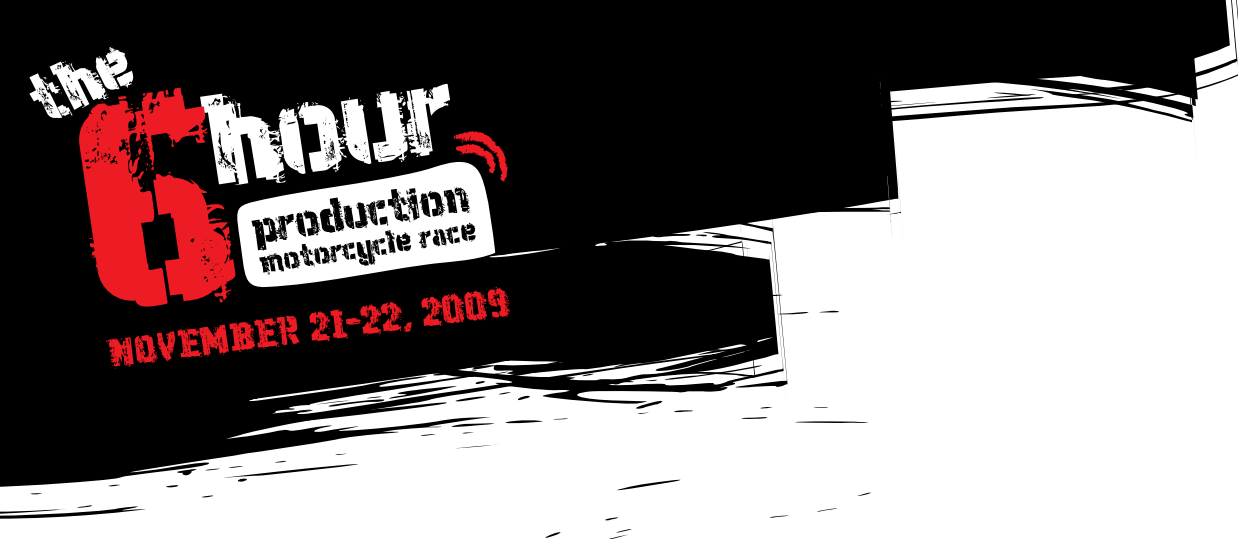


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1) CLASS DETAILS.

A) Production

Subject to the required and permitted alterations set out below, Production 1000cc machines must:

- a) Be fitted with ADR compliance plates for the particular machine,
- b) Be eligible for registration in all States and Territories.
- c) Be of a make and model lawfully sold in Australia,
- d) Be as constructed by the manufacturer,
- e) For 2 and 3 cylinder engines, have an engine capacity of no more than 1200cc,
- g) For 4 cylinder engines, have and engine capacity of no more than 1000cc,
- h) At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer, with a maximum retail price of \$35,000.
- i) To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:
 - i) 165kg for all 4 cylinder machines
 - ii) 170kg for all 2 and 3 cylinder machines

A 1% tolerance at post race control will be allowed

The following must be removed:

