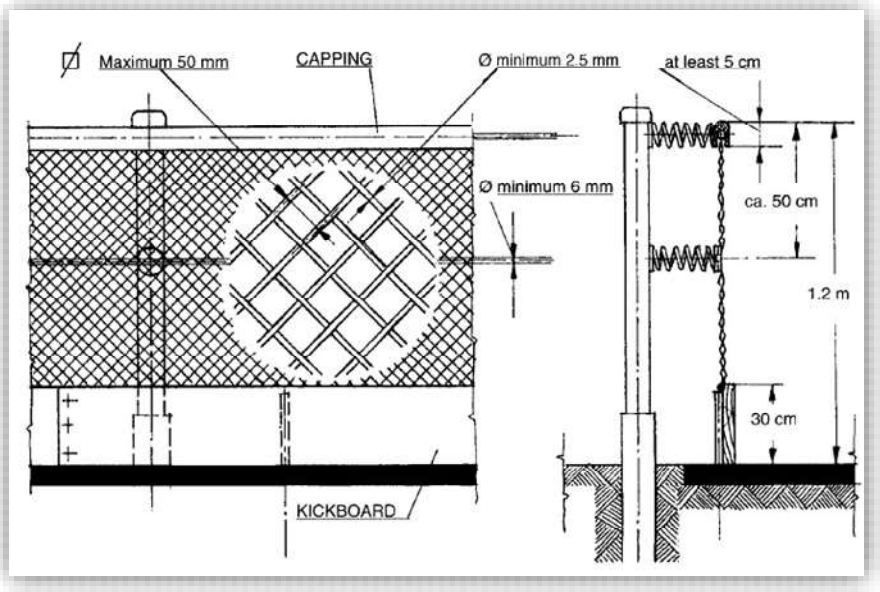
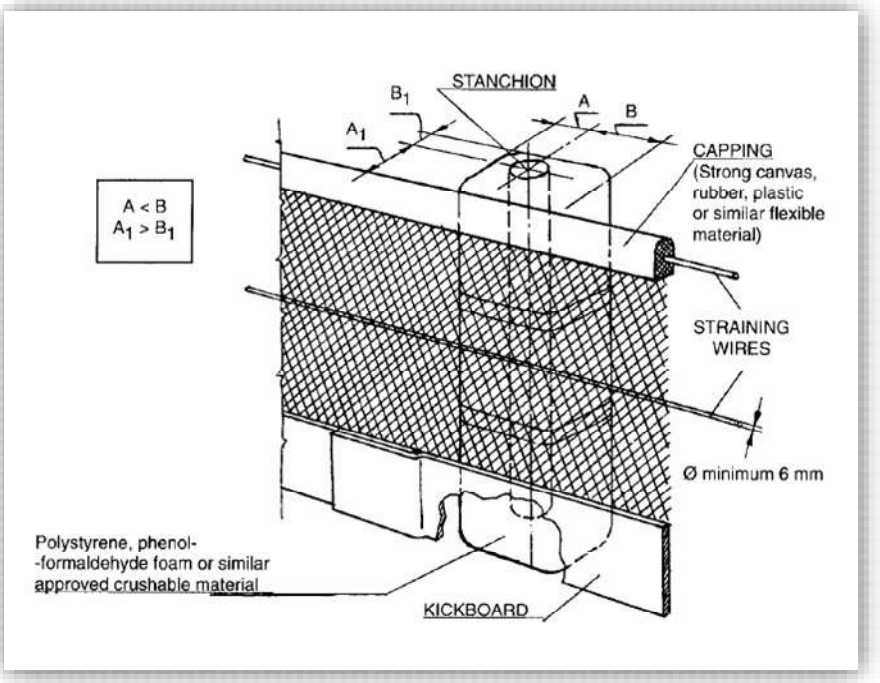
Diagram: Wire Mesh Construction:





10.19.11. Kick board:

a) The base of the safety fence, irrespective of the type of construction (other than concrete or rubber belting), must be equipped with a kick board on the track side of the fence, 300 mm in height and constructed of wood, metal or other approved material.
b) For some types of fence, the kick board may not be necessary. Special permission can only be given by the Licensed Venue Inspector and RCB.

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i) In the case of a wood type fence, the kickboard should be firmly fixed to that fence with round-headed coach bolts only.
ii) In the case of a wire mesh fence, fixed to supports firmly located in the ground. These supports must be separated from the fence stanchions.
iii) Sections of the kickboard must be overlaid in the direction of solo racing and painted to contrast with the colour of the track surface.

c) The area immediately behind the kickboard should be maintained in a manner that leaves the neutral zone completely clear of any debris, build up of shale, or any other materials that would in any way adversely affect the flexibility of the kickboard.

10.20. Spectator Fence (Second Line of Protection)

10.20.1. Outside of the safety fence, there must be a suitable barrier to deny access to members of the public and other unauthorised persons. The fence should be constructed of wire mesh and be a minimum of 1.8 metres high and a minimum of 3 metres from the track fence (neutral zone), for sunken tracks with additional debias fencing that extends 1.8m above the 1Lop, a 1.2m high suitable barrier can be used unless otherwise required by Local or State Legislation.

10.21. Access Gates

10.21.1. The slot for the starting mechanism, in any type of fence, should be no wider than necessary for the efficient operation of that mechanism.

10.21.2. Gates providing access to the track should present no additional hazards to competitors. Gate stanchions must be no higher than the safety fence and be covered in an approved manner with crushable material. Hinges and locks must be fitted towards the outside (in relation to the track) of the stanchions and gate frames. Preferably, no gate should be located at any part of the track where competitors may be expected to ride near the fence.

10.21.3. Access gates must be capable of a minimum 2 metre opening width.

10.21.4. Tracks with starting chutes are permitted for solo racing. Provision must be made for a fence across the chute before any track can be approved for sidecar racing.

10.22. Neutral Zone

10.22.1. A neutral zone, three (3) metres in width, must exist between the first and second lines of protection measured perpendicular to the track unless otherwise required by Local or State Legislation.

10.22.2. Obstacles, other than those necessary for the conduct of the meeting, are not permitted in the neutral zone.

10.22.3. Lighting posts are not permitted within three (3) metres of the first line of protection (safety fence) unless suitably protected.

10.23. Protection from Hazards

10.23.1. Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all hazards such as poles, bridges, podium, walls, camera posts, PA system poles etc to a minimum height of 2m.

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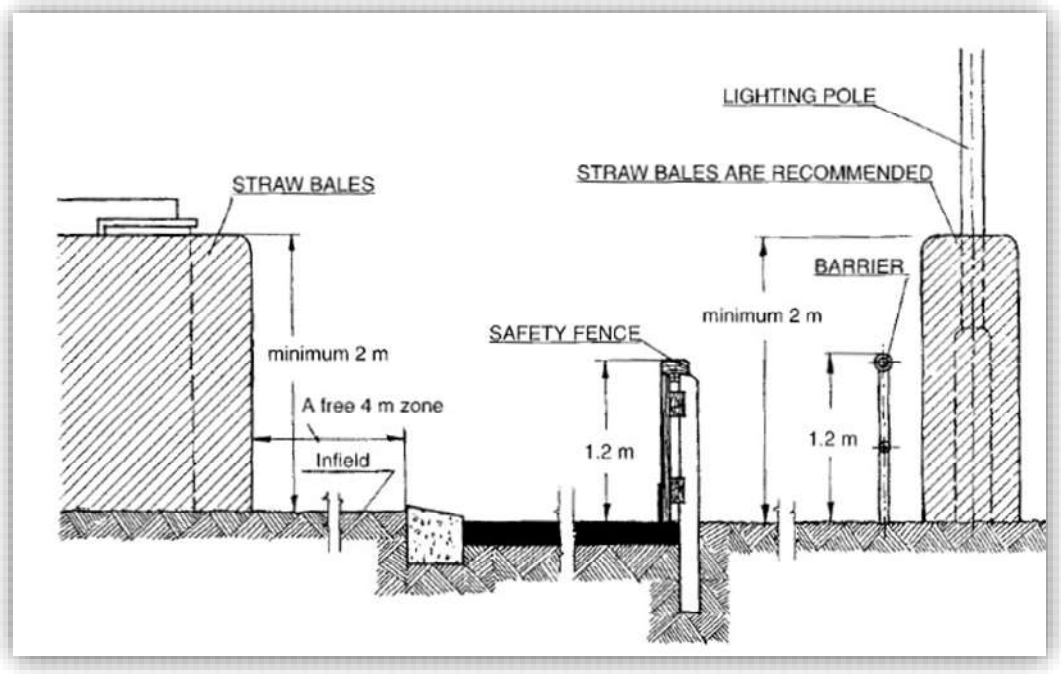

10.24. Additional Protective Devices

10.24.1. It is understood that not all tracks may be able to afford these fences, but Tracks here, like overseas, needs to be embracing practical, substantial, safety improvements such as these devices offer. Track operators should consider these devises for new tracks and making plans for a transition to them for impact zones.

10.24.2. If an APD is used permanently or temporarily, it must be erected against the first line of protection on the bends and first part of the two straights only, refer diagram at end of chapter. The secondary fence must be approved by the RCB. There should be no free space between the APD and the first line of protection.

10.24.3. The height of the APD shall not be less than 1.2 m. The APD must be solidly connected to the top and, as solidly as possible, to the bottom of the first line of protection or to the ground in order to avoid a possible rising during impact.

10.24.4. The lower part of each APD must be equipped with a kick board approximately 300mm high according to Art. 079.4.6 (See FIM Standards for Track Racing Circuits) and 9.4.2.4 of these Standards.

10.24.5. If constructed by the means of modules, these shall be solidly attached and a flap, overlapping and connected to the next module in the direction of racing, has to be provided at the end of each module. The same applies for the kick board.

10.24.6. All the materials composing the APD must be fire resistant.

10.24.7. Contingency ADP must be available in order to be able to quickly replace a punctured or damaged unit. The Track Operator should have a minimum of four (4) spare ADP panels in good condition (from the same brand) to be readily available at the start of all MA national permitted events. Should due to any circumstances (crashes/incidents etc.) the available number of panels be exhausted or cannot be maintained. Track activity must cease immediately.

10.24.8. When fitting APDs to the safety fence, a gap of approximately 10-12 cm is permissible between the APD and the fence is permitted to allow for the natural curvature of the outer safety fence.

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10.24.9. If during a track inspection by the appointed MA Track Inspector or by an appointed Clerk of Course / Referee it is found that an APD is not in compliance with these Standards, then the MA Track Licence for that track may be suspended until reparatory work has been carried out and re-inspected.

10.24.10. The track operator I responsible for fitting the APD to the Safety Fence, as required by the manufacturers.

10.24.11. The co-ordinates of the manufacturers and distributors of homologated Additional Protective Devices are listed on the FIM official website: http://www.fim-live.com/en/fim/the-federation/product-certification/additional-protective-device/

10.24.12. The following Track Racing Additional Protective Devices are certified/homologated (see manufacturers' and/or distributors' co-ordinates on the FIM official website www.FIM-LIVE.com :

a) Type A"plus+" (Long Track, Grass Track and Speedway)

b) Type A (Long Track, Grass Track and Speedway)

c) Type B (Speedway)

10.24.13. It is the Track Operators responsibility to ensure the APDs and/or all units thereof are "fit for purpose" to allow continued use for the period of the Track Licence.

10.24.14. It is recommended that the manufacturer inspect the units after five (5) years. It is recommended that after a maximum seven (7) years of use from the original date of installation, the APD (being all original units remaining from the original installation date) should be replaced.

10.24.15. It Is the responsibility of the organiser/promoter to maintain adequate records of any replacement units purchased and be able to demonstrate beyond all reasonable doubt to the RCB the true age of the APD and or any replacement units

10.25. Infield

10.25.1. The infield area must be approximately level so that competitors may safely ride on it if forced from the track.

10.25.2. Except as provided for in clause c) below, obstacles, except portable advertising signs and structures which serve the organisation of the meeting, are not permitted on the infield.

10.25.3. In exceptional circumstances, obstacles, which cannot be removed, may be permitted, provided that they are no closer than four (4) metres to the inside edge of the track. In this case, the obstacle/s must be encased with straw bales, polystyrene, phenol formaldehyde or similar crushable material to a minimum height of two (2) metres above ground level.

10.25.4. Vehicles, other than safety vehicles, are not permitted on the infield during an event.

10.26. Infield Advertising Signs

10.26.1. Any advertising signs used on the infield must be either inflatable or constructed of light materials such as plywood, polystyrene, thin metal or plastic sheets (with no exposed sharp edges) mounted on lightweight frames that will collapse easily if struck. Signs shall not exceed one (1) metre in height, they shall be no nearer than four (4) metres to the inside edge of the track and shall be inclined towards the direction of racing.

10.27. Starting Area

10.27.1. Track density:

a) The minimum starting space allowed for each machine is 1.5 metres for solo machines, 2.5 metres for sidecar machines and 2 metres for quads. With a track width of 10m 6 riders maximum are allowed to start each race. It is allowable to have a 20% additional number of riders on track for practice and qualifying only in each class of racing.

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10.27.2. Start line:

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

b) The starting line should be positioned in the middle of the straight, or if this is not possible then not less than 2/5 of the length of the straight before the first bend.

10.27.3. Starting gate (starting tapes):

a) Vertical stanchions, approximately 3 m in height, must be securely mounted one on the infield and the other outside the safety fence. On the infield it should be placed approximately 1 m from the inner edge line and should be covered in an approved manner with straw bales or cushioning material at least 600mm in width and 2 m in height towards the direction of racing.

b) Each stanchion must be equipped with 2 sliders, to carry the tapes, with a slider stop at a height of approximately 2.9 m and with a pulley at the top for the elastic cord which raises the slider when it is released.

c) A solenoid-and-pawl, an electromagnet or similar mechanism must retain the slider when it is in the lower position to give the required height of 530mm for the bottom tape. Two or three tapes must be attached to the sliders of the starting gate with rubber bands at each end which, when not stretched, are no longer than 150mm and not wider than 25mm.

d) Metal clips, hooks or other forms of metal connections must not be attached to the tapes or bands.

e) The tapes must be made of an easily breakable material.

f) The tapes must be of a contrasting colour with the colour of the track surface.

g) The gate releasing mechanism must only be controlled from the switchboard.

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

10.28. Track Markers

10.28.1. The inside and outer edges of the track must be clearly marked.

10.28.2. Marking of the outer edge:

a) The entire track must be clearly defined.
b) The public must be safely protected from the racing by a suitable barrier of protective material as above (see 9.4.3)

10.28.3. Marking of the inside edge:

a) The inside edge must be kept visible throughout the meeting and marked by a continuous line of a colour that contrasts with the track surface. The line may be indicated by means of white powder or whitewash, not less than 150mm wide, or by a wood or concrete kerb painted in contrast to the surface and not less than 50mm wide.
b) A kerb must not protrude above the surface by more than 50mm and must enable a motorcycle to ride over it safely in an emergency situation. The inside edge may also be indicated by very small cones (no greater than 300mm in height) and, preferably, placed 1 m inside a white inner edge line.

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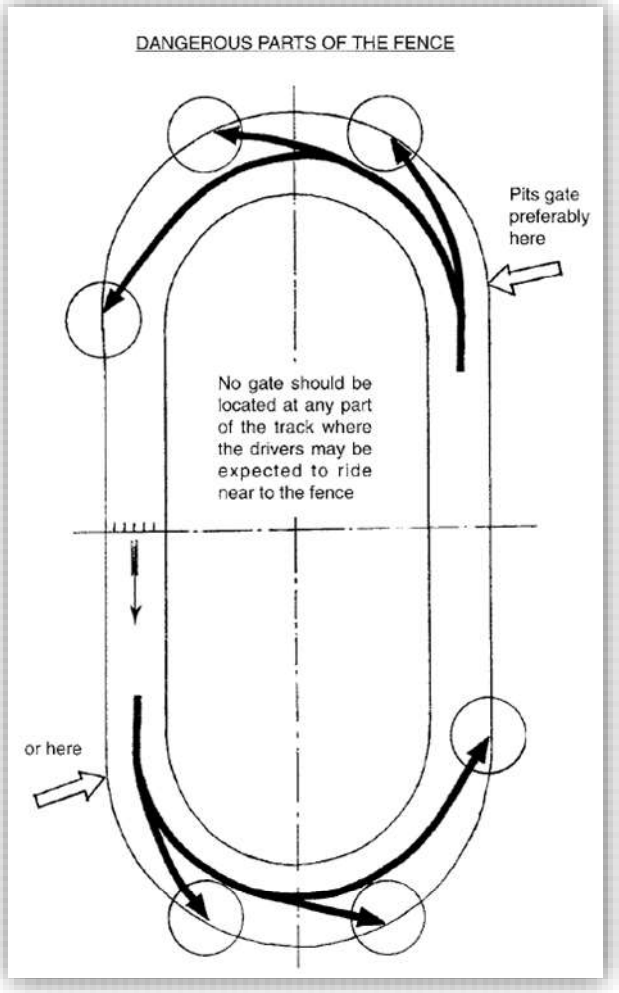
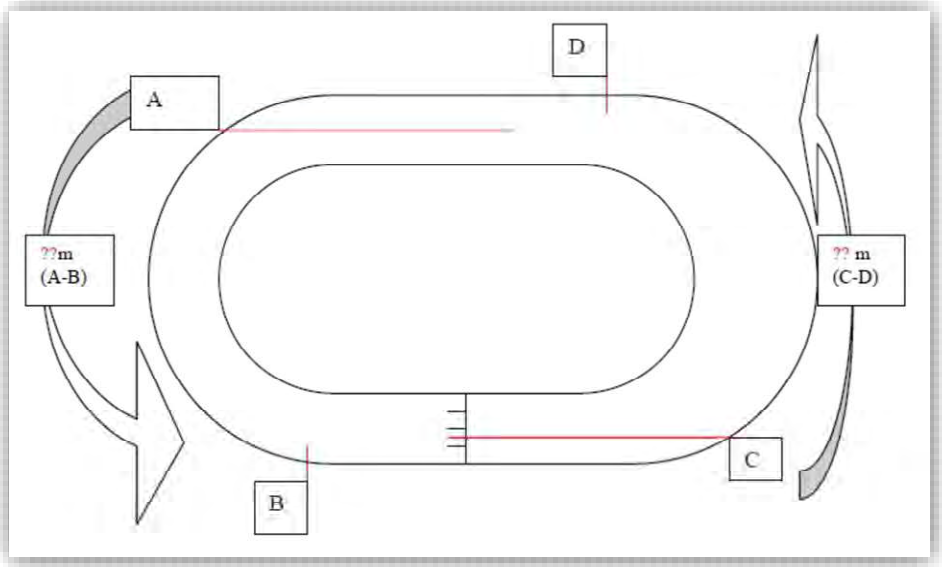


For Solo competition the recommended dimensions for APD coverage of the first line of protection.

