

Ricondi Two Hour / Race and Road Metronome



Event Location - Morgan Park Raceway
Event Promoter - Motorcycle Sportsmen of Qld
Permit Number - 6/20/O/88254
Event Contact - Kate Hunter
Contact Number - 0439326322
Track Address - Old Stanthorpe Rd , Warwick, QLD, 4370, AUS
Track Licence - MA 301017
Date - 07-Nov-2020 07:00 AM To 08-Nov-2020 05:00 PM

SUPPLEMENTARY REGULATIONS

Steward	Gregg Smith
Referee (<i>Speedway only</i>)	
Clerk of Course	Peter Black
Race Secretary	Jason Davies
Scrutineer	

1. ANNOUNCEMENT:

The Motorcycle Sportsmen of Qld hereafter called the **PROMOTER** will conduct **Ricondi Two Hour / Race and Road Metronome Road Race** at the Old Stanthorpe Rd , Warwick, QLD, 4370, AUS, on **07-Nov-2020 07:00 AM To 08-Nov-2020 05:00 PM** as per Permit Applications applied for.

2. JURISDICTION:

The above mentioned event has been authorised by Motorcycling Queensland who has issued the Motorcycling Australia Permit Number 6/20/O/88254 and is open to holders of current Motorcycling Australia licences. Please see section 27 for a list of these licences.

The event will be held in accordance with the current Manual of Motorcycle Sport General Competition Rules (GCR's) contained in the Manual of Motorcycle Sport, these Supplementary Regulations, and any Final Instructions approved by Motorcycling QLD. By entering this Event all parties agree to comply with these rules, regulations, by-laws and instructions.

If an International Meeting Number (IMN) is approved, competitors with comparable licenses from another FMN who have obtained written clearance and provide verification of personal FIM insurance to a standard accepted by Motorcycling Australia are also eligible to compete.

3. ENTRIES:

Entries open forthwith and close on 30-Oct-2020 via Ridernet. Conditions of entries in paragraph 27.

In the case of postponement or abandonment of the event, all or any part of the entry fee may be retained by the Motorcycle Sportsmen of Qld, if such retention is approved by Motorcycling QLD. Only entries received on the official Entry Form that are accompanied by the correct fee will be accepted.

4. INSURANCE:

National Personal Accident Scheme provides basic cover for death and permanent disability. Ambulance Insurance is compulsory for licensees. **IT IS STRONGLY RECOMMENDED THAT COMPETITORS GIVE CONSIDERATION TO TAKING OUT WEEKLY BENEFITS INSURANCE.**

5. MEDICAL SERVICES:

QAS Warwick 07 4667 5135 will be in attendance prior to any on track motorcycle activity until 15 minutes after the completion of racing each day.

6. ENTRY and CLASS FEE:

First class fee = entry fee + class fee

Second class fee = class fee

Plus transponder fee if applicable.

Entry Fee = \$0.00

Class	Fee	Second Fee
Enduro 2 - Up to 400cc Production	\$300.00	\$200.00
Enduro 1 - Formula 2 machines, Pre-2K F2 machines, Formula 1 machines, Pre-2k F1 machines.	\$300.00	\$200.00
Metronome (Saturday)	\$200.00	\$100.00
Metronome (Sunday)	\$200.00	\$100.00

7. ENTRY PASSES:

Each competitor will be given 2 entry passes.

8. CLASSES OF COMPETITION:

Competitive Classes
Enduro 2 - Up to 400cc Production
Enduro 1 - Formula 2 machines, Pre-2K F2 machines, Formula 1 machines, Pre-2k F1 machines.

9. ENTRIES TO CONSTITUTE A CLASS:

Classes	Minimum Entries
Enduro 2 - Up to 400cc Production	0
Enduro 1 - Formula 2 machines, Pre-2K F2 machines, Formula 1 machines, Pre-2k F1 machines.	0
Metronome (Saturday)	0
Metronome (Sunday)	0

Should there be insufficient entries in any Class of Competition, the decision to run or cancel the Class, or to combine events and re-distribute any awards, will be at the discretion of the club, subject to Motorcycling QLD approval.