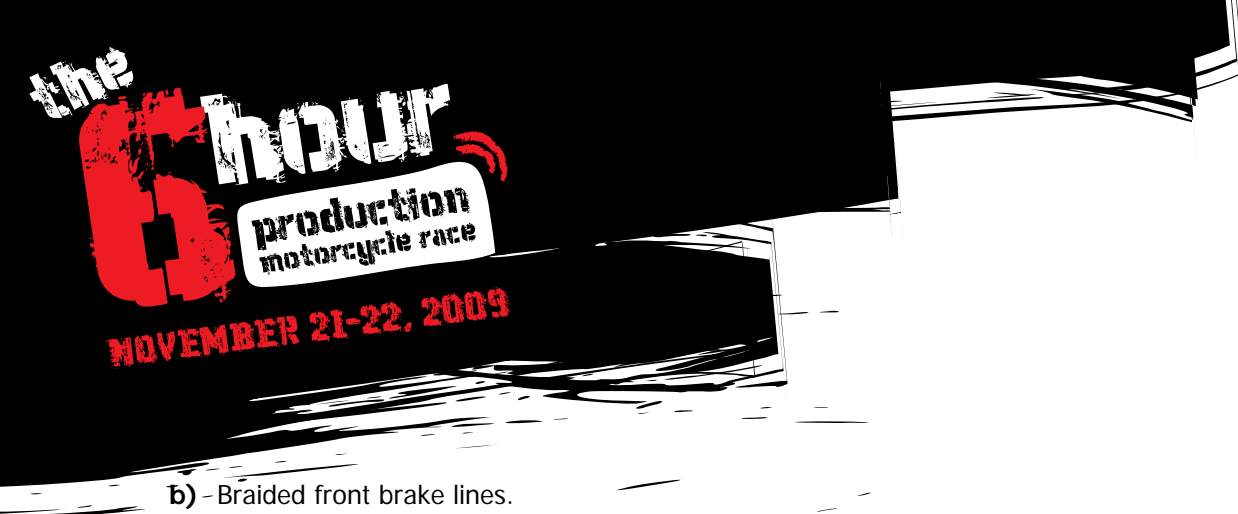
- a) Head lamp, b) Tail lamp, c) Reflectors, d) Horn, e) Traffic indicators, f) Mirrors,
- g) Centre and side stands. h) Registration plate / bracket and label holder.

Any sharp edges left by the removal of components mentioned in GCR 15.9.0.3 must be protected by a rolled edge or beading of a minimum 3mm diameter

Engine and gearbox breathing hoses and tubes, and the radiator over flow bottle vent must exhaust into the air box to the rear of the intakes. The lower breather tube must be blocked off. Only Water in radiator.

The following may be replaced or added with parts not manufactured by the manufacturer of the machine:

- a) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers, providing the replacements are of the same shape and appearance as the original. Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points.



- b) – Braided front brake lines.
- c) Crash resistant engine end cases and frame protectors as per the GCR'S
- d) Bikes can be modified with parts available from the parts catalog of the motorcycles manufacturer

When practice or a race has been declared wet by the C of C the uses of special tyres know as wet tyres is allowed. Homologation is not required for wet tyres.

B) Superstock 1000cc

Ref to G.C.R's 15.9

C) Superstock 600cc

Ref to G.C.R's 15.8 Grade of riders the team is allowed one A grade ride per team. Not open to factory Teams

Other classes please go to page. 10

2) TYRES:

Tyres for the 6 hour need not be homologated. But must be approved by the promoter and:

- a) Be commercially available in Australia,
- b) Be manufactured for road use in all weather conditions,
- c) Be not less than the machine manufacturer's recommended speed and load rating,
- d) Be worn no more than to the minimum tread depth indicators,
- e) Not be manufactured for only competition use,
- f) Not have an augmented or modified tread pattern,
- g) Comply with the service description (load and speed rating) permanently moulded on the OEM tyre side wall,

3) FUEL TANKS AND REFUELING.

Refuelling:

- a) The machine must be stopped in front of allotted garage.
- b) All members of the refueling team must be dressed in suitable clothing with long sleeve shirts and pants and covered footwear.
- c) One member of the team must have Fire Extinguisher in hand at all times during refuelling.
- d) During refuelling your machine must be stationary with the engine stopped.
- e) Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.



- f) Smoking is strictly prohibited in areas where refuelling is permitted.
- g) Teams are liable for exclusion from the event for failing to adhere to any of the above points.
- h) No other work of any kind can be carried out while refueling is being carried out.

Fuel Tanks:

- a) Fuel Caps may be changed to take quick refuel equipment.
- b) No key lock fuel caps permitted.