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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11. TRACK STANDARDS – TRACK MODULE

11.1. Scope and Application

11.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

11.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

11.1.3. This module must be applied in its entirety to new tracks. For areas of non- compliance at existing tracks, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

11.1.4. This module applies to permanent, semi-permanent or temporary tracks.

11.2. Track Licence

11.2.1. Applications for licensing of Short Tracks and Long Tracks must include a drawing of the track and surrounds, which must include the following:

a) The racetrack proper,

b) The location, extent, height and construction type of the first line of protection (safety fence),

c) The location, extent, height and construction type of the second line of protection (spectator fence),

d) The location and extent of pit entry / exit roads,

e) The location, extent and size of all marshal points,

f) Details of the track watering system and any other features within the racing arena,

g) The location and number of competitor and spectator toilet/shower facilities,

h) The location of first aid rooms/units,

i) The location of Ambulance parking site and entrance to racing arena,

j) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation

k) Applications for inspection of tracks must be sent to the RCB, complete with plans showing all modifications since the last inspection.

l) With the approval of the RCB, a track licensed for speedway, may also be licensed for track racing.

11.3. Track Inspection

11.3.1. An annual inspection for licensing purposes conducted by an accredited Track Inspector and appointed by the RCB must take place each year.

11.3.2. Any track, which is modified during the course of a year, must be reinspected to ensure compliance with these Standards.

11.3.3. Track inspections shall be arranged by the RCB. Track Inspectors shall be appointed from the RCB's panel of approved personnel.

11.3.4. Tracks not approved for licensing will be advised of the reasons for non-approval and a Works program will be agreed upon to achieve approval.

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11.4. Track Layout

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

11.4.2. Track layout must be initially designed with all grades of competing riders in mind.

11.4.3. Competitor safety and spectator viewing must both be taken into account when designing and building a speedway track.

11.4.4. Consideration should be given to drainage in the event of heavy rainfall.

11.5. Length

11.5.1. Track length: (measured one (1) metre from inside edge of track)

a) Minimum length 450 metres.

b) Maximum length 1000 metres.

11.5.2. Track length: (Junior)

a) Minimum length 275 metres.

b) Maximum length 450 metres

11.6. Width Straight

a)	Senior:	Minimum 12 metres on straights	15 metres on bends
b)	Junior:	Minimum 10 metres on straights	13 metres on bends

11.7. Banking

11.7.1. If there is some banking on the track, it must under no circumstances exceed 5% in the straight, 10% in the bends and must remain constant and grow from the inner edge to the safety fence. If banking is provided, it must remain constant across the full width of the track.

11.8. Surface

11.8.1. The surface shall consist of suitably prepared grass or a suitably prepared, graded, dirt surface.

11.8.2. Dirt surfaces must be granite, shale, brick granules, or similar unbound material rolled in on the base ground.

11.8.3. The grain size of the material used for top dressing must not exceed 7mm in diameter.

11.8.4. The depth of the dressing should be not less than 30mm.

11.8.5. See section 11.2.4 for information relating to the oiling of tracks where the track is part of a dirt track

11.9. Maintenance

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

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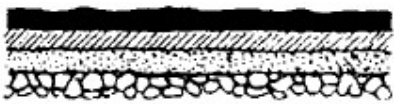
TRACK MAINTENANCE

NOT SO:	BUT SO:
Grading after each 4th heat or less	Grading after each heat
	
Track before racing	Track before racing
	
Track after first race	Track after first race
	
Track after second race	Track before second race
	
Track after third race	Track after second race
	
Track after fourth race	Track before third race

Result: Track foundation ruined.
Racing poor and safety jeopardize!

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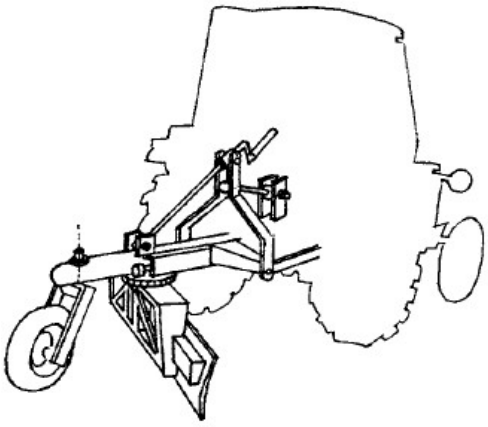
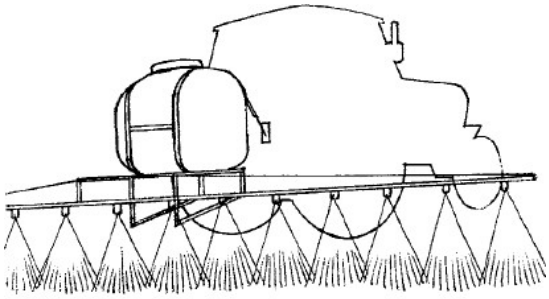
EXAMPLES OF
EQUIPMENT FOR PROPER TRACK MAINTENANCE



GRADER FOR RESTORATION OF LEVEL OF SUB-SOIL



FARMING EQUIPMENT FOR WATERING BETWEEN HEATS

11.10. Flag Marshalling Points

11.10.1. There must be a sufficient number of official signalling posts (flag points) all around the course.

11.10.2. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to competitors.

11.10.3. Flag marshal points must be located and protected to minimise the risk of injury to officials.

11.10.4. The area must be level and hard packed with a minimum flat area of 4 square metres.

11.10.5. Position must be clearly marked.

11.10.6. Marshal points must not be placed at the outside of a corner or an outside exit of a corner.

11.11. Pit Board Area

11.11.1. There must be no pit board areas.

11.12. Lighting

11.12.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

11.12.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

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11.12.3. It is to be measured at the track surface.

11.12.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view

11.12.5. Temporary lighting is to be installed and operating at least one night before the event. If the lighting layout has been recommended by a qualified lighting consultant this rule may be waived.

11.13. Pit Area

11.13.1. At every venue, there shall be adequate pit facilities approved by the licencing authority.

11.13.2. The use of enviro mat shall be used by competitors.

11.14. Washing Zone for Motorcycles

11.14.1. Refer to current Local Government Laws as Water usage may be prohibited.

11.14.2. The washing zone must be designated, with protection of the ground a prime consideration. Biodegradable detergents should be used.

11.14.3. The area should have adequate surface water drainage.

11.14.4. Smoking is prohibited in the washing zone, No Smoking signs should be erected at the entrance of this zone.

11.15. Controlled Crossings

11.15.1. All Controlled Crossings must be adequately marshalled and the movement of media across the course during riding (hot track) must not be allowed.

11.16. Protective Devices and Barriers

11.16.1. Public and rider safety:

a) In principle, there must be two lines of protection between competitors, their machines and members of the public:

i) The first line of protection, also known as the Safety Fence shall be in accordance with 11.17.

ii) The second line of protection, also known as the Spectator Fence, shall be in accordance with 11.18.

iii) A neutral zone, as detailed in paragraph 10.3.5 shall exist between the safety fence and the spectator fence.

11.17. A Safety Fence (First Line of Protection)

11.17.1. Must be constructed to prevent damage or injury to a rider, an official, a spectator or any other person:

11.17.2. A vertical safety fence must surround the track and be of a minimum height of 1.2 metres unless otherwise required by Local or State Legislation. However, the first line of protection is not required in areas not accessible to the general public, except where protection of other sections of track is required.

11.17.3. The fence may be constructed of rubber belting, boarded wire-mesh or other protective materials approved by the RCB. The material shall be constructed in order to absorb kinetic energy if a rider crashes into it.

11.17.4. Round-headed coach bolts must be used for fastening, replacing "tek screws" (or similar) to increase rider safety.

11.17.5. In respect of currently licensed venues with a safety fence made out of a solid construction, being wooden planks, concrete or any solid material that is not in any way flexible, additional protection may be required (See 10.3.7 Additional Protective Devices) if sufficient verge, track width or runoff is not available. These venues must have an approved energy absorbing barrier on bends and the first part of the two straights as a minimum. It must be erected against the first line of protection on the bends and first part of the two straights, refer to the diagram at end of speedway module for more detail.

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11.17.6. A TRA in conjunction with a Works Program to protect or replace solidly constructed safety fences that do not have sufficient verge, track width or runoff with energy absorbing fences (Refer to Appendix B for examples) must be used for existing venues requiring additional protective devices. The Works Program must have a defined completion date for the works as agreed by the RCB.

11.17.7. MA will no longer accept or licence any new venue where the primary safety fence (First line of protection) is of a solid construction, being wooden planks, wooden board or any solid material that is not in any way flexible and as such does not allow for the absorbing of kinetic energy when struck by a competitor or racing machinery.

11.17.8. Wooden fence: (Existing Venues Only)

a) A fence constructed of wooden planks must:

i) Be at least 25mm in thickness,

ii) Be correctly proofed against rotting and other deterioration,

iii) Have the planks erected horizontally,

iv) Must be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions must not protrude above the top of the fence,

v) Have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.

vi) Throughout its entire length, be equipped with a securely fixed, smooth, rounded cap. This cap must not overhang on the inside of the fence.

11.17.9. Board material: (Existing Venues Only)

a) A fence constructed of other approved board material must:

i) Be at least 19 mm in thickness,

ii) Be correctly proofed against rotting and other deterioration,

iii) Have the planks erected horizontally,

iv) Be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions must not protrude above the top of the fence.

v) Have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.

vi) Throughout its entire length, be equipped with a securely fixed, smooth, rounded cap. This cap must not overhang on the inside of the fence.

11.17.10. Wire mesh:

a) A fence constructed of wire mesh must have the following properties:

i) The wire must be made in steel and have a minimum diameter of 2.5mm.

ii) The width of the mesh must not exceed 50mm.

iii) The wire mesh must be carried on the outside by suitable stanchions, which are firmly fixed in the ground.

iv) The stanchions must not protrude above the top of the mesh.

v) All wire mesh must be suitably covered with ply and fitted on the track side of stanchions so as to present a smooth, continuous face to competitors.

vi) Each stanchion must be equipped with one or more coil springs to which the wire mesh is attached.

vii) As an alternative to vi) above, polystyrene, phenol-formaldehyde foam or similar approved crushable material, which will deform and absorb kinetic energy as necessary, may be employed instead of springs. Such material must extend for the full exposed length of each stanchion.

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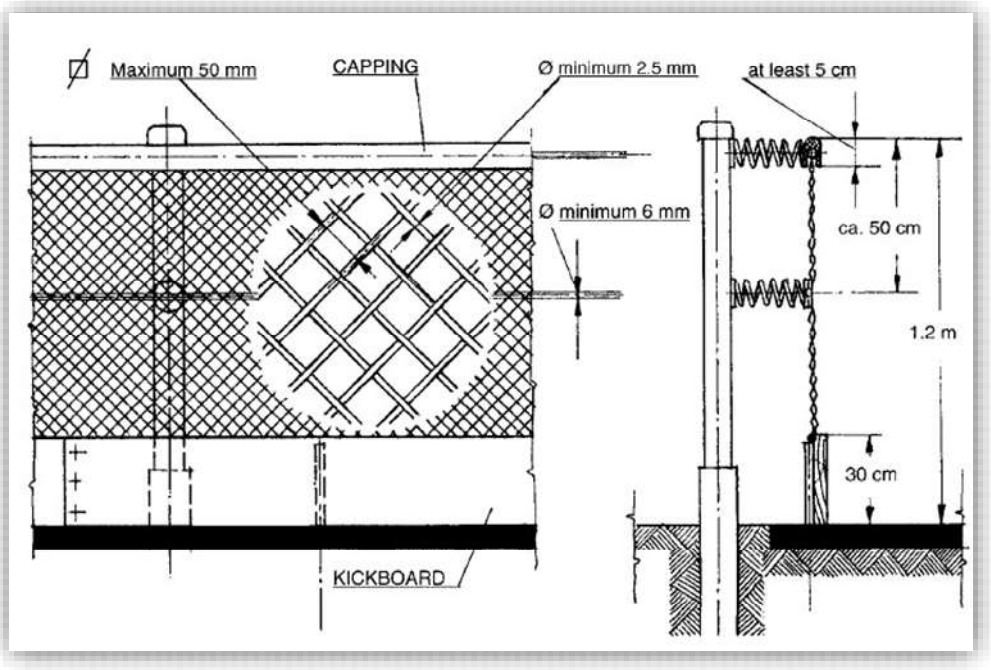
viii) Two horizontal strain wires of a minimum diameter of 6mm must support the wire mesh. The upper wire must be located at the top of the mesh, and the lower wire approximately 500mm from the top of the mesh.

ix) Both strain wires must be securely attached to the stanchions and be kept taut at all times.

x) Throughout its entire length, a wire mesh fence must be equipped with capping fashioned in strong canvas, rubber, plastic or similar flexible material. This capping must be securely fastened to the fence and must extend 50mm down both sides of the mesh.

Diagram: Wire Mesh Construction



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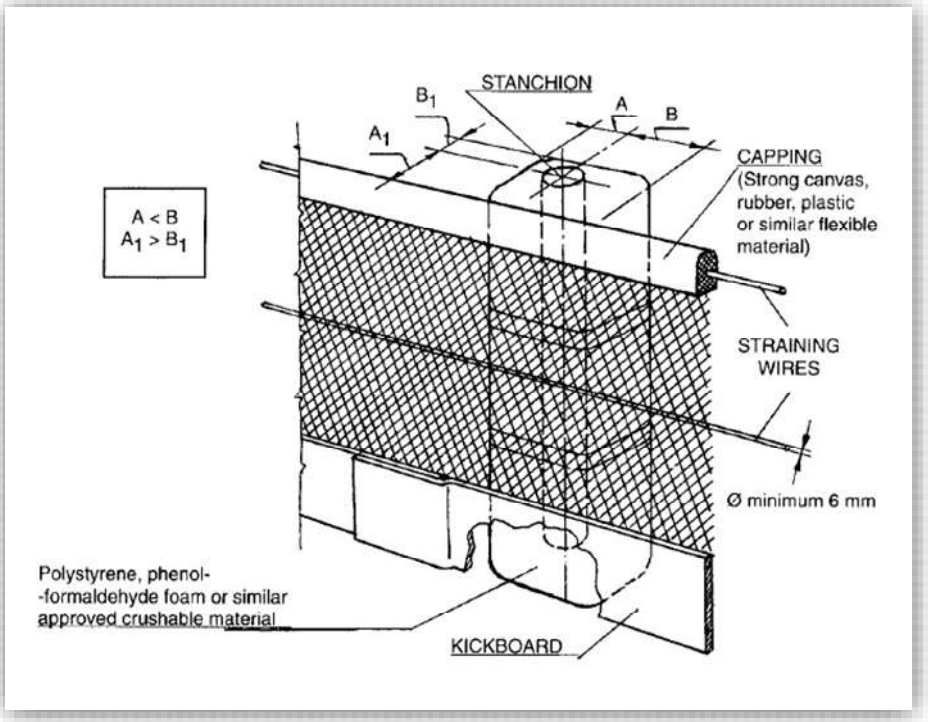

11.17.11. Kick Board

a) The base of the safety fence, irrespective of the type of construction (other than concrete or rubber belting), must be equipped with a kick board on the track side of the fence, 300 mm in height and constructed of wood, metal or other approved material.

b) For some types of fence, the kick board may not be necessary. Special permission can only be given by the Licensed Venue Inspector and RCB.

   i) In the case of a wood type fence, the kickboard should be firmly fixed to that fence with round-headed coach bolts only.

   ii) In the case of a wire mesh fence, fixed to supports firmly located in the ground. These supports must be separated from the fence stanchions.

   iii) Sections of the kickboard must be overlaid in the direction of solo racing and painted to contrast with the colour of the track surface.

c) The area immediately behind the kickboard should be maintained in a manner that leaves the neutral zone completely clear of any debris, build up of shale, or any other materials that would in any way adversely affect the flexibility of the kickboard.

11.18. Spectator Fence (Second Line of Protection)

11.18.1. Outside of the safety fence, there must be a suitable barrier to deny access to members of the public and other unauthorised persons. The fence should be constructed of wire mesh and be a minimum of 1.8 metres high and a minimum of 3 metres from the track fence (neutral zone) unless otherwise required by Local or State Legislation.

11.18.2. Areas where the public and competitors are not permitted do not have to be protected by Safety protection provided the outside edge of the track is clearly marked.

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11.19. Access Gates

11.19.1. The slot for the starting mechanism, in any type of fence, should be no wider than necessary for the efficient operation of that mechanism.

11.19.2. Gates providing access to the track should present no additional hazards to competitors. Gate stanchions must be no higher than the safety fence and be covered in an approved manner with crushable material. Hinges and locks must be fitted towards the outside (in relation to the track) of the stanchions and gate frames. Preferably, no gate should be located at any part of the track where competitors may be expected to ride near the fence.

11.19.3. Access gates must be capable of a minimum 2 metre opening width.

11.19.4. Tracks with starting chutes are permitted for solo racing. Provision must be made for a fence across the chute before any track can be approved for sidecar racing.

11.20. Neutral zone

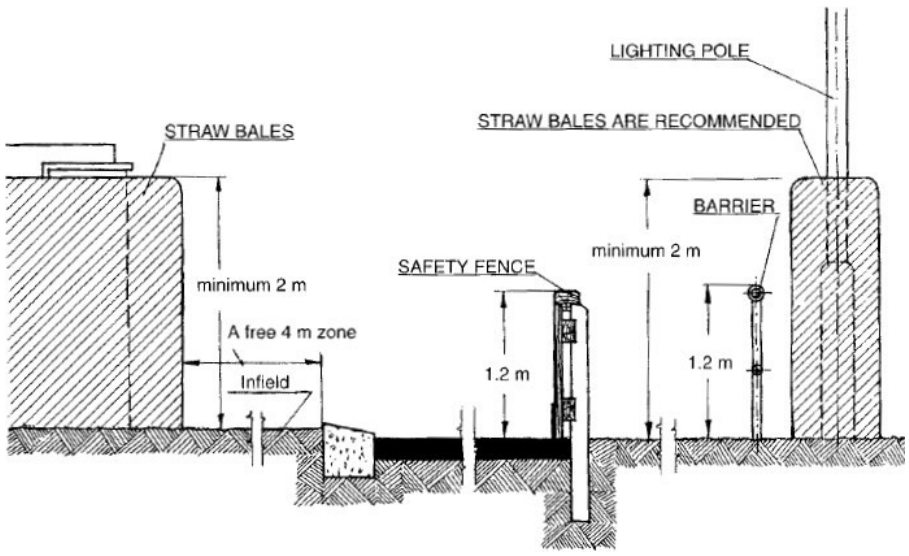
11.20.1. A neutral zone, three (3) metres in width, must exist between the first and second lines of protection measured perpendicular to the track unless otherwise required by Local or State Legislation.