10. RACE FORMAT:

RACE AND ROAD METRONOME

1. The Metronome event is not a race.
2. Riders will be released from Pit Lane at the start of the session at approximately 5 second intervals.
3. Riders will be timed electronically upon each crossing of the start/finish line.
4. The aim is to ride every lap the same, the smaller the difference in lap time, the smaller the mean deviation.
5. Riders will be ranked based on their mean deviation.
6. If the session is red flagged, it will be continued from the time the red flag was declared.
7. If more than 75% of the time is completed when a red flag is produced then the event may be declared as complete.
8. Lap timers are forbidden
9. Speedometers must be covered

RICONDI TWO HOUR

1. The Paddock

1. Any special Considerations for the paddock will be defined in the Final Instructions
2. Penalty area will be the area adjacent to the signalling area
3. Any minor work performed on machines must be undertaken on the concrete apron outside the garage, major works may be undertaken inside the garage.

2. Teams

1. Riders are responsible for nominating their team.
2. Teams will be made up of 2 riders and 2 motorcycles, riders will be defined by colour, red rider, blue rider.
3. Riders must nominate as red or blue at sign-on.
4. Each rider will be allocated a coloured arm-band which must be worn on the left arm whilst on track.
5. Team composition will be fixed from the end of the last qualifying session.
6. Armbands may not be changed between riders without permission from the Clerk of Course. Replacement riders or change of riders may only be approved by Clerk Of Course.
7. In the event of damage to a machine which renders it unable to continue, permission may be given by the Clerk of Course for both

- riders to use the remaining machine if no spare machines are available to the team.
8. Riders may enter spare machines.
 9. 1 transponder per team, transponder must be attached to the active team bike on track for laps to count.
3. Classes
1. Enduro 2 – Production based machines up to 400cc.
 2. Enduro 1 – Formula 2 machines, Pre-2K F2 machines, Formula 1 machines, Pre-2k F1 machines.
4. Practice and qualifying
1. All sessions will be timed.
 2. Results will be based on the fastest laps of all riders during the qualifying sessions.
 3. The qualifying positions will be based on the averaged time of both riders fastest laps set during qualifying.
 4. There will be separate qualifying sessions for Red riders and Blue riders, riders must only ride in the qualifying session that corresponds with their arm band colour.
 5. If a session is red flagged, all riders must return slowly to the pit lane. When the session is restarted, the time remaining will be from the time the red flags were waved to interrupt the session unless adjusted by the clerk of course.
 6. To qualify to race riders must achieve a lap-time at least equal to 115% of the time recorded by the fastest rider in their class. Riders that do not qualify will have to receive start permission from the Clerk of Course.
 7. Teams may decide which rider (red or blue) is to start the race.
 8. There will be a practice safety car procedure for each colour group of each class.
 9. Further details in final instructions.
5. Start procedure
1. The rider nominated to be the starting rider for each team will be released from pit exit and will complete one formation lap before pulling up at the grid.
 2. An official will stand at the front of the grid holding a red flag.
 3. On arriving at the grid, riders must stop their engine and position their machine in their designated grid position at the left hand side of the track at a 45 degree angle facing forwards.
 4. Riders may be assisted to manoeuvre their machine by a team member who will hold the machine for the start.
 5. Only one team member per rider is allowed on the grid to hold the machine.
 6. Riders must immediately go to their designated start position on the right-hand side of the track.
 7. When all riders are in position, a 30 second board will be displayed.
 8. Race Start will be by a dropped national flag.
 9. Each rider will run towards their motorcycle, start the engine alone (no assistance is allowed) and begin the race.
 10. Any rider who anticipates the start will be required to carry out a stop and go penalty. An anticipated start is defined when a rider is outside of the defined start area when the race is started. The Clerk of course will decide if a penalty will be imposed and the team will be notified as soon as possible.
 11. If a rider cannot start their machine, they may be assisted to start but only after all bikes have left the start and when directed by the grid marshal or clerk of course. If after a reasonable period, the engine does not start, the machine must be pushed into pit lane where mechanical assistance maybe provided. A rider change is allowed at this point.
 12. Any rider who does not go onto the grid must start from pit lane at the direction of the marshal.
 13. After all riders have passed the exit of the pit lane, the official located at pit lane will wave a green flag to start any riders in pit lane.
6. Stop & Go Penalty
1. During the race, the rider will be requested to stop in the penalty area identified in pit lane. Stopping elsewhere is not permitted, the rider must bring their motorcycle to a complete stop and remain stationary for 30 seconds, or the time prescribed by the clerk of course.
 2. The rider must respect the pit lane speed limit, in case of infraction, another Stop and Go Penalty may be applied.
 3. Stop and Go penalties will be carried forward in the case of an interrupted race.
 4. After notification has been made to the team, a STOP & GO board will be displayed at the start finish line with the riders bike number on it.
 5. Failure by the relevant rider to stop within 5 laps will result in that bike being shown the black flag.
 6. If there are multiple infractions by multiple riders, Stop & Go will be shown to riders in the order these infractions occurred.
 7. In the case that a Stop & Go has been unable to be carried out before the end of the race, the relevant team will be automatically penalised with a one lap penalty.
 8. Depending on the severity of the offence, riders may be penalised with multiple Stop & Go penalties.
7. Behaviour during the race
1. Riders should only use the track and the pit lane. Riders of machines with crash damage or technical problems who intend to attempt to continue may return to the pits for repairs. A machine can only be ridden back on track or verges if it can be done so in a manner that does not endanger or impede others. Machines must not be pushed trackside to return to the pits.
 2. Any repairs or adjustments along the race track must be made by the rider working alone with no outside assistance except that rendered by the marshals, who may assist the rider in lifting the machine or to re-start.
 3. If the rider intends to retire from the race, they must park their motorcycle in a safe area against the tyre wall and the rider must get up on top of the tyre wall as soon as is practical.
 4. Machines that have been recovered may be repaired.
 5. Any repair work must be confirmed by the chief scrutineer prior to the machine being allowed to rejoin.
 6. In the event that a machine can not be repaired, teams may use a spare machine, any team intending to use a spare machine must gain approval from the Chief Scrutineer and a change of machine request must be filed with the Race Secretary.
 7. Use of a single machine for two riders is only allowed in the case of significant damage which cannot be repaired and may only be authorised at the discretion of the clerk of Course, the chief scrutineer must first confirm the severity of the damage.
 8. Use of a spare machine or change to single machine will incur a Stop and Go penalty.
 9. If the rider encounters a problem with the machine which will result in retirement from the practice or the race, then they should not attempt to tour at reduced speed to the pits but should pull off the track and park the machine in a safe place as indicated by the marshals.
 10. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
 11. Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change riders. 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 garages.