Refueling Churns:

At this point the promoter is looking into these, please phone James Spence 0412 348916 for more details and before purchasing any refueling equipment and will comply with Rule 15.22.10 of the GCR's

4) NUMBER PLATES:

- a) Team may nominate a number with up to 2 digits. Number 1 is reserved for the 2009 Superbike Champion
- b) If more then one nomination for a number is received the first entry received will be allotted that number.
- c) Bikes must be presented to scrutineering with correct numbers and colour boards.
- d) Figures must be Arial Rounded MT Bold font.

Colours:

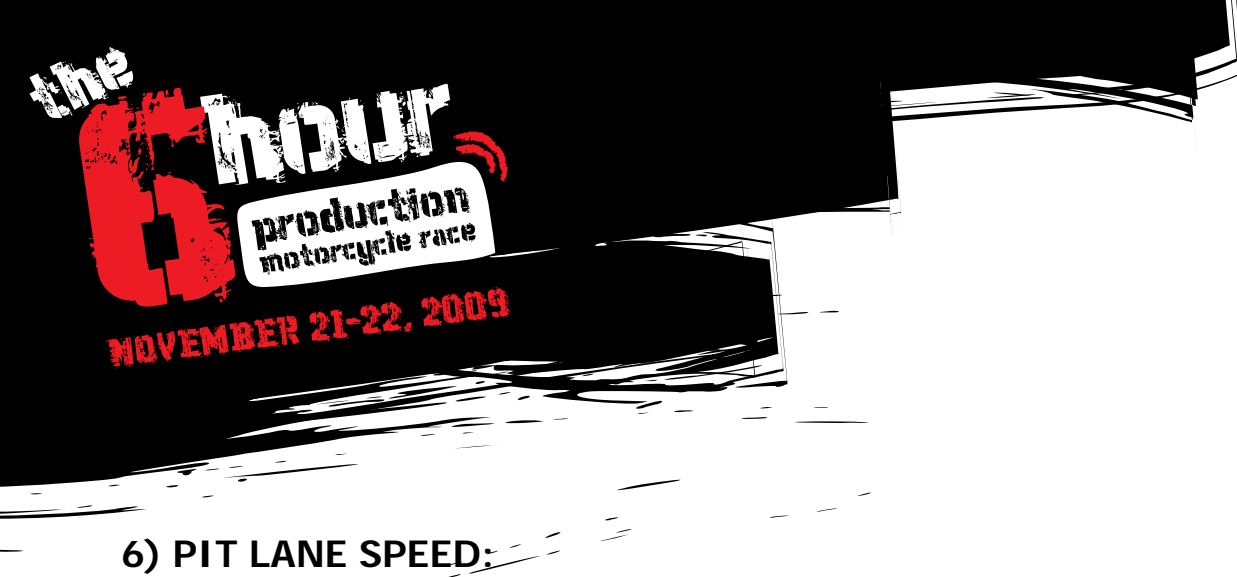
Productions Class: Canary Yellow Background with Black Numbers.

Superstock1000cc: Mail Box Red Background with White Numbers

Superstock 600cc: White Background with Black Numbers

5) RIDER:

- a) Teams may be up to 4 riders with a minimum of 2 riders.
- b) There is a limit a rider can ride of 3.5 hours.
- c) Each rider must have a letter (supplied) on both sides of his helmet this must be able to be seen by the official at pit exit. I.E A B C or D
- d) If it a new rider (who is already entered for the meeting) is added to the team on the day, the tram manager must complete a "change of rider" form and take this to the clerk of course no later that twenty (20) minutes before the start of the race.



6) PIT LANE SPEED:

Pit lane speed is 60kph. Breach of this rule will result in a stop go penalty.

7) PIT LANE CREW:

Each team is permitted only **2** team members on pit wall at anyone time.

No person under the age of 16yrs is permitted at anytime on pit wall.

8) STOPPING ON THE TRACK.