11.20.2. Obstacles, other than those necessary for the conduct of the meeting, are not permitted in the neutral zone.

11.20.3. Lighting posts are not permitted within three (3) metres of the first line of protection (safety fence) unless suitably protected.

11.21. Protection from Hazards

11.21.1. Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all hazards such as poles, bridges, podium, walls, camera posts, PA system poles etc. to a minimum height of 2m.



11.22. Additional Protective Devices

11.22.1. It is understood that not all tracks may be able to afford these fences, but Tracks here, like overseas, needs to be embracing practical, substantial, safety improvements such as these devices offer. Track operators should consider these devises for new tracks and making plans for a transition to them for impact zones.

11.22.2. If an APD is used permanently or temporarily, it must be erected against the first line of protection on the bends and first part of the two straights only, refer diagram at end of speedway module. The secondary fence must be approved by the RCB. There should be no free space between the APD and the first line of protection.

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11.22.3. The height of the APD shall not be less than 1.2 m. The APD must be solidly connected to the top and, as solidly as possible, to the bottom of the first line of protection or to the ground in order to avoid a possible rising during impact.

11.22.4. The lower part of each APD must be equipped with a kick board approximately 300mm high according to Art. 079.4.6 (See FIM Standards for Track Racing Circuits) and 9.4.2.4 of these Standards.

11.22.5. If constructed by the means of modules, these shall be solidly attached and a flap, overlapping and connected to the next module in the direction of racing, has to be provided at the end of each module. The same applies for the kick board.

11.22.6. All the materials composing the APD must be fire resistant.

11.22.7. Contingency ADP must be available in order to be able to quickly replace a punctured or damaged unit. The Track Operator should have a minimum of four (4) spare ADP panels in good condition (from the same brand) to be readily available at the start of all MA permitted events. Should due to any circumstances (crashes/incidents etc.) the available number of panels be exhausted or cannot be maintained. Track activity must cease immediately.

11.22.8. When fitting APDs to the safety fence, a gap of approximately 10-12 cm is permissible between the APD and the fence is permitted to allow for the natural curvature of the outer safety fence.

11.22.9. If during a track inspection by the appointed MA Track Inspector or by an appointed Clerk of Course / Referee it is found that an APD is not in compliance with these Standards, then the MA Track Licence for that track may be suspended until reparatory work has been carried out and re-inspected.

11.22.10. The track operator I responsible for fitting the APD to the Safety Fence, as required by the manufacturers.

11.22.11. The co-ordinates of the manufacturers and distributors of homologated Additional Protective Devices are listed on the FIM official website: http://www.fim-live.com/en/fim/the-federation/product-certification/additional-protective-device/

11.22.12. The following Track Racing Additional Protective Devices are certified/homologated (see manufacturers' and/or distributors' co-ordinates on the FIM official website: www.FIM-LIVE.com.):

a) Type A"plus+" (Long Track, Grass Track and Speedway)

b) Type A (Long Track, Grass Track and Speedway)

11.22.13. It is the Track Operators responsibility to ensure the APDs and/or all units thereof are "fit for purpose" to allow continued use for the period of the Track Licence.

11.22.14. It is recommended that the manufacturer inspect the units after five (5) years. It is recommended that after a maximum seven (7) years of use from the original date of installation, the APD (being all original units remaining from the original installation date) should be replaced.

11.22.15. It Is the responsibility of the organiser/promoter to maintain adequate records of any replacement units purchased and be able to demonstrate beyond all reasonable doubt to the RCB the true age of the APD and or any replacement units.

11.23. Infield

11.23.1. The infield area must be approximately level so that competitors may safely ride on it if forced from the track.

11.23.2. Except as provided for in clause c) below, obstacles, except portable advertising signs and structures which serve the organisation of the meeting, are not permitted on the infield.

11.23.3. In exceptional circumstances, obstacles, which cannot be removed, may be permitted, provided that they are no closer than four (4) metres to the inside edge of the track. In this case, the obstacle/s must be encased with straw bales, polystyrene, phenol formaldehyde or similar crushable material to a minimum height of two (2) metres above ground level.

11.23.4. Vehicles, other than safety vehicles, are not permitted on the infield during an event.

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11.24. Infield Advertising Signs

11.24.1. Any advertising signs used on the infield must be either inflatable or constructed of light materials such as plywood, polystyrene, thin metal or plastic sheets (with no exposed sharp edges) mounted on lightweight frames that will collapse easily if struck. Signs shall not exceed one (1) metre in height, they shall be no nearer than four (4) metres to the inside edge of the track and shall be inclined towards the direction of racing.

11.25. Start Area

11.25.1. Track density:

a) The minimum starting space allowed for each machine is 1.5 metres for solo machines, 2.5 metres for sidecar machines and 2 metres for quads. With a track width of 10m 12 riders maximum are allowed to start each race. It is allowable to have a 20% additional number of riders on track for practice and qualifying only in each class of racing.

11.25.2. Start line:

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

b) The starting line should be positioned in the middle of the straight, or if this is not possible then not less than 2/5 of the length of the straight before the first bend.

11.25.3. Starting Gate (starting tapes):

a) Vertical stanchions, approximately 3 m in height, must be securely mounted one on the infield and the other outside the safety fence. On the infield it should be placed approximately 1 m from the inner edge line and should be covered in an approved manner with straw bales or cushioning material at least 600mm in width and 2 m in height towards the direction of racing.

b) Each stanchion must be equipped with 2 sliders, to carry the tapes, with a slider stop at a height of approximately 2.9 m and with a pulley at the top for the elastic cord which raises the slider when it is released.

c) A solenoid-and-pawl, an electromagnet or similar mechanism must retain the slider when it is in the lower position to give the required height of 530mm for the bottom tape. Two or three tapes must be attached to the sliders of the starting gate with rubber bands at each end which, when not stretched, are no longer than 150mm and not wider than 25mm.

d) Metal clips, hooks or other forms of metal connections must not be attached to the tapes or bands.

e) The tapes must be made of an easily breakable material.

f) The tapes must be of a contrasting colour with the colour of the track surface.

g) The gate releasing mechanism must only be controlled from the switchboard.

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

11.25.4. Where start gates are used:

a) The starting gate must be a transverse backward falling device, folding or dropping in operation.

b) The start gate must be of solid and rigid construction

c) It may be controlled manually or by remote control and the control mechanism must not be visible to the competitors when starting in the race.

d) The start gate must be 500 mm high and allow a minimum one (1)-metre spacing (centre to centre) for each competitor and two (2) metres for quads or sidecars.

11.26. Track Markers

11.26.1. The inside and outer edges of the track must be clearly marked.

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11.26.2. Marking of the outer edge:

a) The entire track must be clearly defined.

b) The public must be safely protected from the racing by a suitable barrier of protective material as above (see 10.3.3)

11.26.3. Marking of the inside edge:

a) The inside edge must be kept visible throughout the meeting and marked by a continuous line of a colour that contrasts with the track surface. The line may be indicated by means of white powder or whitewash, not less than 150mm wide, or by a wood or concrete kerb painted in contrast to the surface and not less than 50mm wide.

b) A kerb must not protrude above the surface by more than 50mm and must enable a motorcycle to ride over it safely in an emergency situation. The inside edge may also be indicated by very small cones (no greater than 300mm in height) and, preferably, placed 1m inside a white inner edge line.

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12. TRACK STANDARDS – DIRT TRACK MODULES

12.1. Scope and Application

12.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

12.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

12.1.3. This module must be applied in its entirety to new tracks. For areas of non- compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

12.1.4. This module applies to permanent, semi-permanent or temporary tracks.

12.1.5. Tracks where Australian Championship or Series Meetings are conducted, must comply with this module and the Standards.

12.2. Track Licence Application

12.2.1. Applications for licensing of Dirt Tracks must include a drawing of the track and surrounds, which must include the following:

a) The racetrack proper, including drawings of other courses (if any) at the Venue.

b) The location, extent, height and construction type of the first line of protection (safety fence),

c) The location, extent, height and construction type of the second line of protection (spectator fence),

d) The location and extent of pit entry / exit roads,

e) The location, extent and size of all marshal points,

f) Details of the track watering system and any other features within the racing arena,

g) The location and number of competitor and spectator toilet/shower facilities,

h) The location of first aid rooms/units,

i) The location of Ambulance parking site and entrance to racing arena,

j) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation.

k) Applications for inspection of tracks must be sent to the RCB, complete with plans showing all modifications since the last inspection.

12.3. Track Inspection

12.3.1. An annual inspection for venue licensing purposes conducted by an accredited Track Inspector appointed by the RCB must take place each year.

12.3.2. Any track, which is modified during the course of a year, must be reinspected to ensure compliance with this module and these Standards.

12.3.3. Track inspections shall be arranged by the RCB. Track Inspectors must be appointed from the RCB's panel of licensed Track Inspectors.

12.3.4. Tracks not approved for licensing will be advised of the reasons for non-approval and a Works Program will be agreed upon to achieve approval.

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12.4. Track Layout

12.4.1. A Dirt Track is a continuous course having left and right bends.

12.4.2. In at least one part of the track, the outside edge must deflect and cross the line of the inside edge by at least 4.5 metres.

12.4.3. Track layout must be initially designed with all grades of competing riders in mind.

12.4.4. Competitor safety and spectator viewing must both be taken into account when designing and building a Dirt Track.

12.4.5. Consideration should be given to drainage in the event of heavy rainfall.

12.5. Length

12.5.1. Track length (measured from finish line to finish line, one (1) meter from the inside edge of each corner and straights of the track).

a) Dirt Track

i) Minimum of 450 metres

ii) Maximum of 1,830 metres

b) Flat Track

i) Short Track: From 120m to 425m

ii) Half Mile: From 426m to 1100m

iii) Mile: From 1101m to 2000m

c) Flat Track – Tourist Trophy (TT):

i) This is a Flat Track circuit that can include single jumps and/or an extra succession of bends (both left and right) established on the infield of the track. Suitable only on circuits designated as Short Track or Half Mile Flat Tracks.

ii) If a jump is used, it must be positioned in a straight section of track, be the full width of the track and a maximum of 600mm high. The approach grade is not to exceed 10 degrees. The landing side of the jump must be of solid (hard) soil without rocks. Double jumps, triple jumps or stutters are not permitted.

12.6. Width

12.6.1. Dirt Track 10 metres

12.6.2. Flat Track: 10 metres for short track 12 metres for Mile and Half Mile

12.7. Banking

12.7.1. If banking is provided, it must remain constant across the full width of the track.

12.8. Surface

12.8.1. The surface must be constructed of a suitably prepared, loosely graded, dirt surface with the exception of nominated and licensed oiled venues as at 1.7.2011. The following venues can be rolled and hard packed:

a) Temora – Woodlands Speedway

b) Taree – Old Bar Roadside

c) Macleay/Kempsey – Greenhill Speedway

d) Wyalong – Lone Pine Speedway

e) Gunnedah – Balcary Park

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f) Griffith – Pines Speedway

g) Far South Coast – Sapphire Speedway

h) Maryborough - Action Park Dirt Track

12.8.2. These listed venues should endeavour to provide their surface as loosely graded.

12.8.3. Existing tracks that are oiled can continue to be oiled provided a vegetable based oil is used and the venue does not conflict with Local and/or the relevant Environment Protection Authority.

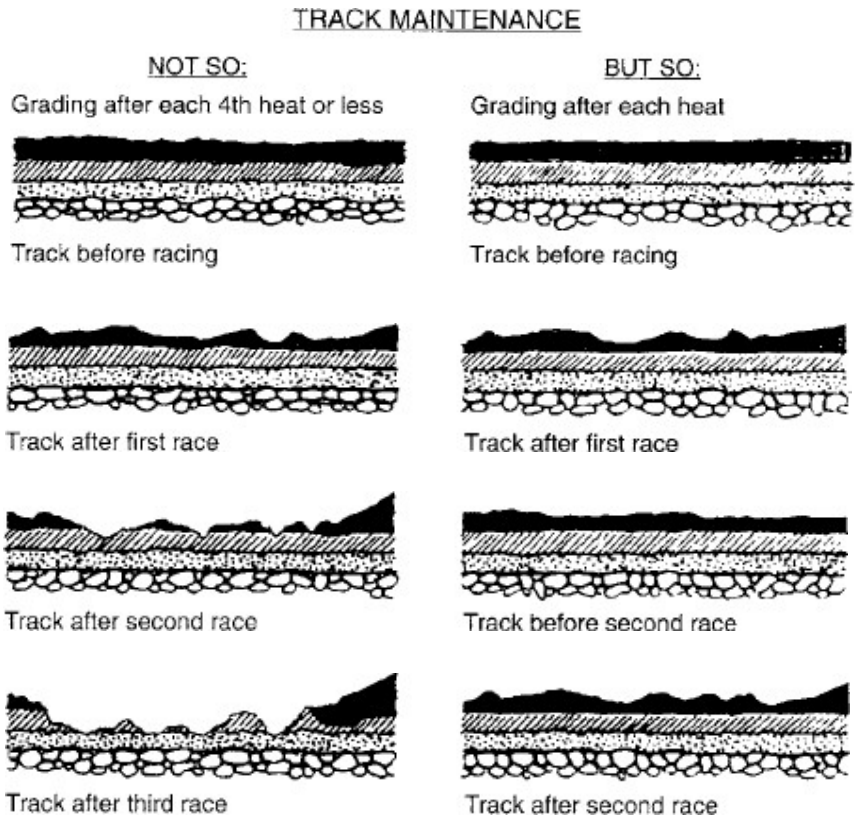
12.8.4. The above tracks can continue to be oiled provided the venue does not conflict with Local and/or the relevant Environment Protection Authority. The track operator must provide a copy of such authority from the relevant LGA or EPA.

12.8.5. The oiling of tracks other than those listed above at (a) is prohibited.

12.8.6. The depth of the dressing should be no less than 30mm.

12.9. Maintenance

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



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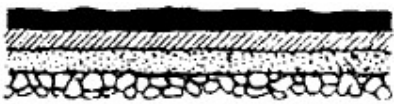
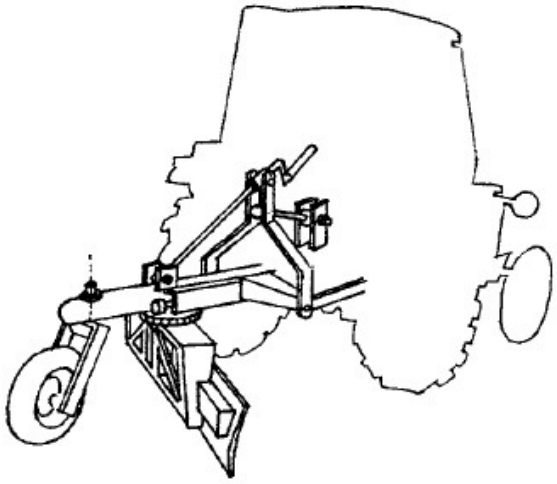
Track after fourth race



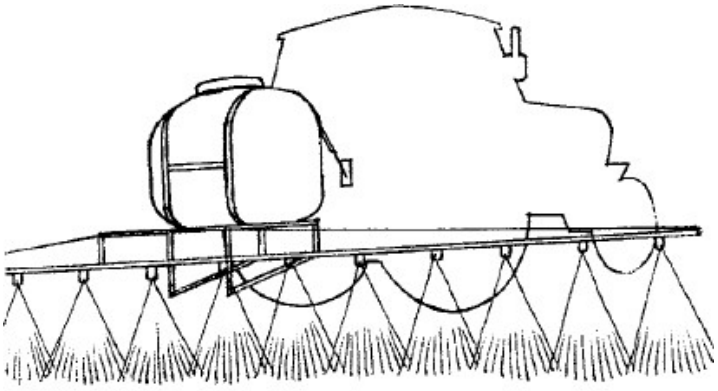
Track before third race

Result: Track foundation ruined.
Racing poor and safety jeopardize!

EXAMPLES OF
EQUIPMENT FOR PROPER TRACK MAINTENANCE



GRADER FOR RESTORATION OF LEVEL OF SUB-SOIL



FARMING EQUIPMENT FOR WATERING BETWEEN HEATS

12.10. Flag Marshalling Points

12.10.1. There must be a sufficient number of official signaling posts (flag points) all around the course.

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12.10.2. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to competitors.

12.10.3. Flag marshal points must be located and protected to minimise the risk of injury to officials.

12.10.4. The area must be level and hard packed with a minimum flat area of 4 square metres.

12.10.5. Position must be clearly marked.

12.10.6. Marshal points must not be placed at the outside of a corner or an outside exit of a corner.

12.11. Pit Board Area

12.11.1. There must be no pit board areas.

12.12. Lighting

12.12.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

12.12.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

12.12.3. It is to be measured at the track surface.

12.12.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view

12.12.5. Temporary lighting is to be installed and operating at least one night before the event. If the lighting layout has been recommended by a qualified lighting consultant this rule may be waived.

12.13. Paddock Area

12.13.1. At every venue, there shall be adequate paddock facilities approved by the licensing authority.

12.13.2. The use of enviro mat shall be used by competitors.

12.14. Washing Zone for Motorcycles

12.14.1. Refer to current Local Government Laws as water usage may be prohibited.

12.14.2. The washing zone must be designated, with protection of the ground a prime consideration, biodegradable detergents should be used.

12.14.3. The area should have adequate surface water drainage.

12.14.4. Smoking is prohibited in the washing zone, no smoking signs should be erected at the entrance of this zone.

12.15. Controlled Crossings

12.15.1. All Controlled Crossings must be adequately marshalled and the movement of media across the course during riding (hot track) must not be allowed.

12.16. Protective Devices and Barriers

12.16.1. Public and rider safety

a) In principle, there must be two lines of protection between competitors, and their machines, and members of the public:

i) The first line of protection, also known as the Safety Fence shall be in accordance with 12.17
ii) The second line of protection, also known as the Spectator Fence, shall be in accordance with paragraph 12.18
iii) A neutral zone, as detailed in 12.19 shall exist between the safety fence and the spectator fence.

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12.17. Safety Fence (First Line of Protection)

12.17.1. A safety fence must be constructed to prevent damage or injury to a rider, an official, a spectator or any other person.

12.17.2. A vertical safety fence must surround the track and be of a minimum height of 1.2 metres unless otherwise required by Local or State Legislation.

12.17.3. The fence may be constructed of timber planks, plywood sheeting, industrial rubber belting or other protective materials approved by the RCB. The material shall be constructed in order to absorb kinetic energy if a rider crashes into it.