12. A speed limit of 40kmh will be enforced in pit lane at all times, any rider who exceeds the pit lane speed limit during the race will receive a Stop & Go Penalty.
 13. Excessively high speed in the judgement of the Clerk of Course and multiple repeat offences will may incur higher or multiple penalties.
 14. Stopping on track during races or qualifying is forbidden.
8. Rider change
1. The Minimum Pit Lane transit time allowed between crossing the pit entry timing loop and the Pit Exit Loop is 2 minutes, teams will be responsible for ensuring this is adhered to, teams who contravene this will be penalised with a Stop & Go penalty.
 2. Timing transponder must be swapped between the incoming and outgoing bike.
9. Safety Car
1. The race will be neutralised by use of Yellow Light boards with the letters "SC" along with Waved Yellow flags will be deployed along the full course.
 2. The safety car may enter at any place in the field of riders.
 3. Riders must slow down and be prepared to catch up a SAFETY CAR or an intervention vehicle.
 4. It is forbidden for a rider to overtake another rider during the display while the race is neutralised.
 5. Overtaking the SAFETY CAR or intervention vehicle is forbidden. Riders must line up in single file behind.
 6. Any rider who enters the pits during a safety car procedure will incur a stop and go penalty.
 7. It is forbidden to change riders or machinery or otherwise gain an advantage in the pits during the safety car procedure.
 8. There will be an approximate maximum of 5 Safety Car Laps, if the situation cannot be resolved in this time, the race will be red-flagged and restarted if possible.
 9. When the Safety car is no longer required, it will leave the track at Pit Exit,
 10. Yellow flags and lights will continue to wave until the lead rider crosses the start/finish line.
 11. Riders can continue at unrestricted speed when the yellow flags, lights and SC board is no-longer displayed.
10. Finishing a race
1. Each rider must complete a minimum of 10 laps during the race event.
 2. The race will be considered finished once the allotted time limit has been reached and the chequered flag will be presented to the leading rider. If the leading rider does not cross the finish line within 5 minutes, the 2nd rider on the provisional classification will be shown the chequered flag.
 3. No rider may exit pit lane once the chequered flag has been shown.
 4. The results will be based on the order the riders cross the line and the number of laps completed.
 5. To be counted as a finisher in the race, a team must have completed 75% of the laps carried out by the winner and cross the finish line on the racetrack, riding or pushing their machine within 5 minutes of the race winner.
11. Restarting a race that has been interrupted
1. Following a Red flag stoppage.
 2. Safety car re-start procedure:
 1. Riders leave the pit lane, complete 1 warm-up lap at unrestricted speed and grid up in the track position that they held before the interruption.
 2. A stationary red flag will be held at the grid.
 3. The Safety car will be on track at the Start finish line.
 4. The red flag will be removed from the grid.
 5. The sighting lap will commence with a waved yellow flag and Yellow lights on the Start light gantry.
 6. Full course yellow flags, yellow lights and SC displayed on the circuit light boards.
 7. The riders must follow the safety car as per the Safety Car procedure.