In case of a breakdown on the track, the rider must immediately move the motorcycle, off the track, so that it does not hinder the other riders. The rider may proceed to make a repair with the means at their disposal if not directed by the track marshals to move.

If the rider wants to take the motorcycle back to the pits, they must push it in the direction of the race, keeping to the verge of the track and following marshals directions for quicker access for pick up to be taken back to the pits via the back roads. If breakdown occurs in the centre of the track the rider must wait for the marshals directions.

In case of a breakdown in front of the pits, the rider may, under surveillance of a Marshal, return by the pit exit lane, engine stopped. He must push his machine in the opposite direction until he reaches his pit.

The rider pushing his motorcycle in the pit lane can be helped by two Mechanics.

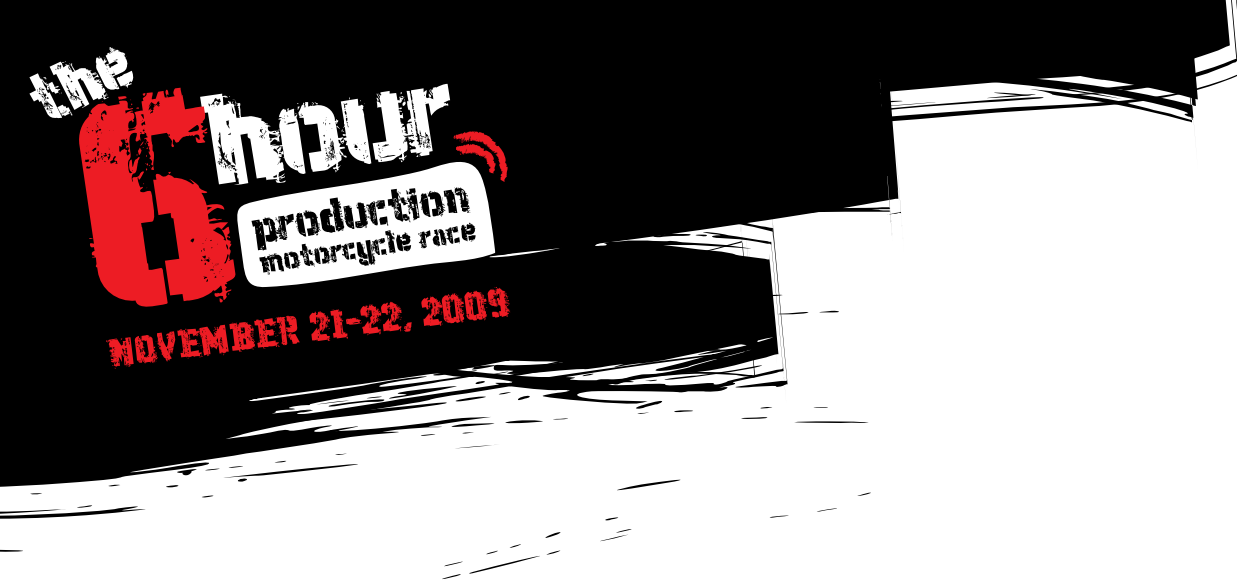
9) CHANGING OF MOTORCYCLE PARTS:

- a) During the practices, all defective parts may be replaced including the complete engine.
- b) During the race, all defective parts may be replaced with the exception of the frame and engine case

10) NEUTRALISATION OF THE RACE.

If, during the race, an incident (climatic conditions or any other cause) puts safety at risk and renders impossible the normal progress of the competition, the Clerk of the Course may decide to neutralise it

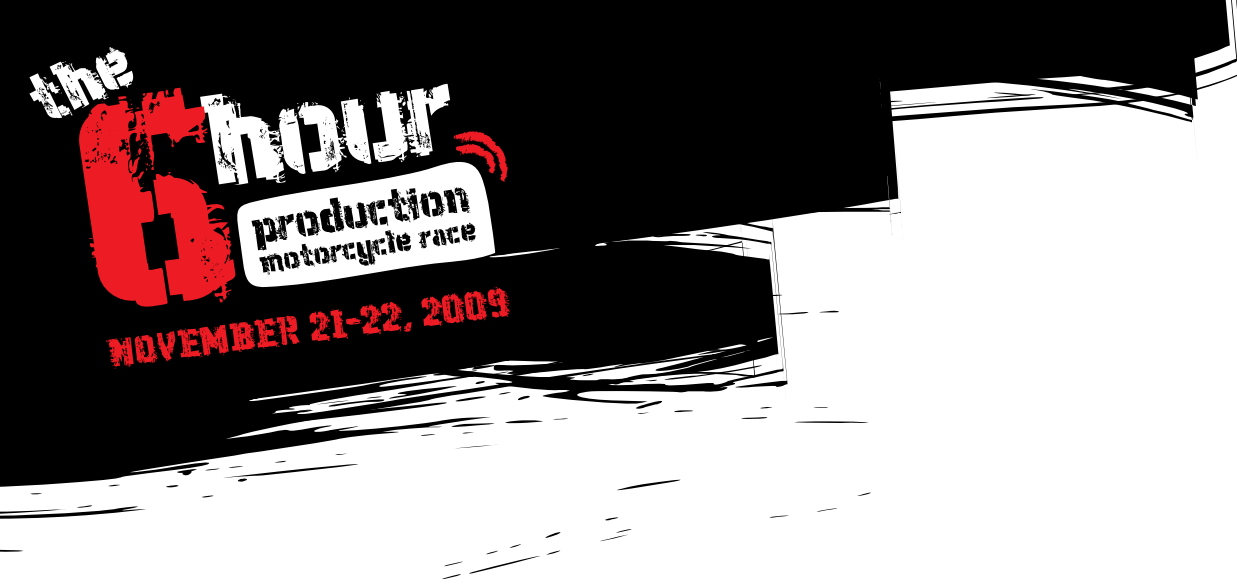
- a) In this case, a special vehicle visibly bearing the words "SAFETY CAR", on the side and the rear, equipped with revolving lights, will be introduced onto the track
- b) Immediately after they enter the track, the pit lane exit will be closed, a board "Pit Exit Closed" will be displayed.



- c) During the neutralisation, a white board with the words "SAFETY CAR" in red letters will be placed on the start line to inform the riders
- d) When this vehicle is introduced onto the track, the revolving lights will be on by order from the Clerk of the Course. From this moment, the SC BOARDS will be displayed at the flag marshal posts, and all riders who catch up the "SAFETY CAR" and line up in single file behind, without overtaking them.
- e) During the neutralisation of a race, the machines may stop at the pits.
- f) After stopping at the pits, riders must line up in a single file at the pit lane exit and may only rejoin the track when the green light is turned on. It will be turned on for a 20-second period, 10 seconds after the SAFETY CAR has passed pit exit. The pit lane exit will then be closed once again (Pit Exit Closed board will be displayed).The riders who have not left the pit lane will have to wait for the next lap of the SAFETY CAR
- g) When the Clerk of the Course decides to call in the "SAFETY CAR", it will first effect a full lap of the circuit, with revolving lights on, but overtaking remains forbidden until the "SAFETY CAR" leave the track to come back to their post.
- h) When the SAFETY CAR have left the track, the exit of the pit lane will then be open again permanently.
- i) During the intervention of the "SAFETY CAR", each lap raced will be counted as a "race lap".
- j) All other rules of the race remain valid.