12.17.4. Round-headed coach bolts must be used for fastening, replacing "tek screws" (or similar) to increase rider safety.

12.17.5. Where any new track is built there must be a run off area of three (3) metres minimum between the edge of the track and any safety fence.

12.17.6. MA will no longer accept or licence any new venue where Tyre walls are used.

12.17.7. Tyre walls for existing tracks:

a) All tyre walls must be faced with plywood or rubber belting to their full height without any protrusions on the surface closest to competition. The top edge of such facing shall be rounded.

b) Tyre walls must be constructed in horizontal layers measuring a minimum of 1.2m high,

c) The lower 200mm shall be earth filled,

d) The entire fence must be secured together through each tyre from ground level to the top of the wall,

12.17.8. Timber planked fences:

a) Planks shall be a minimum of 25mm thick,

b) Must be constructed in layers and be a minimum of 1.2m high,

c) Planks shall be placed horizontally and butted together,

d) Maximum shrinkage gap must not exceed 20mm between each plank.

e) Vertical supports must be of hardwood with a minimum cross section of 125mm x 125mm or of steel construction with a similar strength capability.

f) Vertical supports must be suitably fixed below ground level to adequately support the structure.

g) The maximum distance between vertical supports shall be 1.2m.

12.17.9. Plywood fences:

a) Plywoods sheets shall be a minimum of 19mm thick,

b) Must be a minimum of 1.2m high,

c) There shall be no gap between each sheet (an expansion gap of no more than 5mm is permitted),

d) Sheets may be overlapped, but this must be done in the direction of racing. The trailing edge of the sheet shall be bevelled at 45 degrees,

e) There shall be a horizontal top rail support finishing no higher than and preferably flush with the top of the plywood sheeting. This support will be of the same material as the vertical supports and will be on the opposite side of the sheeting to competition,

f) Vertical supports must be of hardwood with a minimum cross section of 125mm x 125mm or of steel construction with a similar strength capability.

g) Vertical supports must be suitably fixed below ground level to adequately support the structure.

h) The maximum distance between vertical supports shall be 1.2m.

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12.17.10. Industrial rubber belting fences:

a) should have a minimum height of 1.2m and be supported by the method stipulated for plywood sheeting in paragraph 11.3.2.3, or in any other suitable manner endorsed by a qualified engineer.

12.17.11. Concrete walls:

a) Should have a minimum height of 1.2m, a minimum thickness of 100mm, be rated at 20Mpa or higher and be supported in any suitable manner endorsed by a qualified engineer. If concrete walls are used as the first line of protection, a TRA must be completed and submitted as Additional protective devises may also be required (Refer to Appendix B for examples) if sufficient verge, track width or runoff is not available. These venues must have an approved energy absorbing barrier on bends and first as a minimum. It must be erected against the first line of protection on the bends and first part of any straights, refer to the diagram at end of speedway module for more detail.

12.17.12. Safety barriers on temporary tracks (Flat Track)

a) alternatives to the wood or wire mesh fence, where authorised, are described below (a and b):

i) Option 1:

Straw bales of at least 80 cm in height are placed side by side without spacing around the track. The bales are secured in position by roping or like manner to ensure that they cannot be knocked onto the track. Outside the bales a catching net of a wire mesh construction, not less than one (1) metre in height, is erected at a distance of not less than three (3) metres. If space permits, the widths of the neutral zone should be substantially wider than the minimum specified, or an additional neutral zone should be provided.

ii) Option 2

The outer edge of the track is marked by a continuous white line or by very small flags and, outside this outer edge, there will be a run-off zone. The width of this run-off zone must be at least 1% of the track length but not less than four (4) metres.

b) If the above conditions are met:

i) the safety fence may be 1.2 metres high and without a kick board. Outside, and adjacent to the safety fence, there must be a neutral zone with a suitable barrier to deny access to the zone by the public. The width of the neutral zone must be a minimum of two (2) metres when the run-off zone is between four (4) metres and six (6) metres in width and one (1) metre in width when the run-off zone is over six (6) metres in width.

ii) The run-off zone is surrounded by rope-and-stake crash fences, two on the straights and three on the bends, with neutral zones between them; the height of the crash rope from the ground should be approximately 75 cm; the width of the neutral zone on the straights should be not less than two (2) metres, and of the neutral zones on the bends not less than three (3) metres.

c) For sidecar racing, there should be four crash fences on the bends. At three (3) metres from the outside of the outer crash fence, a wire mesh barrier should be provided in order to deny access of the public to the neutral zones.

d) Obstacles, except those that are necessary for the organisation of the meeting, are not permitted in neutral zones.

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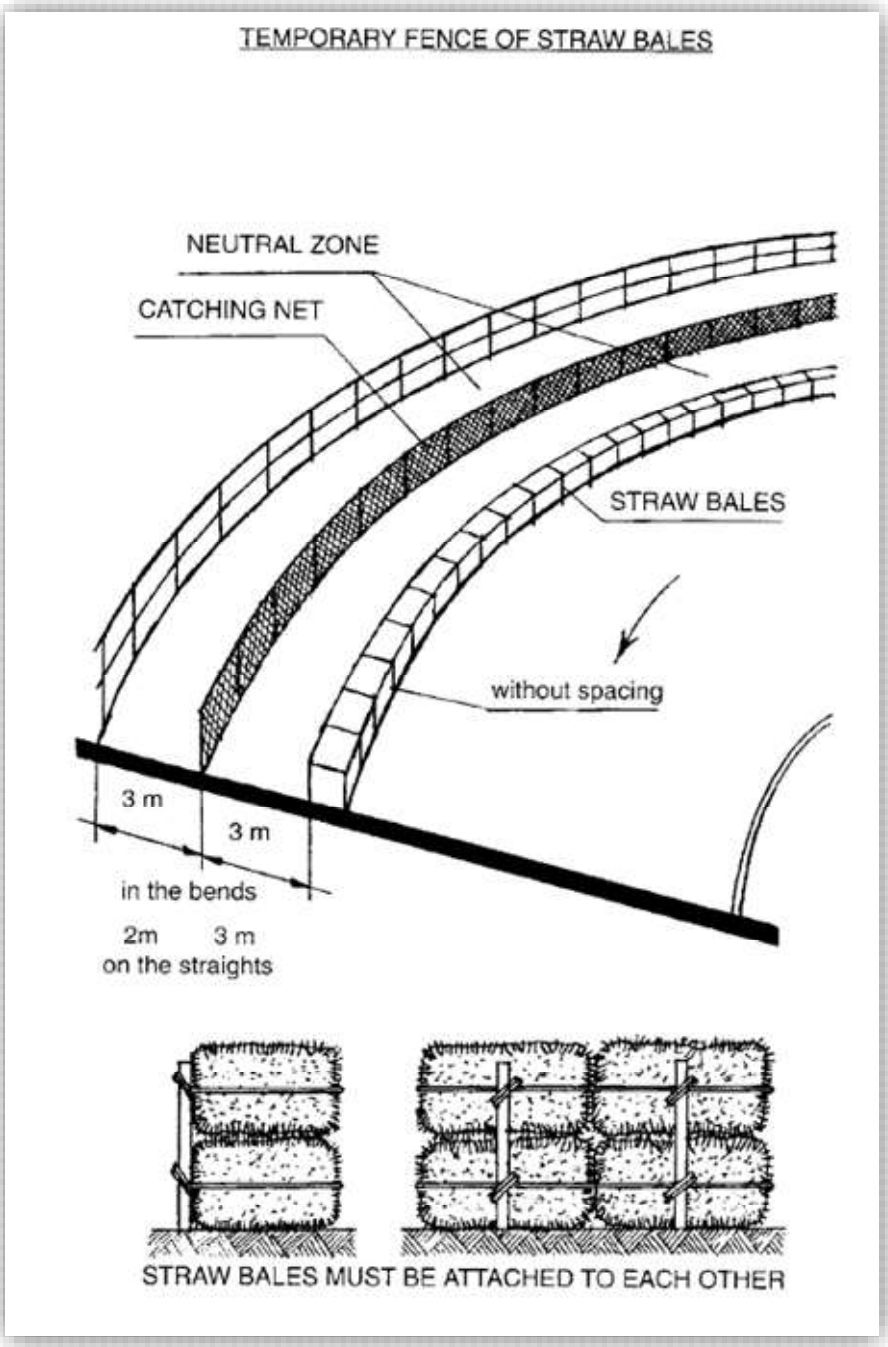

12.18. Spectator Fence (Second Line of Protection)

12.18.1. Outside of the safety fence, there must be a suitable barrier to deny access to members of the public and other unauthorised persons. The fence should be a minimum of 1.2 metres high and a minimum of 3 metres from the track fence (neutral zone) unless otherwise required by Local or State Legislation.

12.18.2. Areas where the public and competitors are not permitted do not have to be protected by Safety protection provided the outside edge of the track is clearly marked.

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12.19. Neutral Zone

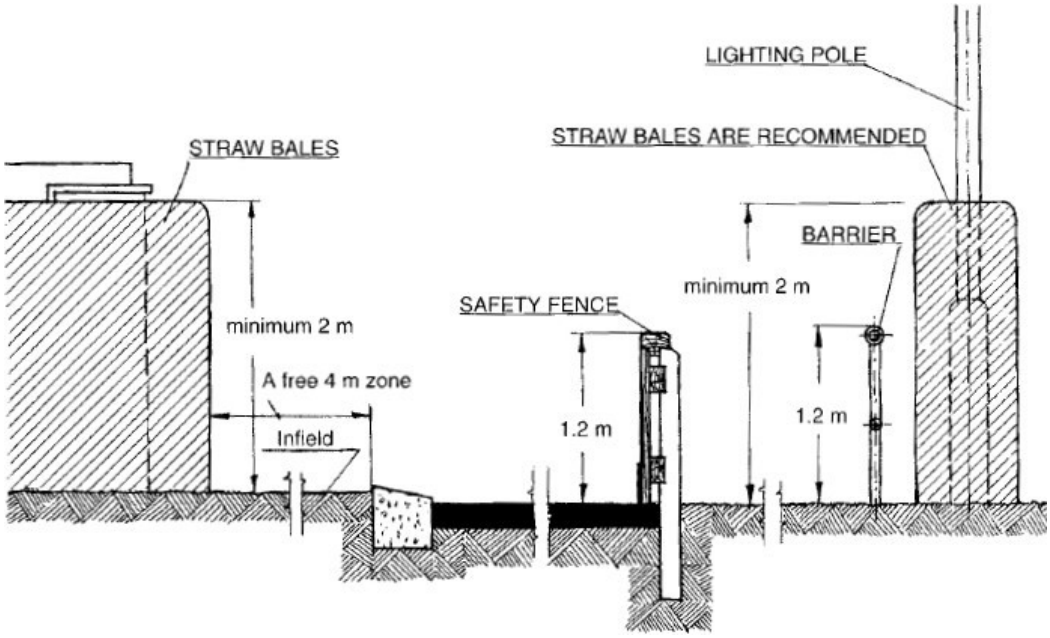
12.19.1. A neutral zone, at least three (3) metres in width, must exist between the first and second lines of protection measured perpendicular to the track unless otherwise required by Local or State Legislation.

12.19.2. Obstacles, other than those required to serve the organisation of the meeting, are not permitted in the neutral zone.

12.19.3. Lighting posts are not permitted within three (3) metres of the first line of protection (safety fence) unless suitably protected.

12.20. Protection from Hazards

12.20.1. Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all hazards such as poles, bridges, podium, walls, camera posts, PA system poles etc to a minimum height of 2m.



12.21. Infield

12.21.1. The infield area must be approximately level so that competitors may safely ride on it if forced from the track.

12.21.2. Except as provided for in clause c) below, obstacles, except portable advertising signs and structures which serve the organisation of the meeting, are not permitted on the infield.

12.21.3. In exceptional circumstances, obstacles, which cannot be removed, may be permitted, provided that they are no closer than four (4) metres to the inside edge of the track. In this case, the obstacle/s must be encased with straw bales, polystyrene, phenol formaldehyde or similar crushable material to a minimum height of two (2) metres above ground level.

12.21.4. Vehicles, other than safety vehicles, are not permitted on the infield during an event.

12.21.5. Tyres shall not be used to define the inside edge of the track.

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12.22. Infield Advertising

12.22.1. Any advertising signs used on the infield must be either inflatable or constructed of light materials such as plywood, polystyrene, thin metal or plastic sheets (with no exposed sharp edges) mounted on lightweight frames that will collapse easily if struck. Signs shall not exceed one (1) metre in height, they shall be no nearer than four (4) metres to the inside edge of the track and shall be inclined towards the direction of racing.

12.23. Starting Area

12.23.1. Track density:

a) The minimum starting space allowed for each machine is 1.5 metres for solo machines, 2.5 metres for sidecar machines and 2 metres for quads. With a track width of 10m 6 riders maximum are allowed to start each race. It is allowable to have a 20% additional number of riders on track for practice and qualifying only in each class of racing.

b) Where MX style starting gates are used the following will apply
   i) The starting area should be clearly fenced off to restrict entry.
   ii) The placement of the start gate must allow for equal chances for all competitors.
   iii) There must be an individual gate for each rider.
   iv) The starting gate must be a transverse backward falling device, folding or dropping in operation.
   v) The start gate must be of solid and rigid construction
   vi) It may be controlled manually or by remote control and the control mechanism must not be visible to the competitors when starting in the race.
   vii) The start gate must be 500 mm high and allow a minimum one (1)-metre spacing (centre to centre) for each competitor and two (2) metres for quads or sidecars.

12.24. Track Markers

12.24.1. The inside and outer edges of the track must be clearly marked.

12.24.2. Marking of the outer edge:

a) The entire track must be clearly defined.

b) The public must be safely protected from the racing by a suitable barrier of protective material as above (see 11.3.4).

12.24.3. Marking of the inside edge:

a) The inside edge must be kept visible throughout the meeting and marked by a continuous line of a colour that contrasts with the track surface. The line may be indicated by means of white powder or whitewash, not less than 150mm wide, or by a wood or concrete kerb painted in contrast to the surface and not less than 50mm wide.

b) A kerb must not protrude above the surface by more than 50mm and must enable a motorcycle to ride over it safely in an emergency situation. The inside edge may also be indicated by very small cones and, preferably, placed 1 m inside a white inner edge line.

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13. TRACK STANDARDS – MINIKHANA MODULE

13.1. Scope and Application

13.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

13.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

13.1.3. This module must be applied in its entirety to new tracks. For areas of non-compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

13.1.4. This module applies to permanent, semi-permanent or temporary tracks.

13.2. Track Licence

13.2.1. Applications for licensing of Minikhana Tracks must include a drawing (to scale) of the track and surrounds, which must include the following:

a) The track proper

b) The dimensions and profile of all jumps and other obstacles on the track, and the distances between obstacles.

c) The location and extent of pit entry / exit roads

d) Details of the track watering system (if dirt)

e) The location of first aid rooms/units

f) Location of flag marshal points

g) The location of Ambulance parking site and entrance to racing arena

h) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation

i) The street address of the venue

j) Any other relevant information requested by the RCB or the Track Inspector

k) Applications for inspection of tracks should be sent to the RCB, complete with plans.

l) Modifications to tracks must not be commenced until approved by the RCB.

13.3. Track Inspection

13.3.1. Applications for inspection of tracks must be sent to the relevant RCB, complete with plans showing all modifications since the last inspection. Modifications to tracks should not be commenced until approval by the RCB.

13.3.2. Track inspections must be arranged by the RCB. Track Inspectors shall be appointed from the RCBs panel of licensed Track Inspectors.

13.3.3. Where a track is not approved, the applicant will be advised of the reasons for non-approval and a Works Program will be agreed upon to achieve approval.

13.4. Basic Course

13.4.1. The basic course layout for one competitor will cover an area of 4 metres by 16.5 metres.

13.4.2. The side and end boundary of the course shall be marked with lane tape.

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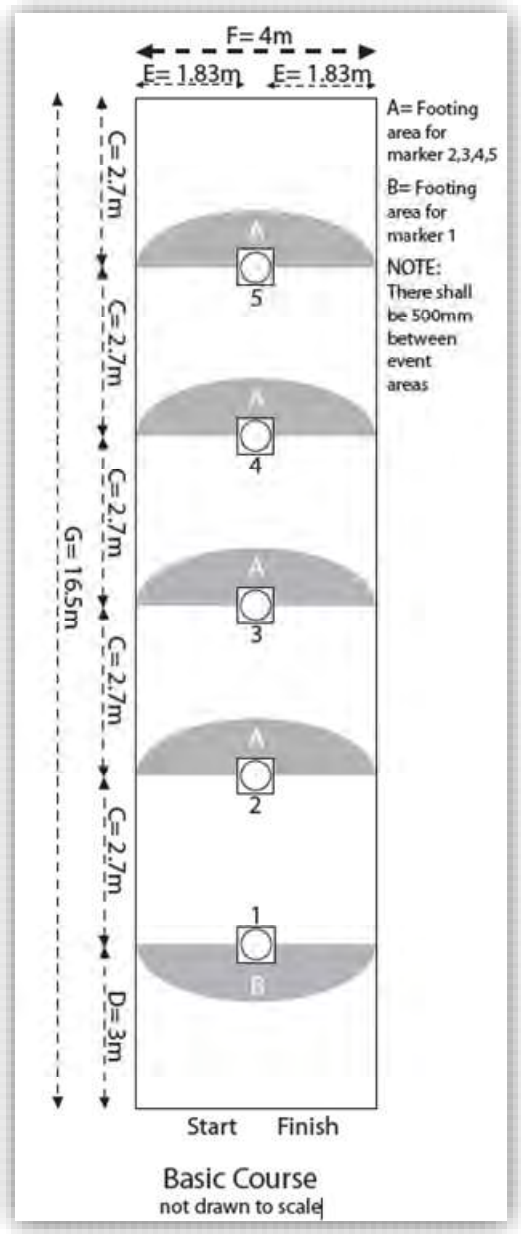
13.4.3. Traffic cones (witches hats) will be used as the required markers placed along the centre line of the course at 2.7 metre spacings.

13.4.4. There must be 500m between event areas.

13.4.5. Basic course diagram (below) for details.

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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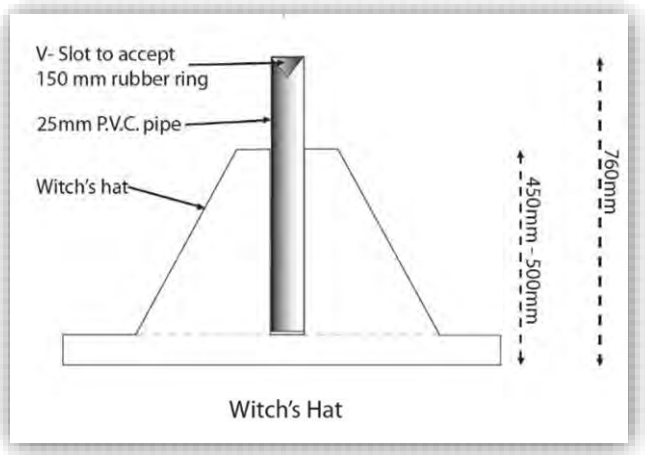
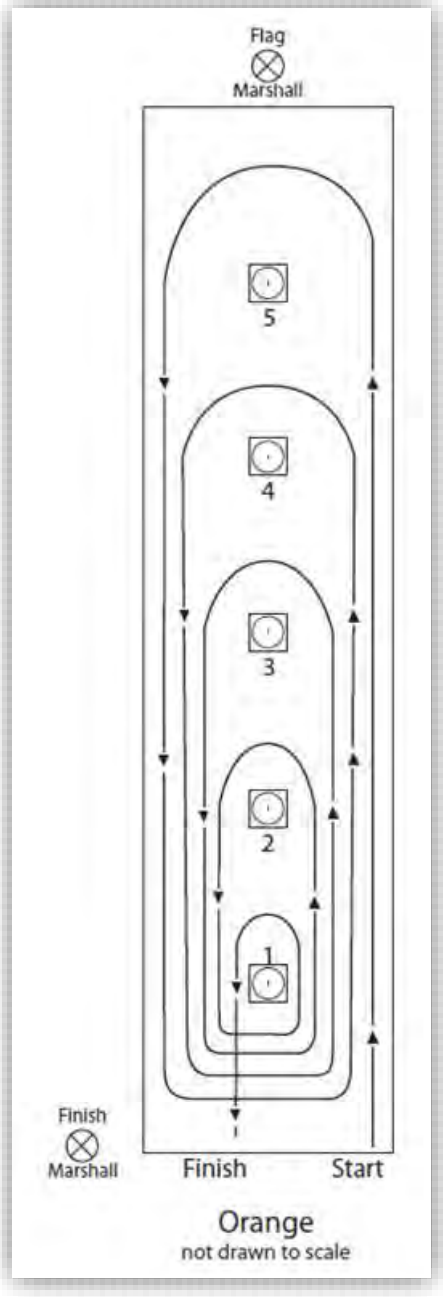
13.5. Orange Course

13.5.1. Orange course diagram (below) for details





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13.6. Looping Course

13.6.1. This uses the same course as the Orange event.

13.6.2. See 13.5 for details.

13.7. Ring Return Course

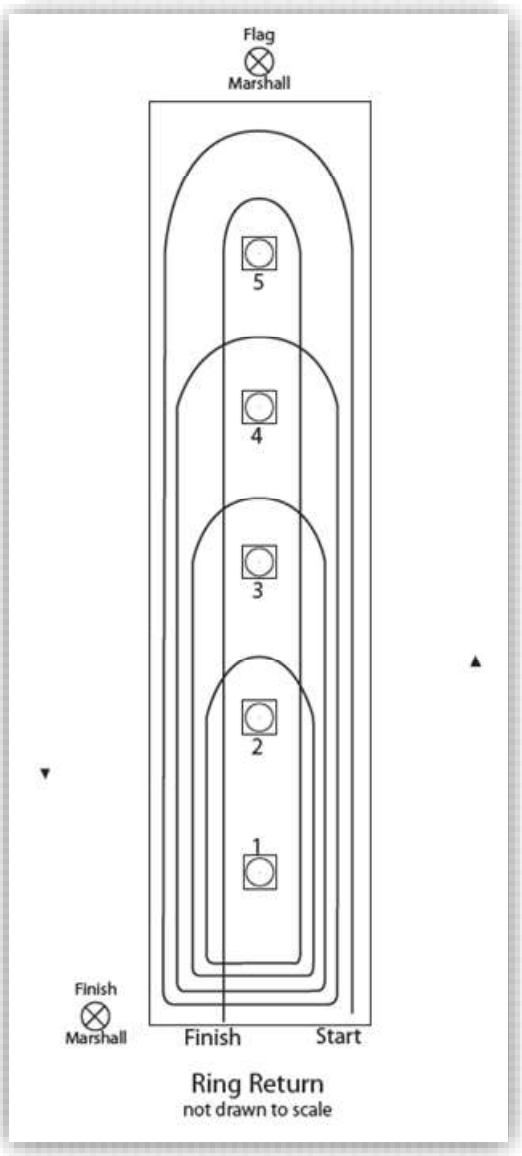
13.7.1. This uses the basic course layout with the addition of poles (capped poly pipe) in the centre of the traffic cone and rubber rings.

13.7.2. Plumber's rings approximately 150 mm inside diameter to be used.

13.7.3. The pole to be inserted in the traffic cone as per Witch's Hat diagram.

13.7.4. Rubber rings to be placed on poles at markers 2, 3, 4, & 5 on the side furthermost from the start / finish line.

13.7.5. Ring return course diagram (below) for details.



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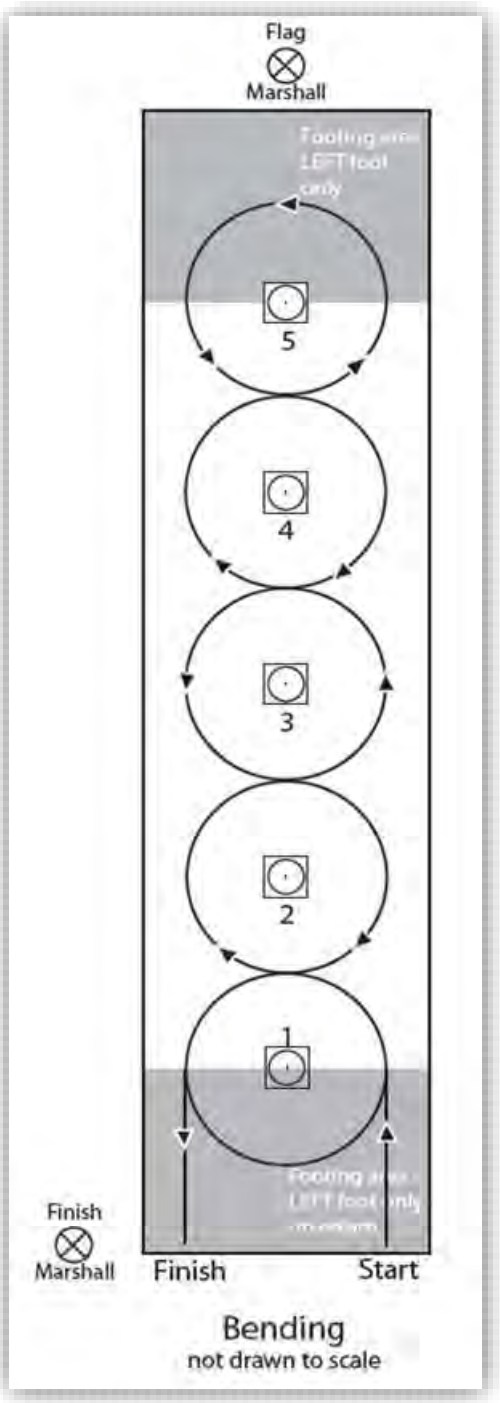
13.8. Bending Course

13.8.1. Basic course with traffic cones only to be used.

13.8.2. Bending course diagram (below) for details



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13.9. Ring Bending Course

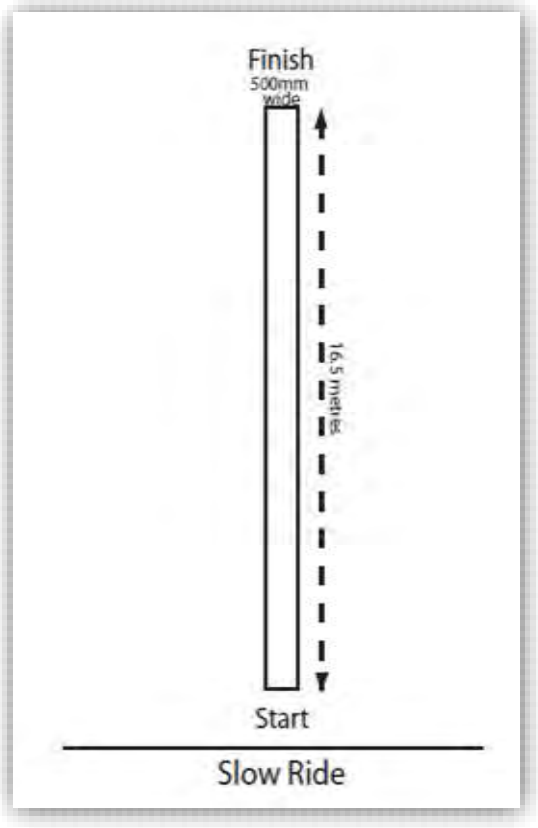
13.9.1. This uses the basic course layout with the addition of poles (capped poly pipe) in the center of the traffic cone and three rubber rings. Rubber rings will be placed on the pole in marker 5, one per time by an official.

13.9.2. See 13.4 for details.

13.10. Slow Course

13.10.1. The course will be a lane 500mm wide by 16.5 metres long.

13.10.2. See 13.4 for details.



13.11. Clover Course

13.11.1. Competitors will ride passing through the six markers placed in a triangle to form a clover pattern.

13.11.2. Car tyres or a marker of similar dimensions will be used as course markers.

13.11.3. See 13.5 for details.

13.12. No Footing Clover Course

13.12.1. This uses the same course as the Clover event.

13.12.2. See 13.5 for details.

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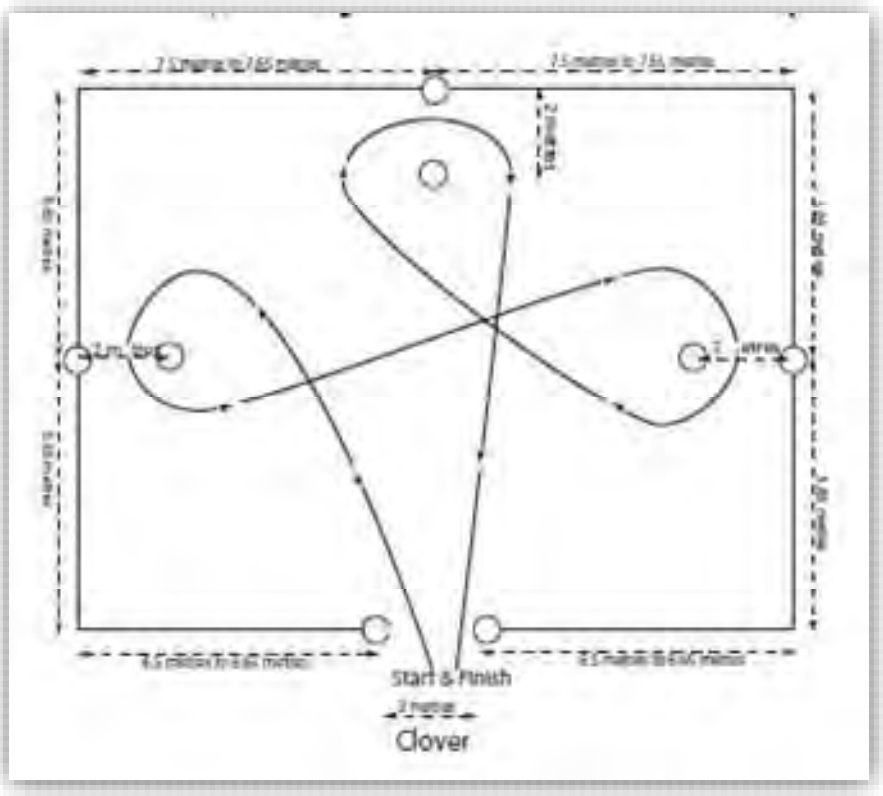

13.13. Start and Park Course

13.13.1. The basic course layout will cover an area of six (6) metres by 20 metres.

13.13.2. The side and end boundary of the course shall be marked with lane tape.

13.13.3. Witch's hats will be used as the required markers placed along the centre line of the course at four metre spacings.

13.13.4. See 13.5 for details.

13.14. O Ring Relay Course

13.14.1. This uses the same course as the Start and Park event.

13.14.2. See 13.5 for details.

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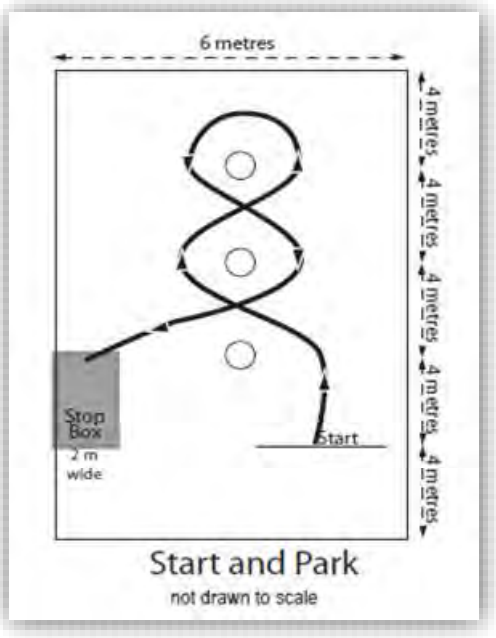
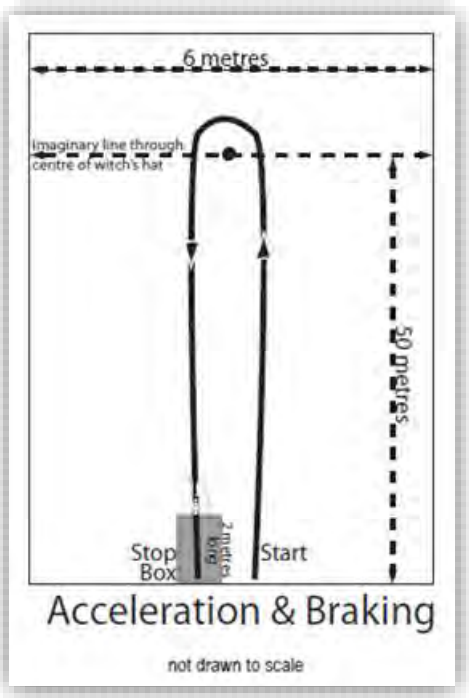


13.15. Acceleration and Breaking Course

13.15.1. This event is conducted on an out and back course.

13.15.2. A marker is placed 50 metres from the start / finish line.

13.15.3. See 13.5 for details.



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13.16. Minicross Course

13.16.1. This Minicross introduces competitors to Motocross style riding and helps to develop competitors riding skills and balance.

13.16.2. The event shall be conducted over a course with obstacles and tight corners:

a) No level straight will be longer than 20 metres,

b) Jumps, chicanes, berms etc must be positioned so that speeds are kept low,

c) The recommended maximum separation between obstacles, which significantly reduce speed, is 33 metres,

d) There shall be no double, triple, or reverse canyon jumps. A jump is defined as being greater than 500mm in vertical height,

e) There will be no man-made stutter jumps,

f) The width of the track must allow safe overtaking,

g) Tyre barriers shall be used where different sections of the track are in close proximity to each other,

h) The first nine metres of the track will be divided into four (4) two metre wide lanes

13.17. Minicross Track Density

13.17.1. A maximum of Twelve (12) competitors as defined by the track licence will compete the course at once.

13.17.2. For practice, a maximum of 12 competitors may participate on the track under a stationary yellow flag.

13.18. Mini Trials Course

13.18.1. Where possible this event is to be conducted over natural terrain.

13.18.2. Artificial boundaries and obstacles may be used.

13.18.3. The course will be marked in red on the right hand side and in white on the left hand side by either markers or tape.

13.18.4. Minimum size of markers to be no less than 100mm wide.

13.18.5. Tapes and markers to be clearly visible.

13.18.6. The start and finish of each Observed Section is to be clearly defined.

13.18.7. Artificial boundaries may be used to define the lateral limits.

13.19. Mini Enduro Course

13.19.1. This event is conducted over varying distances of rough terrain.

13.19.2. The natural terrain course is to be well defined with directional arrows and adequately staffed by marshals.

13.19.3. Special sections may be added.

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13.20. Hill Climb Course

13.20.1. The course for this event will be a hill which can be readily negotiable by the competitors.

13.20.2. To increase the skill level a series of turns and obstacles will be included.

13.21. Figure 8 Course

13.21.1. The event is conducted on an out and back course.

13.21.2. Markers are placed 20 and 50 metres from the start./finish line.

13.21.3. See 13.5 for details.

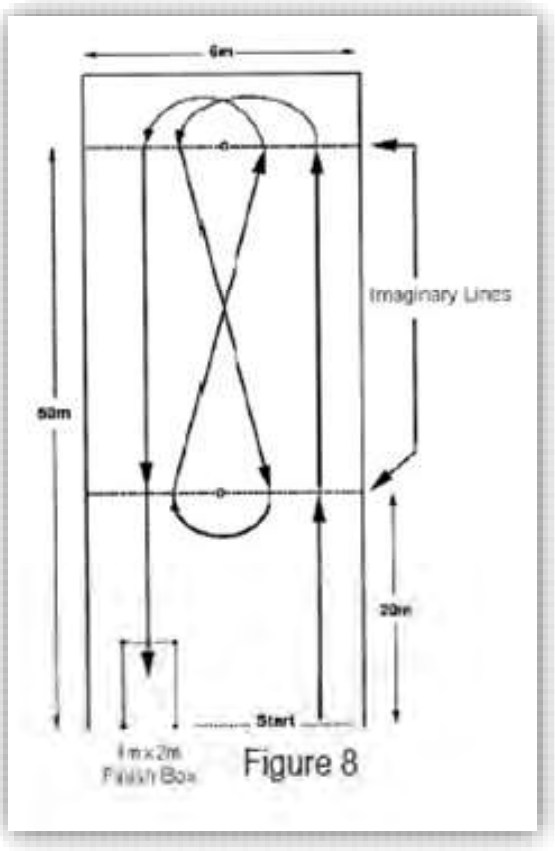

Figure 8

13.22. Ring Clover Course

13.22.1. Competitors will ride passing through the six markers placed in a triangle to form a clover pattern.

13.22.2. Car tyres or markers of similar dimensions will be used as curse markers on the outside of each turn and witches has, poles and rubber rings on the inside of each turn. In addition, a witch's hat and pole is to be located in the centre of the event area.

13.22.3. See 13.5 for details.

13.23. No Footing Ring Clover Course

13.23.1. This uses the same course and riding procedure as the Ring Clover event with the exception that footing is not permitted.

13.23.2. See 13.5 for details.

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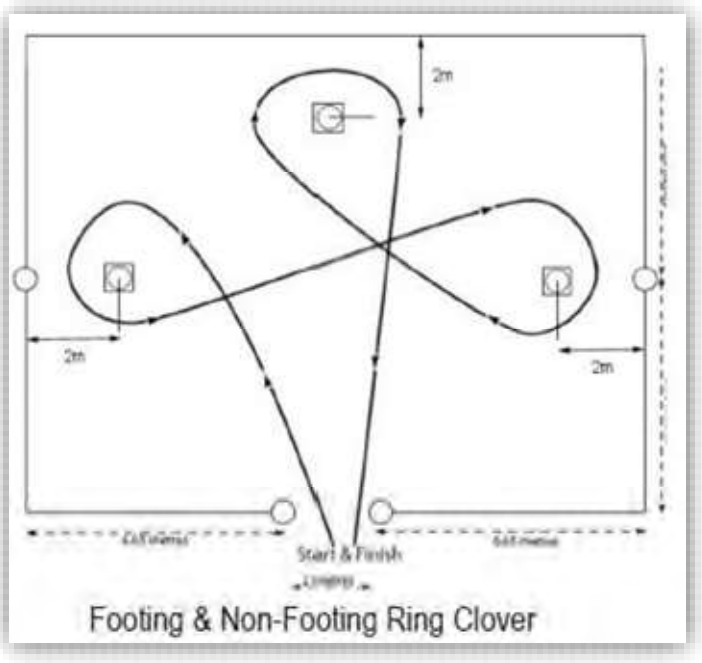
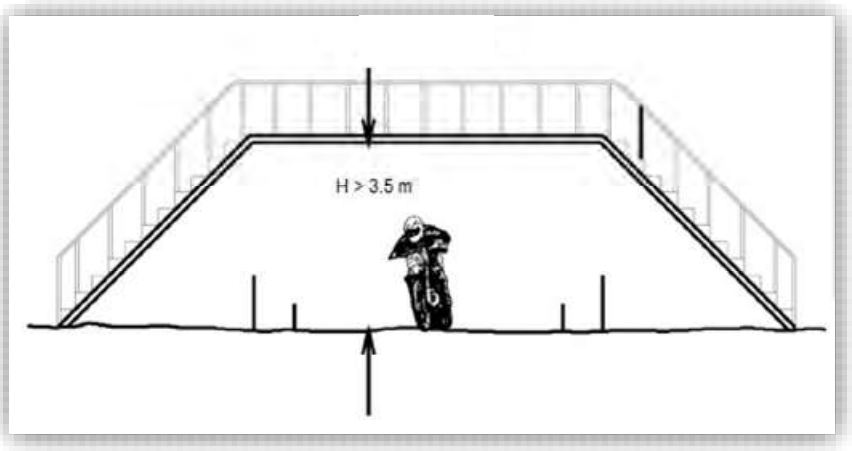


Footing & Non-Footing Ring Clover

13.24. Vertical Space

13.24.1. The free space between the track and any obstacle above the ground must be 3.5 metres minimum. (e.g. bridges, bunting etc.).

13.24.2. If the obstacle is placed above a jump or table top the clearance must be increased to ensure a free space of 3.5 metres between the highest trajectory point of the rider and the obstacle is maintained.



13.25. Track Edge

13.25.1. Track edges on the sealed section are to be continuously marked white painted line on each side.

13.25.2. The track must continue without a step onto the verge area which is to be flat and compacted.

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13.26. Flag Marshalling Points

13.26.1. Marshal Points are indicated in Course Diagrams.

13.26.2. No section of the track should escape observation.

13.26.3. Each post should be able to communicate by sight with the preceding and the following one.

13.26.4. The distance between consecutive posts should not be excessive.

13.26.5. Posts must be able to communicate to the Senior Officials.

13.27. Watering systems

13.27.1. An efficient watering system or watering vehicle must be provided and should be capable of watering dusty tracks.

13.27.2. Any watering system installed must not present a hazard to riders. For example, watering systems should not be placed permanently in neutral zones unless they are not a hazard to riders.

13.28. Lighting

13.28.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

13.28.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

13.28.3. It is to be measured at the track surface - particular attention must be paid to the illumination of ramps.

13.28.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view.

13.28.5. Temporary lighting is to be installed and operating at least one night before the event. If the lighting layout has been recommended by a qualified lighting consultant this rule may be waived.

13.29. Protection from Hazards

13.29.1. No hazards are to be less than 3 metres from the track edge or above the track surface. If this distance is not achievable, adequate additional barriers must be used and placed on an angle so as not to cause a sudden stop should a machine come into contact with them.

13.29.2. No hazards are to be in any corner's run-off area. All hazards such as trees, stakes and walls in other areas are to be covered with a shock absorbent material, to a height of two metres or the top of the obstacle, whichever is the lesser.

13.30. Washing Zone for Motorcycles

13.30.1. Refer to current Local Government Laws as water usage may be prohibited.

13.30.2. The washing zone must be designated, with protection of the ground a prime consideration, Biodegradable detergents should be used.

13.30.3. The area should have adequate surface water drainage.

13.30.4. Smoking is prohibited in the washing zone, no smoking signs should be erected at the entrance of this zone.

13.31. Paddock

13.31.1. There must be a suitable paddock for the use of riders. Where the paddock is immediately adjacent to the course the whole length of adjoining the course shall be fenced by one of the methods applicable to spectator protection.

13.31.2. The use of enviro mat shall be used in the paddock area by competitors.

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13.32. Parking

13.32.1. Vehicles are not permitted to park within the vicinity of track spectator fences, if space does not allow for a separate parking area a minimum gap of 8m must be left between the spectator fence and any vehicle. A limit line must be indicated by the use of rope or tape.

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

13.32.3. A park at your own risk sign should be considered by track operators.

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14. TRACK STANDARDS – TEMPORARY & TRIAL COURSE MODULE

Standards for Temporary Courses (except Trials)

14.1. Scope and Application

14.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

14.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

14.1.3. This module must be applied in its entirety to new tracks. For areas of non-compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

14.1.4. This module applies to semi-permanent or temporary tracks.

14.1.5. Tracks where Australian Championship or Series Meetings are conducted, must comply with this module and the Standards.

14.1.6. A draft drawing of the course (or proposed course) and site map of facilities and surrounds should be included in an Application for a Track Inspection and Licence.

14.1.7. Permission must be obtained in writing from all of the custodians of the land to be used (e.g. Forests Department, private landholders, water authorities, local government, plantation companies etc.). If possible, landholder's permission is submitted at time of Permit Application.

14.1.8. A Permit to Conduct a Meeting must not be issued by the RCB unless all conditions required by the landowner/controller have been met.

14.2. Track Licence

14.2.1. Applications for licensing of temporary tracks must include a drawing of the track and surrounds, with regard to the following (if present):

a) The racetrack proper.

b) The location, extent, height and construction type of the first line of protection (safety fence)

c) The location, extent, height and construction type of the second line of protection (spectator fence)

d) The location and extent of pit entry / exit

e) The location and number of competitor and spectator toilet/shower facilities including portable units

f) The location of first aid unit

g) The location of Ambulance parking site

h) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation.

14.2.2. It is understood that it may not be practical to submit an 'accurate plan' for Enduro events sections at application time, however Promoters should ensure the RCB has been provided with a draft drawing of the track and surroundings.

14.3. Track Inspection

14.3.1. The inspection should take place at least two weeks before the track is used for competition or practice.

14.3.2. In circumstances where the temporary track is constructed in a few days, the inspection may be limited to a visit

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carried out 24 hours before practice by an appointed venue inspector. If this is not possible the Steward (Referee) of the event accompanied by the Clerk of the Course may undertake the final track inspection.

14.3.3. The opinion of an experienced rider may also be sought when inspecting temporary venues.

14.4. Track Layout

14.4.1. Competitor safety and spectator viewing must be taken into account when designing and building a course.

14.4.2. Course layout must be initially designed with all grades of riders in mind.

14.4.3. Course should be designed to allow opportunities for passing in areas of tight terrain.

14.4.4. Jumps and obstacles should vary in difficulty making it possible for all grades of riders to perform their skills.

14.4.5. The areas of operation must be considered with a targeted risk assessment, with particular consideration given to the following areas:

a) Riders and their safety
b) Marshals and their safety
c) Spectators and their safety
d) Segregation of Riders by age/ability/engine capacity
e) Number of Riders on track at any one time
f) Jumping Obstacles
g) Lane separation
h) Risk of collision
i) Safety fencing
j) Lighting and Fume extraction (where appropriate)
k) Bikes stopping on track
l) Condition of the track and ongoing monitoring
m) Members of the public on the track
n) Track access/egress supervision
o) Bike movement within the paddock area
p) Fuel /-fuel hazards
q) Fire precautions
r) Medical Provision
s) Any additional precautions

14.5. Track Markers

14.5.1. Any marking poles should be flexible and placed at an outward angle from the track.

a) The use of any rope bunting is banned.
b) The use of rigid posts (e.g. iron star pickets) is banned.
c) Marking poles should not exceed 500mm above ground level.

14.6. Track Density

14.6.1. The maximum number of riders on track should be decided by the Officials as part of a risk assessment.

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14.6.2. The Promoter must have written and agreed limited for numbers of riders on track at any one time and make this known to participants and officials during briefing sessions.

14.6.3. The RCB must agree and approve these limits.

14.7. Course Preparation

14.7.1. The following are Standards for Promoters of these events.

a) An accurate plan of the course should be prepared ahead of the event to enable the necessary approvals to be obtained if required by Local authorities. Special consent is needed for activity on any public land.

b) Landowner / controller permission obtained and granted

c) Neighbour letter drop to inform local neighbours of the activity.

d) Direction signs should be erected to cause minimal damage to the flora

e) Permission from the following authorities if public roads, tracks and/or land are to be used

i) Local Government and Road Traffic Authority must be notified in writing.

ii) Local Council / Shire notified in writing

iii) Regional environmental authority

iv) Other environmental organisations (if required)

f) Promoters should pay attention to the placing, direction and volume of any Public Address systems. When planning a starting area, take into account the projection of sound so neighbours are not disturbed and inform them in advance about your event.

g) Ensure designated parking areas are considered in low environmental impact areas or low fire risk areas (Parking on grass may be a fire risk).

h) Ensure adequate waste receptacles are provided for various litter types (i.e. glass, recycled, litter etc.).

i) Ensure any permanent buildings or track features which are not removed immediately after an event have obtained local planning permission.

j) Promoters should ensure there are adequate toilet facilities.

k) Enviromat must be used for washing areas / refuelling areas.

l) For Enduros the GPS coordinates of a suitable helicopter landing area (if available) adjacent to the main control area must be included in the application.

m) For Enduro events which are being held beyond the range of mobile phone communication, the sweep rider should be equipped with a UHF radio to communicate with the main control area, which should be equipped with a satellite phone for use in contacting emergency services.

n) Adequate medical arrangement must be made including notification of the local hospital and ambulance service that the event is taking place. (Well-stocked medical kit, stretcher and access to four-wheel drive vehicle is adequate for Enduro competitions.)

14.8. Controlled Crossings

14.8.1. All Controlled Crossings must be adequately marshalled and the movement of spectator and media across the course during riding (hot track) must not be allowed.

14.9. Spectator Areas and Signage

14.9.1. Separate and well signed spectator must be provided for spectators. This must be clearly signed with appropriate barriers between the area and the track.

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14.9.2. Signs must be appropriately displayed and consideration must be made for those who have literacy and reading difficulties.

14.9.3. Other signs in the area must include:

a) MOTORSPORT IS DANGEROUS

b) PROHIBITED AREA

c) NO SPECTATORS BEYOND THIS POINT

d) NO ENTRY

e) FIRST AID

f) NO SMOKING

g) NO RIDING OF MOTORCYCLES IN THE PADDOCK

h) CAUTION

14.9.4. Other signs for Enduro events:

a) (Enter Permitting Bodies Telephone number.

This right of way and other parts of the forest will be in use during the weekend for an authorised MOTORCYCLE COMPETITION Tel: MA 03 9684 0500
WARNING You are approaching a Motorcycle Enduro Event. You are present in vicinity of the course by your own choice & should exercise the utmost caution Tel: MA 03 9684 0500
CAUTION Motorcycle Competition in progress Tel: MA 03 9684 0500

14.10. Paddock

14.10.1. There must be a suitable paddock for the use of riders. Where the paddock is immediately adjacent to the course the whole length of adjoining the course shall be fenced by one of the methods applicable to spectator protection.

14.10.2. The use of enviromat shall be used in the paddock area by competitors.

14.11. Parking

14.11.1. Vehicles are not permitted to park within the vicinity of track spectator fences, if space does not allow for a separate parking area a minimum gap of 8m must be left between the spectator fence and any vehicle. A limit line must be indicated by the use of rope or tape.

14.11.2. Vehicles must not park on the outside of berms or corners. These areas must be clearly marked with “no parking” signs. Access to these area’s is to be restricted to official vehicles in transit only.

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

14.11.4. A park at your own risk sign should be considered by track operators.

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14.12. Lighting

14.12.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

14.12.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

14.12.3. If applicable, particular attention must be to the illumination of up ramps and down ramps.

14.12.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view.

Standards for Trials Courses

14.13. Trials Course

14.13.1. Where possible this event is to be conducted over natural terrain.

14.13.2. The safety of Officials, Observers, Riders and the Public must be considered when designing the layout of the event.

14.13.3. First Aid / Medial must meet or exceed the minimum requirements for the event.

14.13.4. Artificial boundaries and obstacles may be used.

14.13.5. Observed sections:

a) Must be clearly named or numbered,
b) Must have a clearly marked start and finish,
c) Must have clearly marked boundaries,
d) Must be preceded by an observed area of the route where the competitors are controlled,
e) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,
f) May be reduced in places by the use of gates at a minimum width of 1200mm for solos and 2000mm for sidecars.

14.13.6. The order of sections will be determined by the promoter and listed in the SRs

14.13.7. Passage through section must be indicated by gates which consist of:
a) Two arrows pointing inwards,
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.

14.13.8. The available width between two successive gates may be limited by means of tape which must be:
a) Placed no more than 500mm above the ground,
b) Not inside the line of markers on the same side.

14.13.9. Where a section is marked by stakes they must 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.

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

14.13.11. The course will be marked on both sides by either markers or tape.

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

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14.13.13. The start and finish of each Observed Section is to be clearly defined.

14.13.14. Artificial boundaries may be used to define the lateral limits

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

14.13.16. Where possible, sections used by riders and observers and the viewing areas used by the public should be separated by a neutral zone of one (1) meter.

14.13.17. Sections should be designed so that they can be completed within the 90 second time allowed.

14.13.18. A designated pit area is to be provided at all venues for machinery parking and maintenance. Refueling is not permitted in any other area of the venue other than in the pit area. The pit area is to be bounded by boundary tapes of differing colors to those in the sections.

14.13.19. Warning to the public signs must be appropriately displayed and consideration must be made for those who have literacy and reading difficulties.

14.13.20. Spectator access controls must be considered and in place

14.13.21. An Emergency Procedure Plan must be developed for the venue and event.

14.13.22. Fire precautions must be in place.

14.13.23. A designated warm up area may be provided at venues for competitor and machinery warm up. The area should contain obstacles to allow riders to practice prior to the start of competition. The warm up area is to be bounded by boundary tapes of differing colors to those in the section.

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15. TRACK STANDARDS – FREESTYLE MOTOCROSS (FMX) MODULE

15.1. Scope and Application

15.1.1. This module outlines the track conditions which must be evident during a Track Inspection and recorded in a Track Inspection Report, before the RCB can issue a Track Licence.

15.1.2. Where a track does not comply with the module, a Targeted Risk Assessment (TRA) must be completed and submitted to the RCB, in accordance with the procedures in "Appendix A".

15.1.3. This module must be applied in its entirety to new tracks. For areas of non- compliance at an existing track, a Track Inspector must undertake a TRA. The TRA may result in a scheduled Works Program. Any voluntary modifications or upgrading to a track by the Track Operator, must comply with this module and the RCB be notified in accordance with these Standards.

15.1.4. This module applies to permanent, semi-permanent or temporary tracks.

15.1.5. Tracks where Australian Championship or Series Meetings are conducted, must comply with this module and the Standards.

15.2. Track Licence Application

15.2.1. Applications for licensing of Freestyle Motocross must include a drawing of the track and surrounds (or site map of proposed track and surrounds), which must include the following:

a) An accurate plan of the track or proposed track

b) Amenities and installations for the public

c) The location, extent, height and construction type of the first line of protection

d) The location and extent of pit entry / exit roads,

e) The location and extent / size of all marshal points

f) Details of the track watering system and any other features within the racing arena

g) The location and number of competitor and spectator toilet/shower facilities

h) The location of first aid rooms/units

i) The location of Ambulance parking site and entrance to racing arena

j) The GPS co-ordinates (both latitude and longitude) of the track. The co-ordinates must be provided in MGA or WGS84 format and must note the GPS coordinates of the track for emergency evacuation

k) The dimensions and profile of all ramps, artificial obstacles and other obstacles on the track, and the distances between obstacles.

l) The street address of the venue.

15.2.2. Applications for inspection of tracks shall be sent to the RCB, complete with plans showing any modifications since last inspection. Modifications to tracks should not be commenced until approved by the RCB.

15.2.3. If the plan is not sent with the track licence application, it must be available before track inspection takes place.

15.3. Track Inspections

15.3.1. Permanent and temporary venues:

a) The inspection should take place at least two weeks before the track is used for competition or practice.

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b) In circumstances where the temporary track is constructed in a few days, the inspection may be limited to a visit carried out 24 hours before practice by an appointed venue inspector. If this is not possible the Steward (Referee) of the event accompanied by the Clerk of the Course may undertake the final track inspection.

c) The opinion of an experienced rider may also be sought when inspecting temporary venues.

15.3.2. Permanent venues

a) For all permanent tracks: one annual inspection for venue licensing purposes conducted by an accredited venue inspector appointed by the RCB. Note that this clause includes tracks, which are used for 'closed to club' events.

b) Any permanent venue, which is modified during the course of a year, must be reinspected to ensure compliance with these Standards.

c) Track inspections shall be arranged by the RCB. Inspectors shall be appointed from the RCB panel of licensed inspectors.

d) Tracks not approved will be advised of the reasons for non-approval and a scheduled work program will be agreed upon to achieve approval.

15.4. Track Layout

15.4.1. A course can be permanent or temporary.

15.4.2. The area used for the course must be on a horizontal, hard standing area

15.4.3. For open courses, particular attention must be given to water drainage at the low parts of the course. Consideration should also be given to drainage in the event of heavy rainfall. There are to be no areas where water can pool across the width of the track.