11. TIMETABLE

<i>Gates Open -</i>	6:30 AM
<i>Scrutineering -</i>	7:30 AM
<i>Sign On -</i>	7:30 AM
<i>Riders Briefing -</i>	8:30 AM
<i>Practice Starts -</i>	9:00 AM
<i>Racing Starts -</i>	9:15 AM

For the purposes of drug and alcohol testing, the commencement of the event will be deemed to be 6:30 AM with the completion of the event for the participant being when the participant has vacated the venue.

All competitors will be given the opportunity to walk and inspect the track prior to any on track participation. This inspection must be done on foot and competitors are reminded that service vehicles may be in operation on the circuit at this time.
Enduro Events - Prior to competition there may be an escorted preliminary lap of the course.

Track dissatisfaction - Competitors who are not satisfied with any aspects of the track can present these concerns to the Clerk of the Course. If those concerns cannot be resolved, the competitor will be invited to withdraw from the event.

12. AWARDS AND PRIZE MONEY:

Awards and Prizes will be announced in the final instructions.

13. PRESENTATION:

At the Completion of Racing.

14. MACHINES AND RIDERS:

All machines entered must comply with the current GCR's for Road Race Competition.

Eligibility checks can take place at any time during the event.

It is the competitor or parent / legal guardians' responsibility to ensure that any machine that suffers accident damage during practice or racing is repaired and will meet the required safety standards as outlined in the MOMS prior to further participation in the event.

Capacity and fuel testing may be utilised by the Scrutineer at any round to assist with machine eligibility.

Helmets are mandatory. All persons including officials using any bike, trike or quad at an event must be wearing a properly secured helmet.

15. RIDING NUMBERS:

Wherever possible, competitors will be allocated their Registered Riding Number. All Number Plates on all Machines MUST comply with the GCR's for Road Race.

16. GRID POSITIONS:

Grid positions will be on the left hand side of the track before the start finish line, rider will start from the start boxes on the right hand side of the track opposite the matching grid position.

17. RIDERS' BRIEFING:

A riders' briefing will be held at 8:30 AM and prior to any on track motorcycle activity. It is compulsory for all competitors and a parent or legal guardian of all JUNIOR and under 18 competitors to attend. A random attendance roll call may be utilised by the Clerk of Course to determine a competitor's attendance at riders' briefing. The Clerk of Course may at his/her discretion, penalise any competitor who is called randomly at riders' briefing and is proven not to be in attendance by not responding to that call.

Smoking is strictly prohibited at Riders' Briefing.

18. STARTS:

Flag

19. TYRES:

There is no restriction on tyres.

20. ANTI-DOPING POLICY

20.1 All competitors, crew, parents / guardians and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, under the authority of Sport Integrity Australia.

20.2 Athletes are advised to download the Sports Integrity Australia app. If athletes have any doubts over Sports Integrity Australia requirements they should visit the website www.sportintegrity.gov.au

It is recommended athletes contact the Drugs in Sport Hotline (1300 027 232) for further information. When drug testing takes place, the payment of prize money may be delayed, at the discretion of MA, until the results of the tests are known.