11) START PROCEDURE:

- 1) Approximately 30 Minutes before the Start of the Race – Pit lane exit opens for sighting lap.
Count-down boards of 5 and 1 minute are shown at the pit exit.
- 2) Approximately 20 Minutes before the Start of the Race – Pit lane exit closes.
- 3) Riders who do not make the sighting lap will have to push their bike to the grid from the pit lane under the instructions of the marshal positioned at the pit lane.
- 4) When the riders reach the grid after the sighting lap they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".
- 5) Having taken up their grid position, the riders may take off their helmets.
- 6) Riders on the grid may, at this stage, make adjustments to the machine. Tyre warmers may be used on the grid. No batteries or other electrical supplies are permitted on the grid. Riders may use a generator to power tyre warmers on the grid. Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of two kilowatts. The noise limit of the generator is 65 dB/A. Generators should be located to the rear of the motorcycles



7) All adjustments must be completed by the display of the 3 minute board.

- a) After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane.
- b) Such riders and their machine must be clear of the grid and in the pit lane before the display of the 1 minute board where they may continue to make adjustments. And start race from pit exit after the field has past.

8) Refuelling or changing fuel tank on the grid is forbidden.

9) **3 Minutes before the Start of the RACE –**

- a) Display of 3 Minute Board on the grid.
- b) Generators must be disconnected and removed from the grid as quickly as possible. Removal of tyre warmers, from machines, on the grid.
- c) At this point, all persons except one mechanic per machine, the person holding the umbrella for the rider, and essential officials must leave the grid.
- d) Riders must put their helmets on.
- e) No person (except essential officials) is allowed to go on the grid at this point.

10) **1 Minute before the Start of the RACE –**

- a) Display of 1 Minute Board on the grid.
- b) At this point, all team personal except one mechanic holding the machine will leave the grid. All riders must be in position on the other side of the track in the circle opposite their machine.

11) **30 Seconds before the Start of the RACE–**

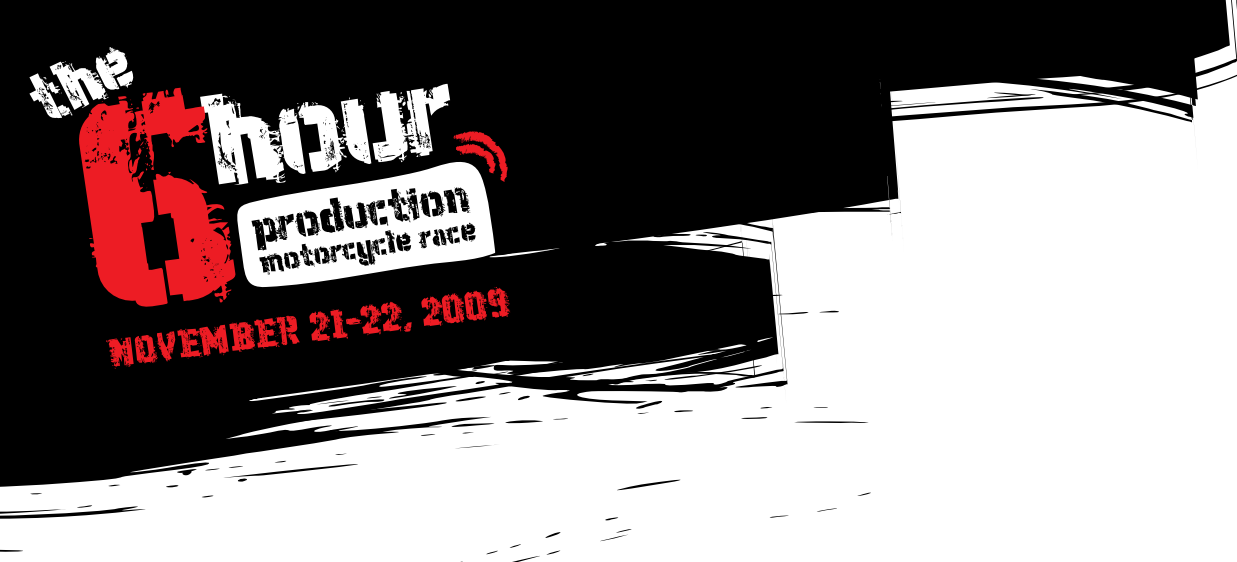
Display of 30 Second Board on the grid.

12) **NATIONAL FLAG waved to start the RACE.** By Kevin Magee

Each rider will run towards his machine, start the engine and begin the race.

13) In the interest of safety, should a rider cannot start his machine, he may be assisted but only after the board with the word "PUSH" in black has been displayed at the starter rostrum.

14) If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance

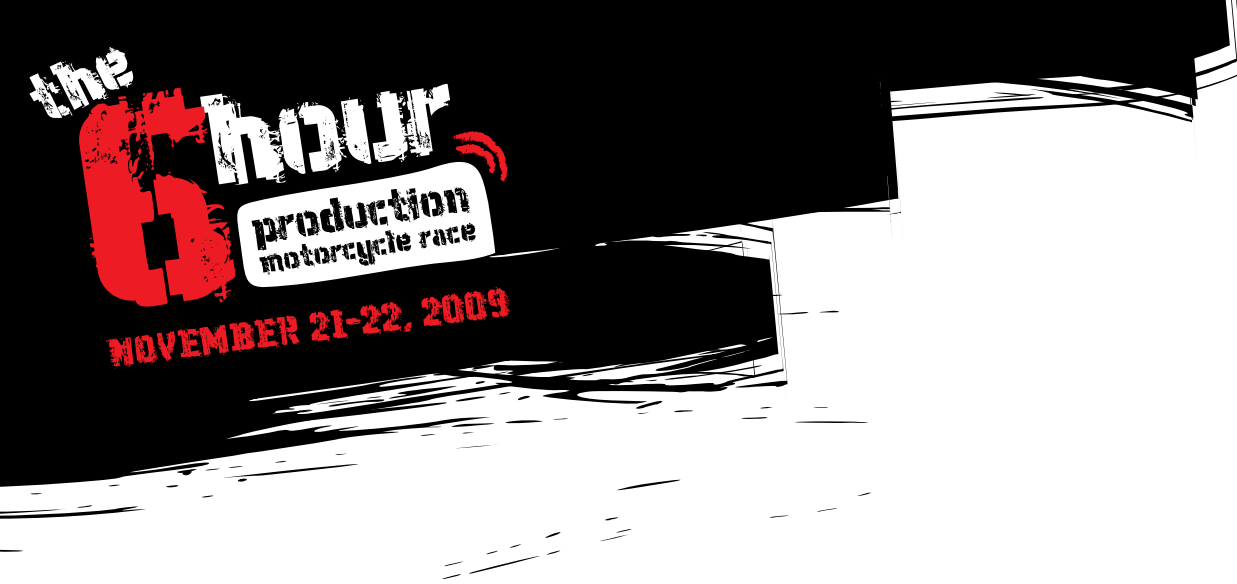


12) BEHAVIOUR DURING PRACTICE AND RACE.

- 1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalized BY The Clerk of Course.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: Fine – Stop & Go – time penalty – disqualification
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him.
 - a) Any infringement of this rule during the practices will be penalized by the cancellation of the lap time concerned.
 - b) During the race, by a Stop & Go Riders must return to pit lane keeping to left the side and stopping at pit exit where the pit marshal will advise when they may re enter the race. While on a Stop & Go penalty a rider may not received any assistant from his team
 - c) Further penalties. (Such as fine – disqualification) may also be imposed
- 4) Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance in a place directed by the marshals.

The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine. If the bike can be taken back to the pits via back roads then the team can repair the bike for a re start after the bike has been re scrutineered. The lap of the stoppage will not be counted.

- 5) If the rider intends to retire then he must park his motorcycle in a safe area as indicated by the marshals.
- 6) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 7) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 8) Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change tyres. All such work must be carried out in the pit lane on the working apron in front of the boxes. Heavy work can be done inside the pit-box.
- 9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by two mechanics.
- 10) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag).



- 11) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12) No signal of any kind may pass between a moving machine and the rider's team, or anyone connected with the machine's team entrant or rider, except for the signals of the time keeping transponder, legible messages on a pit board, or body movements by the rider or team.

Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Promoter.
- 13) A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.
 - A) Any rider found to have exceeded the limit during the practice will be subject to a fine of \$ 200.
 - B) Any rider who exceeds the pit lane speed limit during a race will be penalised with a Stop & Go.
- 14) Stopping on the track during practices for start practice or a like is forbidden.
- 15) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.
- 16) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track during practice sessions, warm ups and races.
- 17) Any rider whose machine spill oil on the track causing interruption of practice, warm up or race twice in the same event will be penalized with one of the following penalties: fine – disqualification

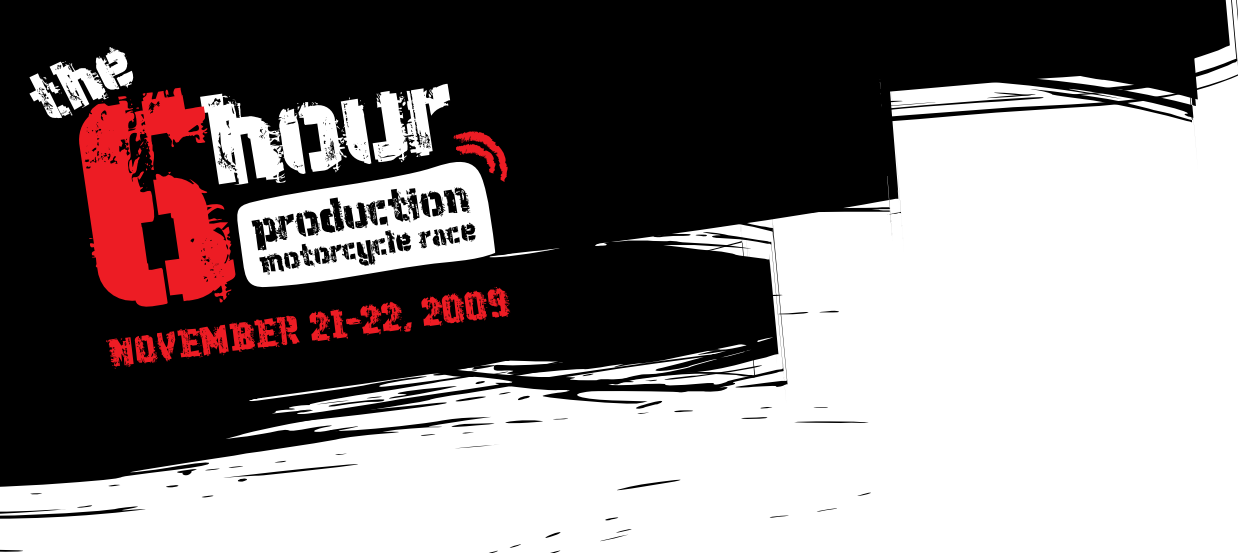
15) MEDICAL CARS

The medical cars, if they are to go on the track, will have lights on.

Overtaking of these cars is authorised. If another vehicle (e.g. ambulance), is required to go on the track at the same time as the medical car, the other vehicle must be dispatched first.

16) INTERRUPTION OF A RACE

If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all flag marshals' posts around the circuit. Riders must immediately slow down and return to the pit lane.



17) RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time of the start procedure which, conditions permitting.

The intermediary placings must be available to teams before the following part of a race can be started.

The start procedure will be behind the Safety Car.

Riders will take place behind the Safety Car according to the intermediate order in a single line. Overtaking is forbidden.

The Safety Car will make a complete lap and will leave the track before the starting line.

CLASSES:

Vets Class: Rider over 45 as at the 1.11.09 Bikes for this class is open Trophies only

Bears Class: Open to all BEARs class bikes that is any bike of non Japanese manufacture. Trophies only

Open Class: Open to all bikes and grade of rider Trophies only.