15.4.4. Track layout must be initially designed with all grades of competing riders in mind particular attention to the installation, consistency and shape of the jump faces is a priority. The materials used must be exclusively natural (loam, clay, dirt, etc.) and contain no building rubble.

15.4.5. Rider, officials and spectator safety along with spectator viewing must be taken into account when licensing a venue.

15.5. Vertical Space

15.5.1. The free space between the track and any obstacle above the ground must be 3.5 metres minimum. (e.g. bridges, bunting etc.). If the obstacle is placed above a jump or table top the clearance must be increased to ensure a free space of 3.5 metres between the highest trajectory point of the rider of the obstacle is maintained.

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15.6. Flag Marshalling Points

15.6.1. A flag Marshal Point must be situated at the start of the launching zone and in the braking zone and blind spots

15.6.2. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to competitors and other marshalling points.

15.6.3. Flag marshal points must be located and protected to minimise the risk of injury to officials and riders.

15.7. Lighting

15.7.1. Lighting must be of a standard that provides clear and even visibility free of shaded areas on all racing surfaces.

15.7.2. It is recommended that lighting be of 300+ Lux intensity, with a minimum of 250 Lux on any part of the racing surface.

15.7.3. Particular attention must be to the illumination of up ramps and down ramps.

15.7.4. Lighting equipment must be carefully placed so that riding directly towards a set of lights does not hinder a competitor's view.

15.8. Protection from Hazards

15.8.1. Straw bales or other shock absorbent materials to protect the riders from danger must be placed to cover all hazards such as poles, bridges, podium, walls, camera posts, PA system poles etc. to a minimum height of 2m.

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

15.9. Obstacles

15.9.1. The following are the only obstacles permitted in freestyle activities. The safety of riders, spectators and officials must be given utmost priority when constructing jumps and obstacles. If any obstacles do not comply with the below criteria or dimensions, a Targeted Risk Assessment must be completed by the Track Inspector and submitted with the Track Licence Application or handed to the RCB upon completion of the track inspection being carried out.

15.9.2. 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 satisfaction that the course design and ramp placements are suitable for them and assume all risk of participation.

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

15.9.4. Dirt jumps:

a) All Dirt jumps on the course must be built as per jumps consistent with a standard Supercross event.

b) A smooth, consistent up-ramp and radius.

c) Be at least 4 metres across the face of the up-ramp – from top to bottom.

d) Have at least 20 metres of run-up preceding it and/or between any preceding or following jump – either ramp or dirt.

e) All dirt jumps should be built by a noted and reputable Motocross/Supercross track builder.

15.9.5. Ramps:

a) Ramps and artificial obstacles ("Wallrides" and "grind boxes / Fun box") may be incorporated into the course.

b) Ramps must be metal constructions only wooden constructions are not permitted.

c) Ramp surfaces may be of wood but must be no-slip and offer sufficient traction.

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15.9.6. Portable landing ramp:

a) A portable landing ramp must comply with 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) Must be fitted with an air bag or foam pads to reduce the impact if a rider was to hit the front side of the portable landing ramp

15.10. Take Offs and Landings

15.10.1. All metal ramps on the course (with the exception of a '120ft ramp') must be produced with an Engineers Certificate and be manufactured according to the Australian Competition Standards, 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 must be safe and no less than:

i) 25 Metres (amateur)

ii) 20 Metres (pro)

f) All metal ramps on the course must be consistent with each other – both in shape and surface.

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

15.11. Dirt to Dirt Landing

15.11.1. All Landings for dirt-to-dirt jumps must measure, as a minimum:

a) 4 metres across the face of the 'landing' surface, from top to bottom.

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 runoff, braking zone of no less than 20 metres.

15.12. Ramp to Dirt Landing

15.12.1. All Landings for ramp-to-dirt jumps must measure, as a minimum:

a) 4-metres across the face of the 'landing' surface, from top to bottom.

b) A height of no less than 3.2-metres, or 600mm above the height of its specific take-off ramp.

c) A safety deck on top of the 'landing' of 2-metres.

d) 6-metres of safe landing area, at an angle no steeper than 45 degrees.

e) A run-off, braking zone of no less than 20 metres.

15.13. Jump Measurements

15.13.1. Any Dirt-to-Dirt Jump must not exceed a distance from take-off to landing of 80ft (24 metres).

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15.13.2. Any Ramp (Metal Ramp)-to-Dirt jump must:

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' classes and 'Development' classes.

15.14. Protective Devices

15.14.1. Where required by local Regulation there must be two lines of protection between competitors, their machines, and members of the public, otherwise a single line of protection may be adequate provided a sufficiently wide neutral zone exists between the defined track edge and the spectator fence.

a) The first line of protection shall be in accordance with paragraph 2.1.23 i)

b) The second line of protection shall be in accordance with 2.1.23 ii)

c) Barbed wire is prohibited.

d) Ringlock (square sheep type) fencing is preferred as the second line of protection. If star pickets are used in the second line of protection, they must be fitted with a plastic top cap.

15.15. Neutral Zone

15.15.1. The track must have a neutral zone in between the marked edge of the track and the line of protection for spectators.

15.15.2. The minimum width of the neutral zone must be four (4) metres measured perpendicular to the track unless otherwise required by Local or State Legislation.

15.15.3. A neutral zone in areas where speeds of 60 kph are achieved the neutral zone shall be a minimum of six (6) metres.

15.15.4. Adjacent areas of the track must be a minimum of four (4) metres apart unless separated by adequate protection (e.g. straw bales, tyre wall, or other shock absorbent material).

15.15.5. The neutral zone must be smooth and free of obstacles.

15.16. Washing Zone for Motorcycles

15.16.1. Refer to current Local Government Laws as water usage may be prohibited.

15.16.2. The washing zone must be designated, with protection of the ground a prime consideration, biodegradable detergents should be used.

15.16.3. The area should have adequate surface water drainage.

15.16.4. Smoking is prohibited in the washing zone, no smoking signs should be erected at the entrance of this zone.

15.17. Starting Area

15.17.1. Starts:

a) A 'Green' flag will be used to signal the start of each rider's run, from a designated starting point – a holding area – administered by an official.

b) A 'Yellow' flag will be shown at the 80th second, or as close to this time as possible, signifying 10 seconds remain or approximately one (1) remaining jump for the rider.

c) A 'Chequered' flag will signify the end of the run.

15.17.2. Riders' paddock:

a) Should be on a hard standing area

b) Should provide for each rider a covered area of minimum 3m X 3m equipped a waste container are recommended

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c) Should be equipped with adequate sanitary facilities

d) Should also hold the necessary equipment needed to carry out technical controls and repairs

15.17.3. The waiting zone:

a) Should be sufficiently large and hard standing

b) Should be located adjacent to the launching zone

c) Should have access to allow competitors to enter and leave the course easily.

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CONTENTS

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1. PURPOSE

This procedure details the processes for carrying out a Targeted Risk Assessment (TRA), when a track does not entirely conform to Motorcycling Australia Track Standards.

2. SCOPE

In circumstances where a track does not entirely conform, a risk assessment utilising the process set out in "the risk management process" is undertaken. Inspectors will conduct a Targeted Risk Assessment (TRA) on the hazard to assess if the particular risk is acceptable or whether mitigating action is required.

The subject area of the circuit can be accepted for licensing purposes provided the matter is documented in the inspection report and the methodology of the risk assessment also documented.

In areas which do not comply (documented on the TRA), the track inspector through the RCB will consult with the track operator to develop a process to achieve compliance with the current Standards.

For an existing track where compliance is impossible due to specific circumstances i.e. geographical, prohibitive cost etc. a targeted risk assessment must be undertaken and documented. This assessment will determine whether the area of non-compliance presents an acceptable risk and consequently whether the track can be licenced.

If the assessment determines the risk is unacceptable (i.e. Extreme or High Risk on the TRA form) the track cannot be licenced until the hazard is rectified and the track complies with the Standards

An "extreme" risk rating is a serious Risk Management issue and may result in a serious risk to the safety of participants, officials or spectators and third parties.

If any part of a track is modified subsequent to the original licensing of the venue the modified section should fully comply with the Standards.

RCB's inspectors may prescribe a staged process for modifying a track, to be agreed by the track operator which will establish the process to achieve conformity at an acceptable lesser standard, subject to the risk assessment process being applied, in consultation with the RCB.

This process can also be used if any unexpected situation arises.

In areas of non-compliance with the Standards, the Track Inspector will consult with the Track Operator (through the RCB) to develop a process to achieve the following:

- The first priority is to achieve compliance with the Standards.

  This may be in the form of an agreed Works Program over a prescribed period of time.
- For an existing track where compliance is *impossible* due to specific circumstances (i.e. geographical, prohibitive cost etc.), a TRA will determine whether the area of non-compliance presents an acceptable risk and consequently whether the track can be licensed.

3. PROCEDURE

3.1. Inspecting a Venue

The inspection is a fact-finding mission to find potential hazards and can take different forms from taking notes of the area, interacting with club representatives, sometimes observing on track activity, taking photos, and taking measurements.

When inspecting venues, RCB approved checklists are a valuable way of capturing necessary information, however they should ensure that:

- Important items are not overlooked
- Consistency is achieved if the required activity is being undertaken by several different inspectors and there is a formal record of efforts made.

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During an inspection, an important factor to take into account is the effectiveness of any control measures already provided from a previous inspection. It is necessary to consider the possibility of current control measures not being used due to issues such as:

- Cost of implementing control (i.e. cost of new spectator fence)
- Failure to replace controls following maintenance or repair work
- Difficulty of using or working with controls and
- Complexity of controls.

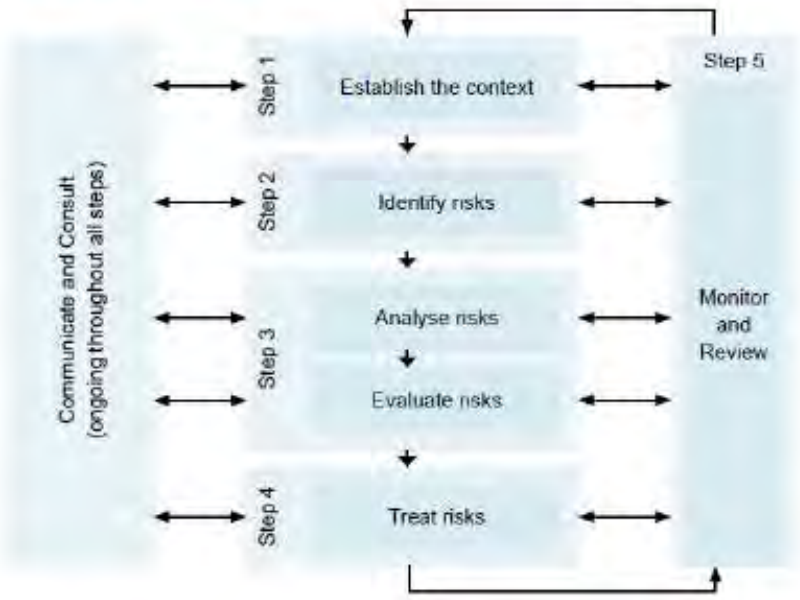
3.2. Risk Management Process

Risk Management is a five-step process:

- Step 1 – Establish the context
- Step 2 – Identify the risks
- Step 3 – Analyse the risks
- Step 4 – Evaluate the risks
- Step 5 – Treat the risks

Throughout each step it is essential that there is consultation and communication with everyone in your organisation's functions, activities and events (refer to diagram).

RISK MANAGEMENT PROCESS



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3.3. Step 1 – Establish the Context

Before risk can be clearly understood and dealt with, it is important to understand the context in which it exists. You should define the relationship between your club and the environment that it operates in so that the boundaries for dealing with risk are clear.

Establish the content by considering:

- The strategic context – the environment within which the organisation operates
- The organisational context – the objectives, core activities and operations of the club.

3.4. Step 2 – Identify the Risks

The purpose of this step is to identify what could go wrong (likelihood) and what is the consequence (loss or damage) of it occurring.

Key questions to ask include.

- What can happen? List risks, incidents or accidents that might happen by systematically working through each competition, activity or stage of your event to identify what might happen at each stage.
- How and why it can happen? List the possible causes and scenarios or description of the risk, incident or accident.
- What is the likelihood of them happening?
- What will be the consequences if they do happen?

Risks can be physical, financial, ethical or legal.

Physical risks are those involving personal injuries, environmental and weather conditions and the physical assets of the organisation such as property, buildings, equipment, vehicles, stock and grounds.

Financial risks are those that involve the assets of the organisation and include theft, fraud, loans, license fees, attendances, membership fees, insurance costs, lease payments, pay-out of damages claims or penalties and fines by the government.

Ethical risks involve actual or potential harm to the reputation or beliefs of your club, while legal risks consist of responsibilities imposed on providers, participants and consumers arising from laws made by federal, state and local government authorities.

3.5. Step 3 – Analyse The Risks (and Evaluate)

This involves analysing the likelihood and consequences of each identified risk and deciding which risk factors will potentially have the greatest effect and should, therefore, receive priority with regard to how they will be managed. The level of risk is analysed by combining estimates of likelihood (table 1) and consequences (table 2), to determine the priority level of the risk (table 3).

It is important to consider the consequences and the likelihood of risk in the context of the activity, the nature of your club and any other factors that may alter the consequences of likelihood of risk.

Risk evaluation involves comparing the level of risk found during the analysis process with previously established risk criteria and deciding whether risks can be accepted. If the risk falls into the low or acceptable categories, they may be accepted with minimal further treatment. These risks should be monitored and periodically reviewed to ensure they remain acceptable. If risks do not fall into the low or acceptable category, they should be treated using one or more of the treatment options considered in step 4.

The criteria for evaluating the risks at your club are shown below:

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3.5.1. Table 1– Likelihood Scale

Question: What is the likelihood of the risk event occurring?

Qualitative measures of Likelihood			
Level	**Descriptor**	**Example Detail Description**	**Frequency**
1	Rare	Could happen, but it is unforeseeable that this will occur	Less than once in 5 years
2	Unlikely	Could happen but only rarely	At least once in 5 years
3	Possible	Could happen occasionally	At least once in 3 years
4	Likely	Could happen frequently	At least once per 1 year
5	Almost certain	Will occur	More than once per year

3.5.2. Table 2 – Consequence Scale

Question: What is the loss or damage impact if the risk event occurred (severity)?

Qualitative Measures of Consequence					
Level	**Descriptor**	**Financial**	**Safety**	**Property**	**Operational Efficiency**
1	Insignificant	Less than $1000	No injury	No Damage	Little or no hardship to organisation. 0 – Low $ loss
2	Minor	$1000 - $10,000	First aid injury. No ongoing medical attention.	Internal Repair	Some hardship to organisation. Minor $ loss
3	Moderate	$10,000 – 50,000	Moderate injuries - medical treatment required (broken bones). Hospital.	External Repair	Moderate hardship to organisation. Medium – High $ loss
4	Major	$50,000 - $150,000	Extensive (Serious) injuries resulting in major medical treatment. Hospital	Extensive external repair	Significant hardship to organisation. Major $ loss
5	Catastrophic	More than $150,000	Life threatening injuries, death or multiple fatalities	Un-repairable / replace	Major hardship to organisation. Huge $ loss.

3.5.3. Table 3 – Risk Priority Scale

The risk priority scale determines the nature of the risk and the action required. They are indicators to assist in the decision making of what action is warranted for the risks.

Question: What is the risk priority?

Risk rating	
Extreme	Stop activity, immediate action required
High	Prioritised action required
Medium	Planned action required
Low	Action when possible

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3.5.4. Table 4 - Risk Management Matrix

The risk management matrix is a simple tool that can be used to assess a risk by evaluating a hazard's likelihood of occurring and its potential consequences. This enables the user to identify the appropriate response and prioritise the implementation of controls.

Below is an example of a risk matrix that has been adopted for MA track inspectors to identify the risk a hazard poses to people. The risk assessment matrix is broken into the following steps:

- The probability or likelihood of an accident occurring is evaluated
- The potential consequences are calculated or estimated and

Based on these two factors, the risks are assigned priority for risk control through the use of a risk rating.

Risk Matrix	2. LIKELIHOOD *How likely is it to happen?*				
1. CONSEQUENCE *How severely could it hurt someone (riders, officials or public)? 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)
Catastrophic	Extreme	Extreme	Extreme	High	High
Major	Extreme	Extreme	High	High	Medium
Moderate	High	High	High	Medium	Low
Minor	High	Medium	Medium	Low	Low
Insignificant	Medium	Low	Low	Low	Low

3.5.5. Recording Data

The hazard identification data must be recorded so that it can be used for risk assessment activities and in determining appropriate control measures.

This process is documented on MA's Targeted Risk Assessment (TRA):

- That you thought about what could go wrong
- That you thought about who could be affected
- That you thought about how likely it was to happen
- That you thought about what could be done about it
- That all people involved were consulted

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3.5.6. Targeted Risk Assessment (TRA)

Targeted risk assessments involve examining and evaluating the likelihood and possible consequence(s) and severity of the potential outcomes of hazards in order to prioritise risks for control.

There is nothing complicated about risk assessments and we can all do them!

When identify the RISK – Look at what is being done and consider what could go wrong.

Any risk score of "Extreme" or "High" on the matrix should be referred to the RCB.

The Risk Matrix indicates that anything extreme or high risk will require control measures or mitigating actions for the purposes of reducing the likelihood and/or severity of the risk.

If in doubt contact the RCB.

The Targeted Risk Assessment will indicate the acceptable level of risk.

The risk ratings determined during risk assessment enable decisions to be taken on the amount of effort to be expended in controlling risks associated with particular hazards.

Any hazard that is 'highly likely' or 'certain/imminent' to cause harm must be attended to and the risk reduced even if the severity is low.

Those hazards identified as not adequately controlled can now be prioritised in a list for action using the risk rating as a guide to those which will require urgent attention, and those which can be listed for action sometime in the future.

3.6. Step 4 – Treat the Risks

Risk treatment involves identifying the range of options for treating the risk, evaluating those options, preparing the risk treatment plans and implementing those plans. It is about considering the options for treatment and selecting the most appropriate method to achieve the desired outcome.

Options for treatment need to be proportionate to the significance of the risk, and the cost of treatment commensurate with the potential benefits of treatment.

According to the standard, treatment options include:

- **Accepting the risk** – for example most people would consider minor injuries in participating in the sporting activity as being an inherent risk.
- **Avoiding the risk** is about your club deciding either not to proceed with an activity or choosing an alternate activity with acceptable risk which meets the objects of your club. For example, a motorcycle club wishing to raise funds may decide that a simple BBQ rather than a competition is a safer way of raising funds.
- **Reducing the risk** likelihood or consequences or both is commonly practiced treatment of a risk within sport, for example use of back protectors or helmets.
- **Transferring the risk** in full or in part, will generally occur through contracts or notices for example your insurance contract is perhaps the most commonly used risk transfer form used. Other examples include lease agreements, waivers, disclaimers, tickets, and warning signs.
- **Retaining the risk** is knowing that the risk treatment is not about risk elimination, rather it is about acknowledging the risk is an important part of the sport activity and some must be retained because of the inherent nature of the sport activity. It is important to consider the level of risk which is inherent and acceptable.
- **Financing the risk** means the club funding the consequences of risk i.e. providing funds to cover the costs of implementing the risk treatment.

Whichever option you choose to treat a risk, if the risk has rated highly you will need to carefully consider necessary policies, procedures and strategies to treat the risk.

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These will include:

- what is needed to treat the risk
- who has responsibility
- what is the timeframe
- how you will know when the risk has been successfully managed.

Also, seek independent advice from your broker, insurer, solicitor, financial advisor and/or affiliated state body.

3.7. Step 5 – Monitor and Review

As with communication and consultation, monitoring and review is an ongoing part of risk management that is integral to every step of the process. It is also the part of risk management that is most often given inadequate focus, and as a result the risk management programs of many organisations become irrelevant and ineffective over time. Monitoring and review ensure that the important information generated by the risk management process is captured, used and maintained.

Few risks remain static. Factors that may affect the likelihood and consequences of an outcome may change, as may the factors that affect the suitability or cost of the various treatment options. Review is an integral part of the risk management treatment plan.

As discussed earlier, risk management is an integral part of all core business functions, and it should be seen and treated as such. Risk management should be fully incorporated into the operational and management processes at every level of the organisation and should be driven

from the top down.

3.7.1. Recording Results of Risk Assessment

It is important that the conclusions reached about risks are documented and that any supporting information on how that decision was made is included in associated records. This is not only a legal requirement but is also important for knowledge and also demonstrates how a decision was achieved with regard to investigating a hazard.

The second page of the TRA will allow you to record your assessment.

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? >				

The TRA must be included in the Track Inspection Report and must outline the hazard, Risk Score, Treatment, Responsible person and the treatment (control).

The Track Inspection Report. must be completed in accordance with these Standards and the relevant module.

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4. APPENDICES

4.1. APPENDIX A: HOW THE RISK RATING WORKS

HOW THE RISK RATING WORKS.

Step 1 & 2: Establish Context & Identify risk

A risk identified at the track - "*Does our club take all reasonable steps to check the track for foreign objects which may result in injury to a rider*" would be considered as follows:

Question: Step 3 Analyse the risk

Is it likely that some of our events may not be checked properly or at all prior to commencement of activity [likelihood]?

Answer:

Maybe (probability Yes)

Question:

If yes, how likely?

Answer: Table 1

Likelihood rating would be a "3" (reasonable likelihood) over a year.

Question: Table 2

If yes, what would be the consequences and/or the loss or damage impact of those consequences [severity]?

Answer:

Impact rating would be a "3" (moderate, some objectives threatened i.e. rider injury may occur but can be easily remedied (prevented), with some effort, objectives can be achieved).

Question:

What is the nature of the risk and the action required?

Answer: Table 3 rate the risk

Given the likelihood rating is a "3" (possible) and the impact rating is a "2" (minor), the risk rates as a medium (level 3) risk on the risk rating scale.

So, it is a medium risk that is possible to arise over a five year period but can be easily remedied.

Question: Step 4 Treat the risk

How should it be treated?

Answer: Step 4 and 5.

Ensure all volunteer officials and coaches are aware of their event obligations as required by Motorcycling Australia under their risk management program (Clerk of Course to review track prior to activities). Club office bearers should ensure that volunteer officials / coaches receive the appropriate training, information and compliance checklists and provide feedback. They should have first aid kits and medical plan.

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TARGETED RISK ASSESSMENT (TRA)

DATE	EVENTor VENUE	AREAor LOCATION	NAMEof official completing this form	SIGNATUREof official completing this form

DESCRIPTION OF IDENTIFIED RISK	CONSEQUENCE (describe word)	LIKELIHOOO (describe word)	RJSKRATING (describe word)	CONTROLS/ TREATMENT What has or will bedone aboutit?

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

CONSEQUENCE: *How* SOVOffl/y *couldii hurtsomeone (riders, officials or public)? And what i ct willit have?*

	PERSONAL INJURY	ADMINISTRATIVE
CATASTROPHIC	Lifethrea:ening W'ljuries. death or multiple fatalities	Major hardship to organisation. Huge S loss.
MAJOR	Extensive {Serious) injuries resulting in major medical treaiment. Hos ital	Significant hardship to organisation. Major $loss
MODERATE	Moderate injuries • medical treatment re uired roken bones . Hos ital	Moderate hardship to organisation. Medium -Hi hSloss
MINOR	First aid injury. No ongoing medical attemion.	Some hardship to organisation. Minor S loss
INSIGNIFICANT	No injury.	Little or no hardship to organisation. 0- Low$ loss

LIKELIHOOD: ***Howlikely** is it to **happen?***

ALMOST CERTAIN WilJ occur	LIKELY Couldhappen frequently	POSSIBLE Could happen occasionally	UNLIKELY Could happen but only rarety	**RARE** Could happen, bul it is unforeseeable thatthis willoccur
Extreme	Extreme	Extreme	High	Medium
Extreme	Extreme	High	High	Medium
High	High	High	Medium	Low
High	Medium	Medium	Low	Low
Medium	Low	Low	Low	Low

<RATING:	RISK TREATMENTS	LEVELSOF CONTROL METHODS	
Extreme: StonactMtv Immediate ae1ion renuired	AVOID: Don't do *the* activitu	1. AVOID < I~ to starthere	5. REDUCE admin warninn and rules
Hiah: Prioritised action reauired	TREAT: Reduce - use controls	2. SUBSTITUTE	**6.PPE** <lastresort
Medium: Planned action renuired low: Actio,nmen oossble	ACCEPT: If low or 1fconse(luences are folerable TRANSFER: (Caution - cannot transfer d•"" ofcare)	3. ISOLATE 4. REDUCE bn ""\ICical controls	

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APPENDIX B: TYRE BARRIER ASSEMBLY INSTRUCTIONS

FIM SPECIFICATIONS AND ASSEMBLY INSTRUCTIONS

Tyre Barriers Horizontal Tyre Barrier (Type C)

a) Compulsory specifications

i) The tyre barrier shall be assembled according to the layout as shown in Figure 2.

ii) Only tyres for 4-wheel vehicles are allowed.

iii) Minimum rim diameter: 15"; maximum rim diameter: 17".

iv) Tyres shall be drilled following a hexagonal arrangement as shown in Figure 1 (suggested hole diameter of 10 mm).

v) The fixation between tyres shall be done with min M8 metal screws, as shown in Figure 2 (Detail - A).

vi) The fixation of tyres to the rear support (guard-rail) shall be done every other column of tyre, with the use of plastic straps, as shown in Figure 2.

vii) A conveyor belt shall be present and be of type "Gummibarrier" or similar, i.e.based of SBR-NR rubber with EP reinforcement plies.

viii) Conveyor belt thickness: 10 ± 2 mm.

ix) Conveyor belt height: equal to the tyre column height (without anti-sliding "skirt").

x) The conveyor belt shall be bolted to each tyre of every other column, as shown in Detail-B in Figure 2 (min M8 metal screws).

xi) For the first and last tyre barrier module, the conveyor belt shall be folded on the sides and fixed to the guard-rail.

b) Recommended specifications

i) Minimum tyre width: 195 mm.

ii) Tyres should be new at the moment of building the barrier.

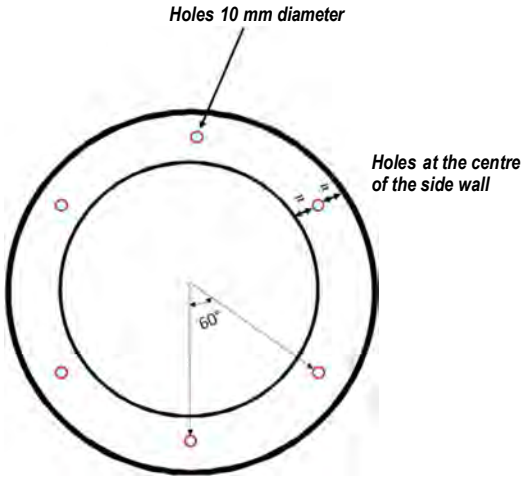

Figure 1. Hole arrangement.

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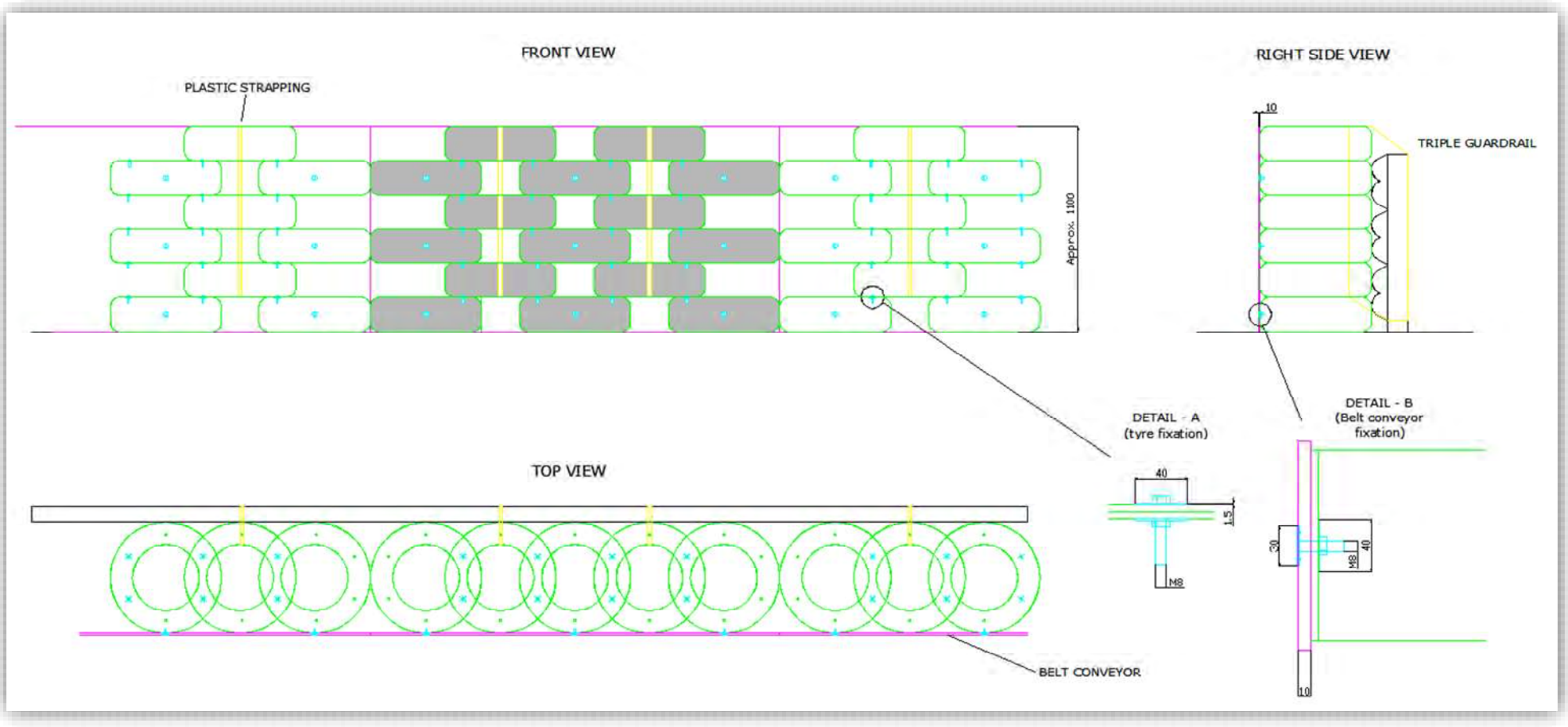

Figure 2. Horizontal tyre barrier general assembly

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Vertical Tyre Barrier (Type C)

a) Compulsory specifications

i) The tyre barrier shall be assembled according to the layout as shown in Figure 2. Only tyres for 4-wheel vehicles are allowed.

ii) Minimum rim diameter: 15"; maximum rim diameter: 17".

iii) Tyres shall be drilled following a hexagonal arrangement as shown in Figure 1 (suggested hole diameter of 10 mm).

iv) The fixation between tyres shall be done with min M8 metal screws, as shown in Figure 2 (Detail - A).

v) The fixation of tyres to the rear support (guard-rail) shall be done every other column of tyre, with the use of plastic straps, as shown in Figure 2.

vi) A conveyor belt shall be present and be of type "Gummibarrier" or similar, i.e. based of SBR-NR rubber with EP reinforcement plies.

vii) Conveyor belt thickness: 10 ± 2 mm.

viii) Conveyor belt height: equal to the tyre column height (without anti-sliding "skirt").

ix) The conveyor belt shall be bolted to each tyre of every other column, as shown in Detail-B in Figure 2 (min M8 metal screws).

x) For the first and last tyre barrier module, the conveyor belt shall be folded on the sides and fixed to the guard-rail.

b) Recommended specifications

i) Minimum tyre width: 195 mm.

ii) Tyres should be new at the moment of building the barrier.

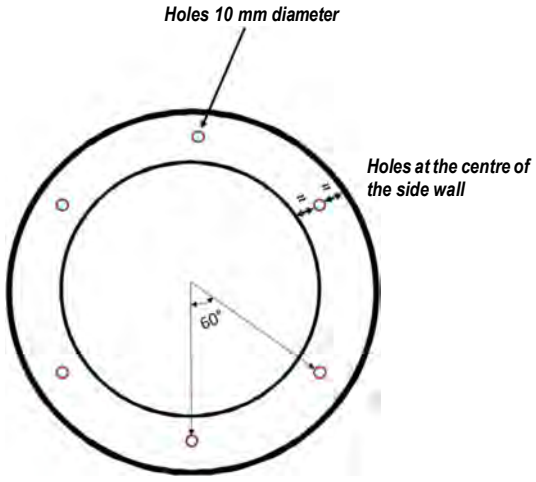

Figure 1. Hole arrangement.

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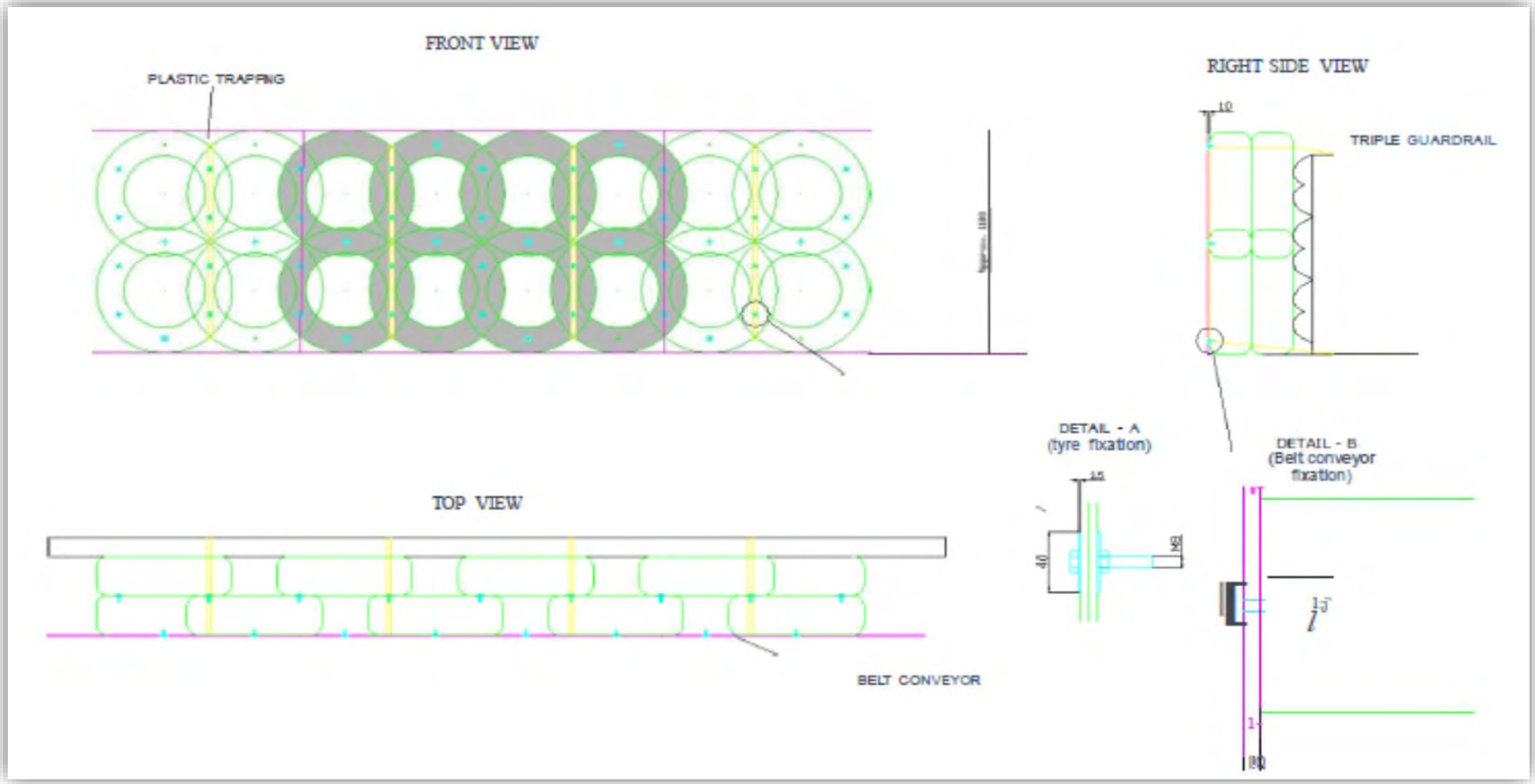

Figure 2. Vertical tyre barrier general assembly.

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APPENDIX C: MX/SX/STADIUM MX CRITICAL REQUIREMENT SUMMARY

TRACK STANDARDS MX/SX/Stadium MX (SMX) - Critical Requirement 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
Ave 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 Centers	Min.	1m	1m	1m	1m	1m
Rear Barrier	Min.	3m	3m	3m	3m	3m
Lighting	Min.	N/A	N/A	250lux	250lux	250lux
Bridge/Tunnel Clear Space	Min.	3.5m	3.5m	3.5m	3.5m	3.5m
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
Table Tops	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

N/A (Not applicable)
TRA Required (Targeted Risk Assessment)