21. DRUG AND OR ALCOHOL TESTING:

All competitors and officials are advised that random drug and alcohol testing may take place during the competition. Refer to MA website for details on the Safety Policy – Drug and Alcohol testing.

22. CODE OF CONDUCT:

All Competitors, Officials and Parents are reminded of the Motorcycling Australia By-Law - CODE OF CONDUCT (as stipulated on the MA website - www.ma.org.au) which is a guide to appropriate behaviour at all Motorcycle Race Events. This CODE OF CONDUCT applies to this Event and will be enforced.

23. ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA:

All competitors, officials and parents are reminded of MA's Electronic Communications and Social Media Policy, found at www.ma.org.au, which sets out a framework for acceptable online behaviour where communications involve fellow MA members, volunteers, officials, coaches, sponsors, partners, staff and any other connected persons.

24. CODES OF BEHAVIOUR:

All competitors, Officials and Parents are reminded of MA's Codes of Behaviour contained within MA's Member Protection Regulations, found at www.ma.org.au which is a guide to appropriate behaviour at all motorcycle race events. These Codes of Behaviour apply to this event and will be enforced. If a rider is banned from entry at one of the participating rounds/venues, they will not be allowed to participate in that round of the series.

25. SOUND/NOISE TESTING:

Sound Testing will be conducted as per the GCR's

26. CIRCUIT DESCRIPTION:

CIRCUIT DESCRIPTION: Morgan Park Raceway is constructed of hot mix asphalt. Circuit K is 2.967km. The Motorcycling Australia Track License number is MA 301015. All races will be run in a clockwise direction on the Circuit K. Circuit layouts are available at <https://www.morganparkraceway.com.au/morgan-park-raceway-circuit/>.

27. RESTRICTIONS:

Classes may be combined and run together dependent on entry numbers.

MACHINES AND RIDERS:

All machines entered must comply with the current MoMS for Road Racing Competition.

In the event of a class reaching the full grid capacity, competitors who have cross entered may be removed to allow a competitor who is entering the class as his primary class entry to be placed on the grid.

Multiple entry of the one Machine in the same Class of Competition is not permitted.

Any rider may change his/her machine prior to the start of each race provided the following points are adhered to:

No rider may change to a machine that has not been ENTERED in the meeting. There is provision on the entry for spare machine details to be entered.

All spare machines must be scrutineered prior to use.

No rider may change to another rider's machine without notification to the Clerk of Course 20 minutes prior to a race.

Machines found to be emitting fluid of any description WILL be excluded. Engine breathers must be fed into a vapor trap of at least the same capacity as the engine capacity. (NO GLYCOL SUBSTANCES OF ANY DESCRIPTION ARE TO BE USED IN COOLING SYSTEMS) IF A MACHINE IS FOUND TO CONTAIN GLYCOL, A PENALTY WHICH MAY INCLUDE EXPULSION FROM THE MEETING WILL BE IMPOSED.

All machines must be fitted with an effective engine kill switch.

Any machine involved in an accident must be re-presented for machine examination prior to continuing with the day's events.

Machine examination will take place from 7.00am on Saturday at the track.

All machines must be presented on Saturday for Scrutineering.

Metal valve stems or shorty rubber stems are mandatory in all tubeless tyre applications.

Helmets are mandatory. All persons including officials, using any bike, trike or quad at an event must be wearing a properly secured helmet.

All on board cameras must be securely attached and be fitted with a secondary lanyard for safety reasons to ensure that the camera cannot come loose. Cameras must be fixed to machines for scrutineering. As per MoMS no helmet mounts are allowed.

RIDING NUMBERS:

Wherever possible, competitors will be allocated their Preferred Riding Number. Every effort will be made to allocate this number; however, the club reserves the right to allocate numbers at its discretion. Lists of competitors and their riding numbers will be available on the website www.motorcyclesportsmen.com.au at least four days prior to the event.

All machines shall be fitted with number plates, as per the 2020 MoMS rules.

28. SPECTATOR FEE'S AND INFORMATION:

Spectators free

29. SPECIAL NOTES AND WARNINGS: