

SUPERCROSS SPORTING REGULATIONS

AUSTRALIAN SUPERCROSS CHAMPIONSHIP

2026 VERSION

CHAPTERS

1. Administration – Page 3

2. Entry Requirements – Page 4

3. Conduct of Event – Page 8

4. Entries, Riders & Teams – Page 12

5. Track Protocols – Page 13

6. Technical Regulations – Page 14

7. Anti-Doping – Page 14

8. Drug & Alcohol Testing – Page 15

9. Technical Inspect – Page 15

10. MA & AUSX Branding – Page 16

11. Numbers – Page 16

12. Machines, Riders & Mechanics – Page 17

13. Machines & Rider ID – Page 18

14. Technical – Page 19

15. Judicial Regulations – Page 20

16. Race Directions – Page 21

17. Officials – Page 22

18. Offences – Page 25

19. Minimum Penalties – Page 26

20. Fines – Page 30

21. Protests – Page 30

22. Commercial – Page 32

Everything that is not authorised or prescribed in these sporting regulations or within the GCRs is strictly prohibited.

1 ADMINISTRATION

1.1 Announcement

The Australian Supercross Championship Sporting Regulations are the rules for conducting the Australian Supercross Championship (hereafter called “ASX”). The ASX Sporting Regulations will also operate in conjunction with the General Competition Rules (hereafter called “GCRs”) contained in Motorcycling Australia’s (hereafter called “MA”) “Manual of Motorcycle Sport” - www.ma.org.au/licences-rules/rules/general-competition-rules/

These Regulations may be added to in the form of Supplementary Regulations, Bulletins, Final Instructions and other official documents released by MA or Race Direction as applicable from time to time.

1.2 General Competition Rules

The General Competition Rules (GCRs) are contained within the “Manual of Motorcycle Sport” (MoMS). The GCRs operate in conjunction with the ASX Sporting Regulations. MA may at any time provide a written clarification of any ASX Sporting Regulation or GCR if it is deemed required and will be accepted as being the regulations the series is conducted under.

1.3 Jurisdiction

These regulations are made pursuant to the authority granted by the MA constitution.

ASX will be conducted under MA Permits and is open to competitors holding a current SX endorsed MA Senior National Licence, an SX endorsed MA Junior National Licence, or an FIM Licence.

An International Meeting Number (IMN) will be issued if required for international riders holding an FIM Licence and they will require a valid Start Permission from their Federation.

1.4 Event Information

Refer to the Sportity App at least one week prior to each round for event documents including:

- Competitor Information Pack
- Final Instructions
- Entry lists

Competitor communication and notifications will be via the Sportity App only. All riders and team managers must have the Sportity app. For further details please refer to the Supplementary Regulations.

1.5 Event Management

The management of the event will be carried out by AUSX as the Promoter which will comprise of the following delegates:

- The Promoter
- Event Manager
- Race Director
- Or other people as appointed from time to time.

1.6 Race Direction

Race Direction will be comprised of the following delegates:

- Race Director (Voting)
- Clerk of Course (Voting)
- Third Race Direction nominated by AUSX, agreed by MA (Voting)

1.7 Medical Services

As per 3.2.9.1 item e) i) & ii) of the current MoMS, a state emergency ambulance will be on site. Additionally, a race medical team will also be on site at each event.

Medical services will attend all rounds and will provide first response medical treatment at the circuit during the event.

- A concussion policy will be in place and applied to all rounds. More details can be found at https://www.ma.org.au/medical-concussion
- A road transport ambulance will also attend all rounds, unless the MA medical exemption process has been applied, where a suitable patient transport unit will be in attendance
- Any rider may be requested to undergo a Medical Inspection at any time at the request of Race Direction or Chief Medical Officer. Refusal of a medical inspection or failure to attend the medical inspection will result in the riders' MA license being suspended, and other penalties which may be applied.

1.8 Insurance/Ambulance Cover

MA's National Personal Accident Scheme provides basic cover for death and permanent disability for rounds held within Australia only. Refer to www.ma.org.au for more details on rider insurance.

Ambulance insurance is compulsory for competitors holding an MA licence. It is strongly recommended that competitors consider taking out weekly benefits insurance.

Where a rider is competing under an FIM Licence, FIM insurance will be applicable, and proof of currency must be provided to Race Direction.

1.9 Entrant Licenses

An entrants licence allows the team to enter on behalf of a competitor, protest on behalf of a competitor, and be listed in the program as an entrant. The team must nominate the entrant licence representative at the start of the year. An entrant licence is optional for competitors but will be required if the competitor wishes someone else to act on their behalf.

Please refer to the Licencing and Conditions Document available at www.ma.org.au for further information.

Competitor Crew Members

MA Crew or Senior National Licenses are required for rounds held in Australia for domestic crew members wishing to have access to restricted track areas including the Waiting Area, Start Gates, or Signalling Area. Non-domestic crew wishing to access restricted track areas must be the holders of an FIM Event Licence.

- Crew members for each round will be limited to 1 Mechanic, 1 Team Manager (if a registered Team), 1 Technical Mechanic (Brand representative)
- Crew members will be required to present their license and sign-on in person on the first day of the event
- Once signed-on Crew members will be given a wristband corresponding to the class(es) of their designated competitor(s)
- Please refer to the Licensing and Conditions Document available at www.ma.org.au for further information.

1.10 Class Specification & Grading

Championship Classes:

- SX1
- SX2
- SX3 14 to Under 18
- Junior 85cc 12 to under 16 Years

Cup Classes: The promoter may add cup classes via the Supplementary Regulations and any additional classes approved by MA and the Promoter from time to time.

2 ENTRY REQUIREMENTS

2.1 Entry Endorsements/Restrictions Required Before Acceptance of Entry

2.2 SX1 & SX2

SX1 & SX2 is open to riders with a senior national with Supercross Endorsement and international riders with an FIM license and start permission.

2.3 SX3

SX3 14 to Under 18 eligibility – Junior riders aged 14 to 16 years can enter SX3 class providing they hold the relevant endorsement/s. Refer to the license Conditions and Endorsement document available at www.ma.org.au for further details regarding eligibility. Senior competition license holders under 18 who choose to enter SX3 are ineligible to enter any other class at the same event. If a rider has ridden in SX1 or SX2 during the series when SX3 was offered, they are deemed ineligible to enter in future SX3 events in the series.

2.4 Junior 85cc

Junior 85cc – Only riders aged 12 to under 16 years as of 1st January 2026 will be eligible to compete. All riders must compete on 2-stroke 85cc Big Wheel machines only and must have SX endorsement.

2.5 Juniors Age Restrictions

Please refer to the Licensing and Conditions Document available at www.ma.org.au for further information.

2.6 Entries

2.7 Conditions of Entry

The lodgement of an entry form is not a guarantee of entry. Final Instructions, entry lists and rider numbers will be posted on Sportity App and notified electronically prior to each round (Correspondence will not be mailed).

The Promoter may exclude any entered rider who does not meet the above criteria.

2.8 Method of Entry

All entries are to be made via Ridernet and the links are available via ausxsupercross.com.au. It is the responsibility of all competitors to ensure their Ridernet profile is up to date. No Entry will be accepted without payment of the entry fee other than by arrangement with The Promoter. The top 10 riders in series points in each class are guaranteed acceptance of entry up to close of entries (For round 1 this applies to the top 10 from the previous year's championship). All other entries for each class will be accepted based on the following criteria for the first 48 hours of entries opening:

- Competitors who have scored most points from previous rounds
- Competitors who have entered previous rounds and not scored points
- Riders who have purchased a travel package or similar from the Promoter
- Any additional available spots will be filled on a first-in-first basis
- A maximum 36 riders per class will be accepted for series entries
- The Promoter has the right to allow an additional 4 international wild cards per class (in addition to the capped 36 if required)
- Entries are capped at 36 for all classes
- Entries will close as per the date listed in the supplementary Regulations
- Round entries will only open if the 36-rider cap is not met

- Late Entries will be solely at the discretion of the promoter
- In the case of postponement or abandonment of the event, MA or the Promoter may retain part or the entire entry fee
- At MA's discretion, round/series points can be awarded for any completed races

2.9 Entries to Constitute a Class

To constitute a class for the purpose of Australian Championships, points will be awarded where there are 10 or more starters for championship classes who participate in practice, qualifying or races.

If there are fewer than the required number of starters in each class, those races will not attract Championship points or trophies.

If insufficient entries are received in any class, the decision to run or cancel a class, or to combine events and re-distribute any awards, prize money will be at the discretion of the Promoter. Fees already paid for that round will be refunded in the event the class is cancelled completely.

2.10 Entry Withdrawal

Entries can only be withdrawn online via Ridernet prior to the close of entries.

For the withdrawal of an entry to be valid, it must be made at least 14 working days prior to the first day of the round in question. A withdrawal under this criterion will receive a refund. However, $20 of the entry fee will be withheld for administrative costs, and all credit card and processing fees will not be refunded.

If you withdraw within 14 working days of the first day of a round, this needs to be completed in writing and accompanied by a medical certificate. A refund will be granted once this is received and $20 of the entry fee will be withheld for administrative costs, and all credit card and processing fees will not be refunded.

If no medical certificate is provided and the withdrawal is within 14 working days of the round, any refund is at the sole discretion of the Promoter.

2.11 Media & PR Commitments

All competitors are required to submit an official headshot no later than 21 days prior to the first round of the Championship.

- The headshot must be taken from the chest up, against a white or plain background
- Riders must be wearing their Team Jersey and Team Cap (or no cap)
- This headshot is mandatory for all riders competing in the Championship and will be used across the Promoter digital, promotional, and broadcast platforms

For riders entering the Championship after Round Two, a headshot must be submitted prior to their first round of participation, or they must liaise directly with the Promoter media staff to arrange.

2.12 Images - Advertising & Endorsements

The Promoter reserves the right to use the images and names of any competitor, team or manufacturer in any present or future series of merchandising, videos, TV commercials, posters and printed material as it sees fit.

In entering these events the rider and team have agreed to be available for autograph signing and to be a corporate speaker if required.

2.13 Presentations & Interviews

Trophy presentation will be immediately after the final of each class. Refer to the schedules in the Final Instructions for each round.

Each 1st, 2nd & 3rd placed competitor must attend the trophy presentation. If a competitor cannot attend presentation, they must nominate in writing to the Race Secretary at sign-on as a

third party to accept the trophy on their behalf under extreme circumstances only and only if approved by the Promoter. It will be each competitor's responsibility to collect their trophy. Failure to attend without notice or for an appropriate reason will result in a fine, or other penalty issued by Race Direction.

Television and on-track PR interviews will be conducted after the finals. It is a requirement of entry that any rider directed to the interview area at any time must follow the instructions of the officials.

The Top 3 riders in the Australian Supercross Championship or Cup are required to attend the End of Year Awards. Please refer to further information on the end of the season event found in the Round 4 Final Instructions.

2.14 Transponder Rental

Riders without transponders may hire them for a fee of $20.00 per bike – payable at time of entry.

If a rider requires a transponder that has not been paid for with the entry (for example where they failed to bring or charge their own transponder), a fee of $30.00 payable via EFTPOS on the day will be required.

Riders are required to have their own transponder mounting bracket which can be mounted permanently on their bike. These can be purchased at the event at a cost of $10.00 – EFTPOS only.

The competitor who fails to return the transponder within 2 weeks of the conclusion of an event will incur replacement costs and may result in suspension of the competitor's MA license if not paid.

2.15 Key Officials

The following officials will be overseeing the event:

- Series Steward
- Series Race Director
- Series Clerk of Course
- Series Chief Marshal
- Series Assistant Clerk of Course
- Series Starter
- Series Race Secretary
- Chief Technical Officer

2.16 Riders' Briefing

An online induction must be completed by all crew members requiring access to the track areas — no exceptions.

A Virtual Riders' Briefing will be published on the Sportity App and issued prior to the event. Viewing is compulsory for all competitors, and strongly recommended for support crew, parents, or guardians.

A track-specific on-site Riders' Briefing will also take place at the venue prior to the commencement of racing. The time and location will be confirmed in the Final Instructions and via the Sportity App. Attendance is compulsory for all competitors and team members.

Failure to comply with any of the above requirements may result in a fine or other penalty issued by Race Direction.

2.17 Circuit Description

Circuit is a man-made dirt track with multiple jumps, tabletops, stutter and rhythm sections, as per the Motorcycling Australia track standards.

Track maps will be available prior to the meeting for each round.

2.18 Track Walk

All competitors and licensed crew members who have completed sign-on will be given the opportunity to walk the track prior to any on-track activity to familiarise themselves with the layout.

- Only signed-on competitors, licensed crew, and accredited personnel are permitted to participate. No other person will be allowed access.
- The track walk must be completed on foot and closed-toe shoes are mandatory.
- The scheduled time for the track walk will be provided in the Final Instructions.
- Please be aware that service vehicles may be operating on the track during this time, so caution is always advised.

Track Dissatisfaction

If a competitor has any concerns regarding the track, they must present these concerns directly to the Clerk of Course or Race Direction. If the issue cannot be resolved to the satisfaction of the competitor, they will be given the option to withdraw from the event.

2.19 Merchandising

The sale of any merchandise on-site must be approved by the Promoter, and a fee may apply.

2.20 Team Dress Code

All team personnel and riders must present in a neat and tidy manner during the conduct of the event. All footwear must be fully enclosed. All crew with Track access must wear a collared shirt.

2.21 Use of the Promoter Logo

When using the Promoter logo on any assets, only the approved logo is permitted. The correct logo file will be provided by the Promoter and made available via the series website.

Competitors who fail to use the correct logo while contesting a round of the Championship may forfeit their right to prize money and may not be permitted to compete.

2.22 Admission Charges

As per specific event, refer to the website.

2.23 Fire Extinguishers

All riders should have a minimum of 2kg, dry powder A:B (E) class, working fire extinguisher in their pit area.

When refuelling is permitted during an event, competitors should have a fire extinguisher available in the refuelling area.

All riders with electric machines should have a working F-500 Lithium-Ion Battery Fire Extinguisher, in their pit area.

2.24 Code of Behaviour

MA's Code of Behaviour applies to all competitors, team managers, mechanics, crew members, officials and parents/guardians and is contained within MA's Member Protection Policy. Refer to www.ma.org.au.

2.25 Electronic Communications and Social Media

All competitors, officials and parents are bound by MA's 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. Penalties may apply for breaches of the policy.

2.26 Environmental Responsibility

Bike washing is to be undertaken as advised within the Final Instructions, which may be at designated wash bays, within a pit setup area, or a combination of areas as determined and advised by the Promoter. Setups must be mindful of working spaces, other competitors, teams, crews, and the public.

All teams and riders are responsible for the removal of all items, including rubbish from their pit area as they vacate the premises. Penalties will apply.

Used tyres cannot be left on site. Any rider found to have left tyres in the pit area will be fined for the cost of their disposal.

Failure to comply will result in a fine, or other penalty issued by Race Direction.

3 CONDUCT OF EVENT

3.1 Rider and Team Members Responsibilities

- Riders and Licensed Crew are responsible for reading the Sporting Regulations, Supplementary Regulations, GCRs, the final instruction and rider bulletins which will be distributed using Sportity App.
- Riders are responsible for keeping their motorcycles in compliance with the regulations.
- Riders or team members are to notify Race Direction if a change of motorcycle is required.
- Riders may be held responsible for the actions of their team members.
- Random sound controls may be carried out at any time.
- Riders using hired transponders are responsible for returning the transponder if leaving early.
- Riders and team members must conduct themselves in a responsible and safe manner.

3.2 Rider Gear

- Riders are responsible to select a helmet and apparel which must be compliant with the GCR's.
- The use of full front and rear body protection is mandatory for all competitors.
- An MA approved helmet as per GCR's in good condition must be worn at all times when riding a motorcycle.
- This includes but is not limited to boots, pants, jerseys, gloves, helmet, goggles, body protection back and front (compulsory for all competitors).
- Gloves and goggles must be worn at the start of each practice, sighting lap or race.
- The racing number on the back of the rider must be the same as on the motorcycle unless prior approval. The number must be a contrasting colour and clearly distinguishable from 20 meters. Back Rider numbers must be displayed at all times when on track, including during any warm up, practice or qualifying sessions.
- Long hair must be contained within the helmet.
- All body jewellery is to be taped over or removed during on-track competition.

3.3 Machine Testing

- Voluntary sound testing may be offered prior to the event in a designated area notified in Final Instructions or other manner.
- Should you have a problem during competition and require testing a motorcycle you must seek permission from the CoC and an area will be provided if possible.
- Fuel or other bike testing may take place at any time as directed by the Chief Technical Officer, Race Direction, the MA Steward or under protest.

3.4 Machine Changes

- No machine may be exchanged for another unless advised and approved by Race Direction. Where a machine has been exchanged, the original machine must be made available for the remainder of the event.
- No machines may be exchanged for another once timed qualifying has commenced. Machines may be exchanged during free practice only.
- The rider and the transponder must return directly to the mechanics area or as directed by Race Direction to take the replacement machine.
- The original bike must be impounded if it has sustained damage that could cause it to be ineligible/unrideable.
- Once competition has started Race Direction must be notified of any Exchange of machine prior to the closing of the Waiting Area. Once the waiting area is closed, no machines can be exchanged.
- All replacement bikes must be provided with independent Self Scrutineering forms at sign on.

3.5 Formats, Race Distances and Schedules

- Will be provided in the Supplementary Regulations & Final Instructions.
- Final instructions may update this information as issued by the Promoter.
- In exceptional circumstances, practice, qualifying and race lengths may be altered by Race Direction.

3.6 Start Practice

- An opportunity for 1 x practice start will be provided to the riders at the start of Qualifying, leaving from the start pads.

3.7 Practice and Qualifying

- The first full lap of practice will commence under a waved Red Cross flag. No jumping is allowed on this lap, and penalties will apply.
- SX1, SX2, SX3 & Junior 85cc will have free practice & a qualifying session time, listed in the event schedule.
- No unnecessary stopping on the track unless ordered by an official.
- If a Bike change is required during free practice, it is the responsibility of the rider to return to the Mechanics area with their transponder.
- Cutting the track to gain clear track is forbidden.

3.8 Waiting Area

- The Waiting Area will be located near the start line and open no later than 7 minutes prior to start time. Riders who arrive after the release of the riders for gate selection will take their pick at the time they arrive.
- Machines will be allocated to their Gate pick positions in order of Final Qualifying.
- Technical pass holders must not enter the waiting area unless assisting a Mechanic and have received permission from the Starter to enter.
- Only the rider, mechanic, and managers are permitted in the waiting area and may inspect the Start area prior to pre-selection gate viewing time.
- At the direction of the starter all personal will leave the start and riders will be called to the gate for gate selection, this must be done in a prompt manner once you step on the start pad that's your gate and you must remain there until all gates are selected.
- All bikes must be in the waiting area prior to closing time.
- Work can be carried out on the bike in the waiting area.
- Any late bikes will lose all rights to Qualifying gate pick position.
- Technical pass holders are expected to assist anyone racing the brand of motorcycle they are listed to.
- Riders will have access to toilets in or next to the waiting area if required.

- Refueling is strictly forbidden in the waiting area unless under instruction of the CoC or Race Director.

3.9 Starting Gate

- Refueling is strictly forbidden in the start area unless under instruction of the CoC or Race Director.
- The starting gate is defined as between the start straight dirt and the rollback board or back of start pad (Grate).
- The start process is considered underway from the close of the waiting area. Only the Rider can enter the start area once the Gate Pick process has commenced unless express permission is given by Race Management.
- Riders will be called to start gate selection in order.
- Riders will select their gate without impeding the next riders' gate pick.
- Once selected the rider cannot change to another starting gate, if a rider delays selection the next rider will have right of way.
- Any rider absent when the gate pick is underway will forfeit their selection and pick upon their return.
- Once all gates have been selected the mechanic may then bring the bike to their rider.
- Riders may receive no outside assistance in selection of their preferred gate once they have been called to pick their starting gate.
- Rags, gloves and nylon brushes are the only tools that may be used on the start pad for preparation; any other tool will see the rider excluded from the start.
- Riders who have mechanical problems in the waiting area and fail in repairing their motorcycle before all riders have taken their start position must follow the instructions of the officials.
- Riders with mechanical problems at the starting gate must take their motorcycle off the start grid or remain stationary. They must not interfere with other riders.
- If the rider has been directed to another spot, they must remain there until the gate has dropped; once the gate has dropped, they can resume the race but only after receiving instructions from an Official.
- Riders may use starting blocks.
- Motorcycles must be centred at the starting gate. Motorcycles must be at 90 degrees to the gate.

3.10 Signal Area / Mechanics Area

- Only Mechanics may enter the Signaling Area.
- Technical pass holders may only enter the work area situated adjacent to signaling area, during practice and Qualifying.
- Riders must always enter the mechanics area by the mechanics area entrance. When a rider “misses” the entrance, the rider must continue in the direction of the course for another lap. Entering the mechanics area by any other direction will be considered as attempting to gain an advantage by course cutting for which the penalty = Loss of 3 positions from qualifying or race results.
- No spare/second motorcycle is allowed in the mechanics/signaling area/waiting area during practice/qualifying, a race or sighting lap. Penalty for violation of this rule = disqualification from the race or qualification session in question.
- Riding in the mechanics area is restricted to walking pace only between the Mechanics In and Mechanics Out signs.
- Team Carts are forbidden after practice & qualifying.

3.11 Race Start Process

- 2 minutes before the commencement of a race, a board will be displayed, indicating the start process is underway.
- 1 Minute Board. At this time the Clerk of Course will walk across start line with a green Flag and all mechanics must leave the start area. Failure to do so will result in an in-race penalty.

- 30 Second board will be displayed and with 5 seconds remaining the Board will be turned sideways indicating 5-7 sec to the start.
- Where a sighting lap is allocated during the finals, riders must follow the direction of the start officials.

3.12 On Track

- Whenever there are multiple officials displaying different flags in the same area, the superior flag always takes precedence over the other flag(s), (i.e. Medical waved flag takes precedence over yellow waved).
- Track Walk inspection is compulsory, and times will be listed in the Final Instructions.
- No riding on the circuit outside practices, qualifying and races.
- Riders must ride in a responsible manner and not cause danger to other competitors / participants.
- Riders must always ride in the direction of the course.
- Riders who leave the track may continue at greatly reduced speed until they can re-enter the track safely. Failure to comply will result in an in race penalty.
- Riders must re-enter at the closest point where they left it, without gaining an advantage.
- No unnecessary stopping on the track unless ordered by an official. The penalty for stopping on the track during practice/qualifying will be penalised with the loss of fastest lap.
- Riders riding slowly or returning to the pit lane or paddock should avoid using the racing line and interfering with other riders.
- Riders who return to the paddock during a session will not be allowed to re-join during that session.
- After having crossed the finish line, riders must continue at a steady speed and clear the finish area as quickly as possible. Slowing down abruptly or stopping in the area is not allowed.
- Riders, team managers or team members must not interfere with the Race Director or Clerk of the Course while these officials perform their duties during practice/race.

3.13 Board Signals

- “2 Minute Board”: 2 Minutes to start of session.
- “1 Minute Board”: 1 Minute to Start of session.
- “30 seconds Board”: 30 seconds until the starting procedure enters its final phase.
- “30 Second board turned sideways”: The starting gate will drop within the next 5 to 7 seconds.
- “Last Lap Board”: 1 lap to go before the end of the Race / last lap.
- “Penalty Board” the in-race penalty board will be displayed with the race number to a rider indicating an in-race penalty has been applied. In-race penalties are not protestable in accordance with the GCR’s.

3.14 Flag Marshals

- Flag Marshals must not provide assistance to riders other than by using their flags.
- Flag Marshals must not hold a motorcycle for a rider while they make repairs.
- Flag Marshals must not assist riders to re-start their motorcycles.

3.15 Operational Marshalls

- Operational Marshals must not provide assistance to riders other than by using flags.
- Operational Marshals must not hold a motorcycle for a rider while they make repairs.
- Operational Marshals must not assist riders to re-start their motorcycles.

3.16 Podium Presentation

- Riders will be directed to the podium at the conclusion of their final; all riders must be in riding gear when on the podium.

3.17 Credentials and Access

- Mechanics Pass, Access to Waiting Area, start line and Mechanics / Signal Area in class listed on band.
- Credential cards must be always displayed along with the correct wrist band.
- Penalties for infringement will be a minimum fine of $500 and possible loss of credentials.

3.18 Medical Info

Medical services will be provided at all rounds.

- Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Family or team members should proceed to the medical truck where they will be spoken to by the medical director. (Please don't enter the medical truck until invited.)
- The administration of intravenous fluids is not permitted by the Anti-Doping Code except as a part of treatment of a legitimate medical condition. This means that such treatment can only be administered by a doctor either in the medical setting or hospital. If a rider's medical condition is such that it requires the administration of intravenous fluids, then the rider will be medically unfit to compete.

3.19 Riders Paddock

- All parking times will be listed in the final instruction.
- The only vehicles allowed in the rider's paddock are those transporting motorcycles.
- All other vehicles must park in the designated area.
- Awning setup, all pegs outside your awnings must be capped.
- Teams must comply with WH&S standards when setting up. Fines will apply for non-conformity.
- Riders and teams must leave the riders' paddock in a clean manner. Should a rider or team leave a mess, a cleanup fee will be charged. (You must remove your old parts and tires)
- Noise curfew will be enforced. No generators or noise after 10pm.

4 ENTRIES, RIDERS AND TEAMS

4.1 Disclaimer

Race Direction may, in case of necessity or safety, postpone, stop or abandon a race or part of a race.

4.2 Race Distances

The race distances will be according to the Final Instructions or as advised by the Promoter's Official Schedule for each round.

4.3 Event Schedule

The schedule for each round will be contained in the Final Instructions.

For the purpose of drug and alcohol testing and the enforcement of these regulations, the commencement of the event will be deemed to be 7:00AM on the day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

4.4 Classes of Competition (GCR 8.2)

SX1 Australian Championship - All rounds: 122 to 450cc

SX2 Australian Championship - All rounds: 122 to 250cc

SX3 14 to Under 18 Australian Championship - All rounds: 122 to 150cc 2 stroke & up to 250cc 4 stroke

Junior 85cc (GCR 8.4) 12 to under 16 years Australian Championship - All rounds: 85cc 2 stroke & 150cc 4 stroke

NOTE: Eligible electric machines are permitted to compete in all applicable classes as per the requirements listed in the electric machine information which can be found at https://www.ma.org.au/licencesrules/rules/electric-machine-information/

It is not the responsibility of the venue, club or promotor to supply electrical outlets for the charging of electric machines. It is the sole responsibility of the competitor to supply or arrange the power outlet required for charging of their Machine.

4.5 Race – Formats & Qualifying

All Championship classes will have qualifying at all rounds.

- The top 10 from the previous year, if entered in the same class, will secure a qualifying position at Round 1. From round 2 onwards, the top 10 riders in series points in each class will secure a qualifying position.
- Practice and Qualifying will take place on the day of racing, unless otherwise advised in the final instructions or official schedule.
- Race formats will be detailed in Final Instructions Supplementary Regulations.
- All race durations are subject to change by Race Direction.

4.6 Point Scoring and Grid Positions

As per GCRs, points will be as follows: 1st 25, 2nd 22, 3rd 20, 4th 18, 5th 16, 6th will be 15 points decreasing 1 point with each position down to 18th.

If points are tied for any position in a Competition which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Competition will be awarded the position.

If points are tied for any position in a Series, the tying competitor who has the greatest number of higher placings in the Series will be awarded the position.

Grid positions will be determined from timed Qualifying.

4.7 Awards and Prizemoney

MA Medallions will be awarded to the top 3 in the Australian Championship Classes (SX1, SX2, SX3 and Junior 85cc).

All remaining details on awards and prizemoney will be published in the Supplementary Regulations.

4.8 Rider and Crew Sign-On

- A rider must hold a current MA Senior or Junior National Competition licence with Supercross endorsement (as required for their category) and will present in person to Rider Sign on at a time advised in the Final Instructions.
- All Crew members must hold either a current MA Crew Licence or a current Senior National licence and will present in person to Rider Sign on at a time advised in the Final Instructions.
- An Entrant must hold a current Entrant Licence and will present in person to Rider Sign on at a time advised in the Final Instructions.
- No wristbands will be issued without being presented to the Race Secretary and signing indemnity.
- Any crew member requiring gate or signaling area access must hold either a MA Crew or Senior National Licence. (one event Crew Licenses are available)

4.9 Riding of Motorcycles in the Paddock (Helmets)

Unless posted otherwise, there is a fixed speed limit at all rounds of 5 km/h in the designated lanes of the pit paddock area. Competitors who break the speed limit or ride outside of

designated areas will be penalized at the discretion of Race Direction. Helmets must be worn at all times when riding a motorcycle.

4.10 Pit Bikes and Bicycles

Riding motorized or electric pit bikes is prohibited in the paddock area. This includes skateboards, rollerblades, scooters, mini-bikes, motorbikes, quad bikes, or trail bikes being used by adults or children.

Persons found using any of the prohibited items or failing to follow these regulations in the Paddock will receive a fine at the discretion of Race Direction, in the case of support personnel the fine will be issued to the Competitor and/or Team.

5 RACE EVENT PROTOCOLS

Definitions

5.1 Track Walk

Track walk is restricted to riders, mechanics and team staff who have a crew license and have signed on.

5.2 Course Cutting

Riders must use only the marked track. However, if they accidentally leave the track, they may continue at a greatly reduced speed until they can re-enter safely. They must re-enter, without gaining an advantage, at the closest point possible to where they left track.

5.3 Ride Cautiously

Do not hit anyone or anything. Stay well clear of any incident/s. No racing moves should be attempted in the proximity of an incident.

5.4 A Significant Reduction in Speed Must Be Observed

All riders are responsible for their own speed, which must be significantly slower.

The lead rider should reduce speed sufficiently so that the entire group can transport through the Controlled Sector safely and without incident.

The slowest rider determines the speed of all bikes behind. This includes lapped or about to be lapped competitors. All racing is suspended whilst in the Controlled Sector until you have reached the next sector or pass a green flag. Hold your position on track and do not gain advantage in the Controlled Sector.

5.6 Jumping

Any obstacle with a down ramp or that can be cleared in a single motion. You will be deemed to have jumped if your front wheel lands on or past any part of the down ramp whilst the rear wheel is still in the air.

5.7 Walking Pace

A speed that you can stop in an instant, have full control over your machine and be able to avoid any unforeseen circumstance.

At this speed the machines wheels must not leave the ground, and you must continue at that speed until you have reached the next sector or pass a green flag.

5.8 Outside Assistance

- Assistance with Start Gate selection once Gate Pick process has commenced.
- Assistance with starting or repairing motorcycle unless authorised by the CoC.

- Riders receive signals outside of the signalling area by the mechanic or any person associated to the team.
- Riders consulting with others along the track or control areas.
- Riders receive any assistance along the track, except from an Official in the interest of safety.

5.9 Flags and Signals

- Yellow flag Waved, or Yellow Flashing Light: Caution, ride cautiously; racing may continue passing permitted.
- Red Cross Flag or White Flashing Light: Wheels on ground, Medical or track staff on the track, proceed with extreme caution, ride at walking pace, roll each jump, wheels on ground, no overtaking till the next sector or passing a green flag. (The medical flag takes precedence to the waved yellow flags)
- Blue flag Stationery: Race leaders are coming. Waved: Blue Flag Waved: Warning, you are about to be lapped. Hold your line.
- Black Flag + Board with a rider's number: Rider in question to stop and leave the track using the repair and/or signalling area or access from the circuit to the paddock within 1 lap of the display of the board.
- Green Flag: Course clear.
- Red Flag: All riders must stop racing and go to the area indicated by Officials (when a Red Flag is called the track will go to full track Waved Red Cross Flag (medical) or White Flashing Lights and rides must stop racing and ride at walking pace).

5.10 Riders Must Obey Official Flags and Board Signals

Whenever there are multiple officials displaying different flags in the same area, the superior flag always takes precedence over the other flag(s), (i.e. Medical waved flag takes precedence over yellow waved flag).

5.11 Starts

As per GCR's.

5.12 Finishes

As per GCR's.

5.13 Finish Line

As per GCR's.

5.14 Stops and Re-starts

As per GCR's.

6 TECHNICAL REGULATIONS

6.1 Onus

The onus of proving that a competitor, and the competitor's Machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

Where any rule prohibits the modification of any Machine or class of Machines, that Machine or that class will be deemed to have been modified if any part or parts thereof have been altered from OEM.

In the interpretation of any rule relating to the design requirements for any Machine or class of Machines, reference may be made to relevant diagrams appearing in the GCRs.

6.2 Machines and Riders

All machines entered must comply with the following Technical Regulations and GCRs.

Multiple entries of a single machine in the same class of competition are not permitted. A maximum of two (2) machines per competitor can be entered for one class of competition.

7 ANTI-DOPING

7.1 Anti-Doping Policy

All competitors, team managers, crew members, mechanics, officials and parents/guardians advised that drug testing may take place in accordance with MA's Anti-Doping Policy, as carried out by Sports Integrity Australia.

7.2 Anti-Doping Hotline

If any doubt exists over banned substances it is recommended to contact the Drugs in Sport Hotline on 1800 020 506 or visit www.sportintegrity.gov.au. When drug testing takes place, the payment of prize money may be delayed by the Promoter until the results of the tests are known. Check the anti-doping list often as it is updated regularly.

For drug and alcohol testing, the commencement of the event will be deemed to be 7:00AM day of bump in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

8 DRUG AND ALCOHOL TESTING

All competitors, team managers, crew members, mechanics, officials and parents/guardians are advised that random breath-testing may take place throughout the round.

For drug and alcohol testing, the commencement of the event will be deemed to be 7:00 AM, day of bump-in, with the completion of the event for the participant being when the participant has vacated the venue at the conclusion of the event on Sunday.

The carrying or consumption of alcoholic beverages in the paddock or pits by competitors, crew or teams is prohibited.

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

9 TECHNICAL INSPECTION

Technical Inspection will be by self-scrutineering and will be completed using an online form. This form must be completed prior to attending sign on and will be available for competition the Wednesday prior to each round (one per machine with a maximum of two machines per rider). A link to this form will also be provided in the Final Instructions.

In addition to completing the self-scrutineering form, competitors competing on electric machines must present their machine to the appointed official to have the power output locked to the competitors preferred HP figure, if lower, however must not be higher than permitted for the class entered. Information regarding this requirement is available in Appendix "D" of the MoMS and the Electric Machine information Document available at https://www.ma.org.au/licences-rules/rules/electric-machine-information/. Locking of the power setting must be confirmed by the appointed official at each Event prior to any on track activity.

Note: Random Technical Inspection and riding gear checks may be carried out at any time during the event. It is now compulsory that body armour is used by all riders competing; any rider who presents to the start line without the correct protection will not be allowed to start.

Eligibility checks can take place at any time during the Event. Competitors in all classes may be required to return their machines directly to a technical inspection or impound area (Parc Ferme) immediately after any practice, qualifying or race. The location of the Parc Ferme will be sign posted and it is the rider's responsibility to know the location at each event.

In addition to disassembling and checking of machines after official protests have been received by the Clerk of Course or Race Direction as per the GCRs and these regulations, the Steward, Race Direction or Technical Officer may, at their discretion, also request that any machine that has participated in the event be disassembled for inspection. Failure to comply with this regulation will result in the matter being referred to Race Direction for further action.

Machines may be sealed at the discretion of the Steward or Race Direction for later checking after the round. If disassembly and measuring is to take place at the venue, it will be before the machine is released by the Technical Officer. A member of the competitors team with appropriate tools must be available at all times to disassemble any machine as required.

Allowance in time must be made to accommodate potential delays in departing the circuit after competition on any day. If disassembly and inspection by an MA appointed Technical Officer, if approved by MA Technical manager, is to take part at a place other than the racetrack, any or all costs incurred will be at the competitor's expense. Failure to comply with this regulation will result in the matter being referred to the Race Direction for further action.

After the final race of each championship class at each round, any motorcycles used may be impounded in Parc Ferme at the discretion of the Technical Officer for up to 30 minutes. If a rider is instructed to present their machine(s) to Parc Ferme, they must do so, as failure to do so will result in the matter being referred to Race Direction for further action.

Note: At the discretion of the Steward, Race Direction or Technical Officer, engine sealing may take place at any time during the event. Competitors must ensure to make their machine available to have the engine sealed if required.

10 MA AND AUSX LOGO ON JERSEY

All competitors will be required to run an MA Logo & the Promoter logo on their jerseys. The required placement is on the upper torso area. The .eps version of logo is available on the website. The logo must be a minimum of 5 centimetres wide by 5 centimetres high.

Competitors who choose not to run the Logo while contesting a round of the Championship forfeit their right to any prize money. For one-off round competitors, there will be a sticker/sew-on option available at Race Admin.

11 NUMBER PLATES

11.1 Number Plate Requirements

It is a condition of entry that each bike in the championship must run with the Promoter designated logo header on the front number plate. The Promoter will provide the art design for the header of the front number plate via the series website. Competitors who choose not to run the Promoter & MA logos will be penalized in accordance to Race Direction.

For one-off round competitors, there will be a sticker available at Race Admin.

Number plates colours as per GCRs.

11.2 Red Number Plates

The previous year Champions will have a red front number plate with white numbers at round 1 if entered in the same class.

After Round 1 the points leader in each class at the end of each round will be awarded with the red front number plate. It will be the responsibility of the rider / team to make sure that the rider has a red front number plate at the next round.

11.3 Back Numbers

Back numbers are compulsory as per the GCRs - No Junior or Senior may compete unless wearing the Machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke. The numbers must be clearly visible from 20 meters, or as approved by Race Direction.

12 MACHINES, RIDERS & MECHANICS

12.1 Machines & Riders

All machines entered must comply with the current GCRs for Supercross competition.

Change of eligible machines is allowed provided it is not during competition (qualifying or race).

All team personnel wishing to have access to the Waiting Area, start gate or signaling area must have a Crew Licence (annual or one event) or Senior National Competition Licences.

Access to the Signaling / Mechanics area is only granted to the mechanic/manager participating in their Race. Technical pass holders may only enter the work area situated adjacent to the signalling area and must not work directly on the machine.

- The rider must always enter the mechanics area by the entrance. And leave via the exit.
- When a rider “misses” the entrance, the rider must continue in the direction of the course for another lap. Entering the mechanics area by the mechanics area exit will be considered as attempting to gain an advantage by course cutting for which the penalty = Loss of 3 positions from qualifying or race results.

Other approved passholders may only enter the Mechanics area as instructed.

No spare or second motorcycle is permitted in the Waiting Area, start area or signaling / Mechanics area during practice/qualifying, a race, or sighting lap.

12.2 Sound

Sound testing may take place at any time throughout any championship round; all machines must comply with the GCRs as per Appendix C Sound Emissions & Fuel for all sound testing.

12.3 Fuel

Fuel for all Machines must comply with the GCR’s as per Appendix C: Sound Emissions & Fuel.

Fuel for all machines, unless otherwise specified must:

- Be Unleaded, fuel available on demand from a bowser at five separate service stations in any five Australian states or territories, and no more than 100 RON,
- Contain no additives other than those added at the point of manufacture except for lubricating oils for 2-stroke machines,
- Be readily available in Australia and comply with the “Fuel Quality Standards Act 2000”,
- Be a brand of fuel homologated by MA.
- Ethanol fuel blends are not permitted.

12.4 Use of Tear Offs & Roll Offs

All competitors must comply with the Tear-Off requirements of each round as advised in the Final Instructions. Failure to comply will result in penalties from Race Direction.

12.5 Homologation

For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

12.6 Cameras

All cameras, mounts, and footage captured at any round of the Australian Supercross Championship are subject to the Promoter and Chief Technical Officer approval. This includes but is not limited to on-bike, on-body, and handheld devices.

The Promoter retains full ownership of all footage captured at the event, regardless of the device or platform.

Camera & Mount Approvals:

a) Helmet: Helmet-mounted cameras are strictly prohibited unless the camera is integrated into the helmet by design of the manufacturer and has received prior written approval from the Promoter and Chief Technical Officer.

b) Body: Small action cameras may only be worn over hard body armour only and must be pre-approved by the Promoter and Chief Technical Officer.

c) Motorcycle: Cameras may be fitted to motorcycles only if they are securely mounted and have been reviewed and approved by the Promoter and Chief Technical Officer prior to use.

Any unapproved camera use may result in disqualification, removal from the venue, or forfeiture of prize money.

12.7 Protective Clothing and Helmets

While Motorcycling Australia (MA) approves certain materials and equipment for use, this does not constitute an endorsement or guarantee of specific products or manufacturers.

Riders are responsible for using their own judgment when selecting helmets, protective gear, and apparel with respect to safety, performance, and durability.

No competitor will be permitted to start in any Supercross competition unless they are wearing the required protective clothing and equipment as outlined in Appendix A of the GCRs – Protective Clothing and Equipment.

Body Armour is compulsory for all competitors.

13 MACHINE AND RIDER IDENTIFICATION

13.1 Number Plates

All competitors must fit three number plates to their machine for all competitions:

- One front number plate
- One on each side of the motorcycle

13.2 General Specifications

Number plates must comply with the following:

a) Be made of flexible materials only and be the same size as the equivalent OEM, without sharp edges

b) Display front number plate figures with the minimum dimensions of 140mm in height, 70mm in width per figure, 25mm stroke width, and 15mm spacing between figures

13.2.1 Front Number Plate

- Must display figures that are clearly visible from a distance of 20 meters.
- A solid 10mm wide border around the numbers is required.

13.3 Advertising

Advertising is permitted on all machines. However, it must remain at least 25mm clear of the number plate background and the rider's name — either via a gap or a contrasting colour strip.

Exception: Advertising that is integrated into the number plate cover may encroach within this area.

13.4 Number Plate Colours

Number plate colours as per 8.15.3 of the GCR's.

13.5 Side Plate Numbers

For ASX Events, where MA is the RCB and transponders are used, numbers on side plates may be a minimum of:

Dimensions (mm): Height: 85; Width of each figure: 70; Width of stroke: 25; Space between 2 figures: 15.

Must be mounted:

- Above a horizontal line drawn through the rear axle.
- So the front edge of the plate is behind a vertical line drawn 100mm to the rear of the rider's footrest.
- Numbers must match the front plate in size where possible, have a 10mm wide border, 10mm spacing between figures, and be clearly legible from 20 meters.
- Number backgrounds may be integrated into the rear seat section if part of the machine design.

13.6 Back Numbers: Seniors and Juniors

No Junior or Senior may compete unless they wear the Machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

14 TECHNICAL

14.1 Reciprocating Engines

The formula for calculation of capacities and classes: Cubic capacity = (D^2 x 3.1416 x C x N) / 4, where D = Bore in centimetres, C = Stroke in centimetres, N = Number of cylinders.

14.2 Engine Capacity Tolerances

The actual engine capacity of a Machine competing in a capacity class may not exceed the prescribed capacity for that class as stated within GCR 8.24.2.

14.3 Frames and Parts - General

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

14.4 Fuel Tanks

Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

14.5 Exhaust Systems

Exhaust systems must:

- Be fitted with silencers,

- Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,
- Be attached as closely as practicable to the Machine and in a manner that does not, in the opinion of the Technical Officer, create a hazard to other competitors.

14.6 Centre and Side Stands

Centre and side stands must be removed for all types of Competition.

14.7 Footrests

Footrests must:

- Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.
- Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

14.8 Handlebars

The width of handlebars must be not less than 600mm and not more than 850mm.

Exposed handlebar ends must be plugged with a solid material or rubber cover.

Handlebar levers must:

a) Have ball ends with a minimum diameter of: (i) 15mm, for levers longer than 76mm, (ii) 10mm, for levers shorter than 76mm.

b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps.

Throttle controls must be self-closing.

Solo handlebar hand lever protectors must be single mounted.

14.9 Brakes

Efficient brakes must be fitted to the front and rear wheels.

14.10 Kick Start Levers

Kick start levers, other than transverse, must be folding.

14.12 Tyres

Tyres must comply with the following: Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant Final Instructions.

14.13 Mudguards

Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

Mudguards must be made of material which is not liable to cause personal injury if deformed.

15 JUDICIAL REGULATIONS

15.1 The Controlling Bodies

15.1.1 Administration of Rules

Subject to the provisions of the Code, the bodies with authority and responsibility for the administration of Rules regulating the conduct of competitions and recreational activity in all disciplines are as follows:

- FIM - World Championships and FIM Prize Events as they are defined in the Code,
- MA: International events, other than World Championship and FIM Prize Events, Australian Championships, A Series.

15.1.2 If any such agreement or arrangement:

- Includes the FIM, and
- Is for the conduct of an event which includes both International and National events, where relevant, these Rules will apply to the National events conducted at the event, but in all other respects the FIM Rules will apply and be binding on all participants.

15.1.3 Rules Not Covered in These Regulations: For rules not covered by these regulations, the MoMS and MA Policies will apply.

15.2 Event Management

15.2.1 The management of the event will be carried out by ASX Event Management which will comprise the following delegates:

- The Promoter, ASX Event Manager
- ASX Race Director
- ASX Operations Manager
- Other persons as appointed from time to time.

15.2.2 The duties of the members of ASX Management are:

- To ensure the smooth and efficient running of the event.
- To receive reports from various Officials concerning technical inspection, practice and races.
- To make recommendations to improve the smooth and efficient running of the event.
- To make recommendations concerning any organizational matter that is in contradiction to the MA's protocols or the Regulations.
- To meet at any time required during the event, but at least prior to the first practice session of the event and at the end of each event day (which may be held by electronic means).
- The quorum for a meeting of ASX Event Management is two people. All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the ASX Event Manager will exercise a casting vote.
- The Race Director may invite the participation of Officials or other people to report to the meetings.
- The MA Stewards may also attend these meetings but have no voting rights.

16 RACE DIRECTION

16.1 Race Direction will comprise the following persons:

- Race Director (who shall chair the meetings) - Voting
- Clerk of Course - Voting
- Third Race Direction nominated by AUSX, agreed by MA - Voting

16.2 The Duties of the Race Direction Are

- To take decisions as provided in these Regulations.
- To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the Sporting Regulations.
- To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations, provided that such a decision is necessary to resolve a

situation not foreseen in the Sporting Regulations. In such exceptional cases, such a decision may prevail over specific provisions of the Sporting Regulations.

- Provided that it is necessary to resolve a situation not foreseen in the Regulations, Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to consider the local conditions at a particular track). However, such actions may only be taken within the limits set out by the Sporting Regulations.

And via the Clerk of Course:

- To make determinations as provided in the Regulations.
- To impose penalties for any infringements of the regulations.

16.3 Race Direction Meetings

- Race Direction will meet at any time required during the event.
- The quorum for a meeting of Race Direction is two people.
- Each member has one vote. Decisions are based on a simple majority. In case of a tie, the Race Director has a casting vote.

16.4 MA Stewards (Series) Jury

The Jury will comprise of the following persons:

- MA Series Steward
- A Steward appointment by rotation and approved by MA

The Jury has no executive role in the running of the event, except to:

- Provide clarification in the interpretation and application of regulations.
- Review and evaluate evidence to assist in identifying possible breaches of the regulations.
- Conduct hearings for the purpose of adjudicating protests or providing penalties.
- Join Race Direction in evaluating the track prior to on track activities.
- Join Race Direction and Clerk of Course in evaluating any circuit Protective Devices before on track activities commence and after they have been damaged.
- Provide a competition report to MA.

The series MA Steward will be considered the senior MA Steward and has overriding authority when making collective decisions. The MA Steward has the power in accordance the MoMs.

17 OFFICIALS

17.1 Powers and Authorities of Officials

In the administration of these Rules, the powers and authorities of the Championship are exercisable by and through officials.

For these purposes, MA, in consultation with the Promoter, will approve the appointment of any one or more of the following officials:

- Race Director
- Clerk/s of Course
- Steward/s
- Race Secretaries
- Chief Medical Officer
- Chief Technical Officer
- Starter

To conduct the championship any one or more of the following operational officials may be required:

- Timekeepers and Scorers
- Track Marshals

- Flag Marshals

17.2 The Promoter/Officials

Series Officials will be appointed by the Promoter to perform supervisory and executive roles and must be present at each event to ensure the smooth and efficient running of the Series.

- All Series officials shall be appointed for the Championship by MA.
- Except in cases of illness or Force Majeure, the officials will be expected to be present at every round of the event.

17.3 Race Director

A Race Director is responsible for:

- Maintaining continuity and uniformity in the application of the regulations over the entire series.
- Ensuring proper observance of the regulations.
- The efficient running of the practice, qualifying and races.
- All communications between Race Direction and the MA Stewards Jury.
- Ensuring that all series officials are carrying out their duties fully and effectively and acting according to their roles.

A Race Director may:

- Amend any series Supplementary Regulations if, in the opinion of the Race Director, exceptional circumstances arise requiring amendments.
- Amend the Series program.
- Institute any prosecution for any offence committed during an event.
- Impose on a competitor or entrant any penalty of exclusion or relegation or any time or points penalty or fine as provided for under these Rules.
- Do any act, publish any document and make any declaration, not inconsistent with these Regulations, which is necessary for the fair and proper conduct of the Series.

The Race Director shall have overridden authority in the following matters:

- The control of practices, qualifying and races, including modifying the program.
- The stopping of any race or session.
- Starting procedure.

The Clerk of the Course may give orders in respect of the previous matters, only with the express agreement of the Race Director.

17.4 Clerk of the Course

The Clerk of the Course shall work in permanent consultation with the Race Director. Subject to the control and direction of the Race Director of the event, the Clerk of Course is responsible for:

- The conduct of the event.
- Ensuring that the circuit is suitably prepared for and maintained during the event.
- Ensuring that all operational officials are carrying out their duties fully and effectively and acting according to their roles.
- Ensuring that all relevant services are in place.
- Impose on a competitor or entrant any penalty of exclusion or relegation or any time or points penalty or fine as provided for under these Rules.
- Stop any event.
- Exclude any competitor from any competition for any reason provided for in these Rules.
- Exclude from any event any machine which the Clerk of Course considers to be dangerous.
- Order any event to be re-started or re-run.
- At the Race Director or Steward request and direction, acquire and collate any or all information from any operational official and present it to the Race Director or Steward.
- Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary for the fair and proper conduct of the event.

17.5 Deputy Race Director

The Deputy Director shall work in permanent consultation with the Race Director. Subject to the control and direction of the Race Director, the Deputy Race Director is responsible for:

- Maintaining continuity and uniformity in the application of the regulations over the entire series, as directed by the Race Director.
- Ensuring proper observance of the regulations, as directed by the Race Director.
- The efficient running of the practice, qualifying and races, as directed by the Race Director.
- Any communications between Race Direction and the MA Stewards Jury, as directed by the Race Director.
- Ensuring that all series officials are carrying out their duties fully and effectively and acting according to their roles, in support of the Race Director.
- Investigating any incident or possible breach of the regulations.
- Acting in the capacity of the Race Director if or when the Race Director is unavailable.

17.7 MA Stewards

With the appointment of a Race Director to the Series, Motorcycling Australia will appoint one or more Stewards for any round of the championship to form an MA Stewards Jury. The Jury has no executive role in the running of the event, except to:

- Provide clarification in the interpretation and application of regulations.
- Review and evaluate evidence to assist in identifying possible breaches of the regulations.
- Conduct hearings for the purpose of adjudicating protests or providing penalties.
- Join the Race Director in evaluating the circuit prior to on track activities.
- Join the Race Director and Clerk of Course in evaluating any circuit Protective Devices before on track activities commence and after they have been damaged.

A Steward may:

- Hear and determine any protest.
- Institute, hear and determine any prosecution for any offence committed during the event and impose any penalty or penalties under these Rules.
- Order any competitor to submit to a medical examination to determine if the competitor is fit to participate in the event.
- Order the administration of any fuel, drug, or other test.
- Impose on a competitor or entrant any penalty of relegation time or points penalty, exclusion, fine or suspension as provided for in these Rules.
- Order any machine, which the Steward considers does not comply with these Rules or the relevant final instruction, to be impounded at the end of the event and detained under the control or direction of the Steward for such period as may reasonably be necessary for it to be examined.
- Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary or the fair and proper conduct of the event.
- Refer any matter to the RCB.

The Steward will, as soon as possible, and no more than five days after the conclusion of an event, complete and deliver to MA a Competition Report in the prescribed form which must include:

- A copy of the program.
- The results of the event including a record of any determinations or penalties that may have affected the results.
- Total number of competitors.
- A plan of the venue or record showing the location and number of falls where a competitor received medical treatment and/or the competitor is transported to hospital.
- The number of persons transported to hospital including details of suspected injuries.
- A record of all determinations written and description of penalties imposed.

- A record of fines and/or fees collected.
- The number of officials on duty at the event.
- A detailed report of any injury to an official or any situation where an official was struck by a bike.

Protest Fees and Fines are to be collected by the Steward and paid to MA.

If more than one Steward is appointed, those Stewards may collectively or individually exercise the powers set out in these Rules.

One Steward, acting as the “Senior” Steward, must hold a current MA officials license with MA L4 MX Steward accreditation.

A second Steward, acting as Deputy Steward, may hold a current MA L4 MX Steward official accreditation/license or, if graded L3 or less, may be acting in an Assistant Steward capacity while recording participation experience.

17.7 Chief Technical Officer

Responsible for ensuring that Technical Regulations are correctly enforced and supervising technical inspections and protests of a technical nature.

17.8 Chief Medical Officer

Responsible for liaison with the Race Director and/or Clerk of Course to ensure compliance with the MA Medical Code, Race Medical Plans and to deliver an effective medical service.

17.9 Race Secretary

Responsible for the organization and administration of an event and for those purposes:

- Must comply with the instructions of Race Direction and the Senior Steward.
- May publish notices and documents as directed.
- May ensure that officials, riders, entrants and mechanics (where relevant) are signed-in and informed of their risk in completing the indemnity and disclaimers.
- Must provide the Steward with a copy of any sign on sheets, Medical or Officials reports, the program and the results of all events conducted.

17.10 Starter

Responsible for the management and implementation of the start procedure.

17.11 Operational Officials

Will be engaged on a round-by-round basis. In carrying out their duties, operational officials must:

- At the beginning of the event report to the Clerk of the Course or the person nominated as responsible for a specific team for instructions.
- Only use apparatus authorised under these Rules.
- Provide the Clerk of Course with reports as required.
- Comply with the directions and instructions of the Clerk of Course and/or Race Direction.
- Carry out their functions to the best of their abilities and in accordance with these Rules.

18 OFFENCES & PENALTIES

18.1 List of Offences

It is an offence if during any event any person or entity (including promoter, entrant, club, licensee, rider, crew, member or support person):

a) Breaches, or encourages or allows others to breach, any MA policy, GCR, Sporting Regulations, Supplementary Regulations, Final Instruction or riders briefing instruction;
b) Acts in a manner prejudicial to the sport, or that brings, or is likely to bring, the sport into disrepute including:
c) Engaging in unlawful conduct;

d) Verbally or physically assaulting or intimidating, or being offensive, abusive or obstructive toward another person;
e) Acts in a reckless or dangerous manner while competing;
f) Disobeys any reasonable directive, order or instruction of any RCB or official exercising authority under the GCRs;
g) Participates or attempts to participate in any Event for which that person or entity has failed to complete an entry form, failed to obtain the appropriate licence, or pay the entry fees;
h) Falsifies any document, makes a false or misleading report, or makes a false complaint.

18.2 Support Personnel

An offence committed by a Support Person may, in addition to any penalty imposed upon that Support Person, result in a penalty being imposed upon the entrant, licensee, competitor or other person associated with such Support Person.

18.3 Juniors

- The Clerk of Course and/or Race Direction may penalize any junior competitor, or any junior competitor competing in senior competition for the actions of the agents or parents of the competitor.
- Use of the purple flag only applies to junior competitors while competing in Junior Competition.

18.4 Tests for Prohibited Substances

A person who commits an offence contrary to the MA Anti-Doping Policy or MA Drug and Alcohol Policy will be sanctioned by MA in accordance with that policy. If any doubts exist over banned substances, it is recommended competitors contact Sport Integrity Australia (www.sportintegrity.gov.au).

18.5 Investigation Prosecution and Determination of Penalties During Events

A prosecution for any alleged offence committed during any event must be initiated by the laying of charges against the offender, and be communicated to the offender, during the event or by post-event investigation of Race Direction.

18.6 Any Such Prosecution

- Should always be initiated by the Clerk of Course, Race Director, Steward or Race Direction.
- If initiated by the Steward, can be referred to, and actioned by the Clerk of Course, Race Director or Race Direction in accordance with this rule.
- Should be investigated and determined by the Clerk of Course, Race Director, Steward or Race Direction and, if proven, a penalty should be imposed by the Clerk of Course, Race Director or Race Direction.
- In a circumstance that the Clerk of Course, Race Director or Race Direction is unable or unwilling to initiate, investigate and/or determine a prosecution, such prosecution will be referred to the Steward to be investigated and if proven determined for the imposition of a penalty.

18.7 In Determining an Alleged Offence and Prior to Imposing a Penalty

- The Clerk of Course, Race Director, Steward or Race Direction may act on their own initiative or act on such information and in such manner as they think fit having regard to the offending conduct.
- No person or entity may be represented by a legal practitioner.
- No penalty may be imposed unless and until the offender has been given the opportunity to make representations as to the nature and circumstances of the offence. This does not apply to any in-race penalties which are determined under Rule 18.8.

18.8 Imposition of Penalties During a Practice, Qualifying Session or Race (In-Race Penalties)

In any practice or qualifying session or race conducted during an event, the Clerk of Course, Race Director, Steward or Race Direction may fine, exclude, impose time penalty, drop of position penalty, remove championship points or relegate, any competitor, if:

- The whole or any part of that competitor's machine has left the track and thereby gained an advantage, unless such action was for the safety of other competitors, or due to the action of other competitors.
- The competitor leaves the track and does not continue at a reduced speed and re-enter safely at the closest point possible from where they left the track.
- The competitor has gained an advantage because of an unfair start.
- The competitor has been guilty of unfair or unsafe conduct.
- The competitor receives outside assistance other than by a relevant official at the start of an event, or in the interests of safety.
- The competitor's machine is dangerous.
- The competitor's machine does not comply with the requirements of these Rules or any technical regulations.
- The competitor has refused to submit to a medical test required by the Race Director or Steward under these Rules.
- The competitor, or the competitor's team, has breached the refueling Rule.

For these rules:

- A decision does not operate as such unless and until it is notified to the competitor affected by it or to that competitor's team, providing such notification is practicable within the context of the practice session, qualifying session or race, and may include electronic notification by the official timing screen.
- A penalty imposed during an event must be notified and actioned by the Clerk of Course or Race Direction, within the context and time limits of the start and finish of the practice session, qualifying session or race.

No person may protest against, or make an appeal from, a decision to impose a penalty during a practice session, qualifying session or race.

19 MINIMUM PENALTIES

19.1 Penalties

All penalties may be applied by Race Direction or by the Clerk of Course, Race Director or Steward as required.

Penalties will be applied on a case-by-case basis.

Repeat offenders will receive increasing severity penalties with due regard given to mitigating circumstances prior to any penalties being concerned.

19.2 Practice and Qualifying

Offence: 1st lap of first practice session – jumping under a waived Red Cross Flag. Minimum Penalty: 1st offence: 3 positions from final qualifying position. Subsequent offence: Relegation to Last Qualifying gate pick position and $500 fine.

Offence: Unnecessary stopping on the track. Minimum Penalty: Loss of fastest lap.

Offence: Riding outside of track markers and gaining advantage during Qualifying. Minimum Penalty: Loss of current lap time.

Offence: Bike change with first bike failing technical inspection. Minimum Penalty: All qualifying times will be forfeited.

Offence: Cutting the track to gain clear track or gain advantage. Minimum Penalty: Loss of 3 positions from final Qualifying position.

19.3 Waiting Zone

Offence: Unauthorised access to waiting zone or start area. Minimum Penalty: 1st offence: Loss of accreditation for day. Subsequent offence: Loss of accreditation for season.

Offence: Conducting refuelling. Minimum Penalty: Exclusion.

Offence: Urinating in public. Minimum Penalty: $500 Fine.

19.4 Bike Changes

Offence: During Qualifying. Minimum Penalty: Loss of all laps on replacement bike and $250 Fine.

Offence: After closing of the Waiting Zone. Minimum Penalty: Exclusion.

19.5 Signal Zone / Mechanics Area

Offence: Rider “misses” the entrance or enters in wrong manner. Minimum Penalty: Loss of 3 positions from qualifying or race results.

Offence: Conducting refuelling. Minimum Penalty: Exclusion.

Offence: Spare motorcycle in track perimeter. Minimum Penalty: Disqualification.

Offence: Speeding in mechanics area. Minimum Penalty: $250 Fine.

19.6 Starting Gate

Offence: Conducting refueling. Minimum Penalty: Exclusion.

Offence: Hesitation in selecting start gate. Minimum Penalty: Forfeit pick and take next available.

Offence: Outside assistance to select gate. Minimum Penalty: Relegation 2 places from finish.

Offence: Use of tools, water or external soil. Minimum Penalty: Relegation 2 places from finish.

Offence: Jump. Minimum Penalty: In race penalty minimum 15 seconds.

Offence: Building Ramps, mounting or passing the roll back board. Minimum Penalty: 20 second start penalty.

19.7 Riders’ Briefing

Offence: Non attendance Riders Briefing. Minimum Penalty: Fine up to $250.

19.8 On Track

Offence: Intentional abuse of markers. Minimum Penalty: 1st offence: 5 seconds. Subsequent offence/s: +5 seconds per offence.

Offence: Off Track offence (not slowing, not re-joining at nearest practical point, unsafe, gaining an advantage/position). Minimum Penalty: 1st offence: Position gained + 3 position. Subsequent offence/s: Position gained + 5 position.

Offence: Breach of yellow flag requirements (GCR 8.16.1.5). Minimum Penalty: As per GCR 8.16.1.6.

Offence: Breach of medical flag requirements (GCR 8.16.1.9). Minimum Penalty: As per GCR 8.16.1.10.

Offence: Not slowing to a pace under medical flag they can stop in an instant OR gaining an advantage by closing in on rider. Minimum Penalty: Relegation 5 places.

Offence: Outside Assistance. Minimum Penalty: Disqualification.

Offence: Riders returning to paddock during session. Minimum Penalty: Not allowed to re-join same session.

19.9 Off Track Technical Penalties

Offence: Fuel test failure. Minimum Penalty: Mandatory Exclusion (GCR App C 17.3.11). Non-protestable and possible fines.

Offence: Sound emission breach (pre-race). Minimum Penalty: Cannot compete until repaired and re-tested.

Offence: Sound emission breach (post-race). Minimum Penalty: 3 positions (GCR App C 17.3.6.4).

19.10 Rider Gear

Offence: No back number (pre-race). Minimum Penalty: Cannot compete.

Offence: No back number (post-race). Minimum Penalty: Reprimand.

Offence: Competitors with NO front and back upper body protection. Minimum Penalty: Cannot compete.

19.11 Test Area

Offence: Unauthorized testing of motorcycle. Minimum Penalty: Fine $250.

19.11 Credentials and Access – Penalties for Non-Compliance Other Than Excepted Areas Below

Offence: Team Manager start gates waiting zone and Mechanics / Signal. Minimum Penalty: $500 Fine.

Offence: Technical access Waiting Zone only when required, and Mechanics Work Area only during Practice and Qualifying. Minimum Penalty: 1st Offence: $500. 2nd Offence: All access rescinded for Season.

Offence: Mechanics, Access to Waiting Zone, start line and Mechanics / Signal – Zone in class listed on band. Minimum Penalty: $250 Fine.

Offence: Industry Pass, no track access. Minimum Penalty: All access rescinded.

19.12 In Imposing Any Penalty, the Steward, Clerk of Course or Race Direction Must Have Regard to the Following Principles

- No penalty should be imposed (excepting the Imposition of a penalty during a Practice, Qualifying session or Race) unless and until the offender has been given the opportunity to make representations as to the nature and extent of the penalty.
- In ordinary circumstances a single penalty should be imposed for a single offence.
- The punishment for an offence should be commensurate with the gravity and effects of the offence.
- The interests of the sport are paramount.
- The severity of penalties imposed on an individual should increase if that individual continues to commit offences against these Rules.
- Mitigating factors put by, or on behalf of an offender, must be considered, as must the effects on others of the actions of the offender.

19.13 The Clerk of Course May Impose the Following Penalties for Any Offence Committed Under These Rules

a) A reprimand,
b) A fine no greater than $2,000,
c) Relegation
d) Time penalty
e) Exclusion
f) Removal or ejection from the venue

19.14 The Race Director or Steward May Impose the Following Penalties for Any Offence Committed Under These Rules

a) A reprimand
b) A fine no greater than $4,000
c) Relegation
d) Drop of Position – in Race Penalty
e) Time penalty
f) Exclusion
g) Suspension of no more than six (6) months
h) Removal or ejection from the venue

20 FINES

20.1 Fines are payable to Motorcycling Australia.

i. Any person or body having power to impose any fine under these Rules must fix a time no more than 30 days from notification within which the fine is to be paid.
ii. Motorcycling Australia may impose, as a penalty in default of payment of the fine within the fixed time, a penalty of suspension.
iii. An order for suspension of any person or body will operate throughout the period the fine is outstanding, so as to prevent that person or body from participating in any competition or recreational event.

21 SUSPENSION AND DISQUALIFICATION

21.1 Any Person or Body who is the subject of:

i. An order of exclusion, or
ii. An order for suspension or disqualification for any offence committed at, connected with, or arising from, any competition; is liable to forfeit the right to receive or retain any award, trophy or prize in respect of that competition.
iii. A Fine, may have imposed, as a penalty in default of payment of the fine within the fixed time, a penalty of suspension. An order for suspension of any person or body will operate throughout the period the fine is outstanding, so as to prevent that person or body from participating in any competition or recreational event.

An order for suspension or disqualification from competition may operate so as to prevent from participation in competition a Machine or Machines of a particular manufacturer provided that no such order may be made unless the appellate body is satisfied that the offence or offences leading to the making of the order were committed with the knowledge, or at the instigation, of the manufacturer or the manufacturer's agent.

21.2 Notification of Penalties

If any penalty imposed alters the result of any competition, then Motorcycling Australia must, as soon as practicable after being notified of the penalty, alter the record of that competition so as to reflect the alteration.

22 PROTESTS

22.1 Right of Protest

Except for a penalty Imposed during a Practice, Qualifying session or Race, any entrant or competitor may protest:

- Against a decision to reject an application by a competition licence holder to compete in any competition,

- Against a decision, action or determination of any official,
- Against the action or conduct of any other competitor, entrant, mechanic or crew member during the course of any event.

22.2 Any Protest Must

- Be in writing,
- Contain sufficient information to convey to the Steward a clear understanding of what is in dispute. Where, in the opinion of the Steward, a protest does not contain sufficient information, the Steward may decline to accept or act upon such protest.
- Be accompanied by the prescribed fee of $100 which will be refunded if the protest is upheld, or if not must be remitted to Motorcycling Australia.
- Be received by the Steward or Clerk of Course and conveyed to the Stewards or Steward Jury.
- Comply with the following time limit of no more than 30 minutes after the competitor has been notified of the penalty for the action or conduct.

22.3 Protest Hearings

The MA Steward or MA Stewards Jury must hear and determine any protest, and must notify the outcome to the protester, and any person materially affected, within a reasonable time.

Only in exceptional circumstances may the MA Steward or MA Stewards Jury refer any question raised in any protest, or the protest itself, to MA and must:

i. 1. Notify such referral to the protester, and to any person materially affected by the protest.
ii. 2. Provide to MA all evidence and exhibits submitted to the Steward or Jury in relation to that protest.
iii. 3. Comply with all directions and instructions of MA.

In hearing and determining any protest, the MA Steward or MA Stewards Jury may:

i. 1. Direct any reasonable alteration or modification to any course.
ii. 2. Alter or amend any program.
iii. 3. Overrule, vary or amend any decision or direction of an official.
iv. 4. Substitute for any decision of an official, the decision of the MA Steward or MA Stewards Jury with or without condition.
v. 5. Give such directions, instructions or orders as the MA Steward or MA Stewards Jury thinks fit for the efficient and fair conduct of any competition.
vi. 6. Alter, vary or amend the result of, or prize for, any competition.
vii. 7. Do whatever is necessary for the proper consideration of the protest.

22.4 In Hearing and Determining Any Protest, the MA Steward or MA Stewards Jury Must Apply the Following Principles

- The protester and any person materially affected or likely to be so affected by the outcome of the protest must be notified of the protest and the time and place fixed for the hearing.
- The determination of the protest must be in writing and published to the protester and any person affected by the determination.
- The principles of natural justice must apply.
- The protester and any person materially affected or likely to be so affected by the determination may not be represented by a legal practitioner.
- The MA Steward or MA Stewards Jury is not bound by the rules of evidence and may be informed of facts in such manner as the MA Steward or MA Stewards Jury thinks fit.
- The MA Steward or MA Stewards Jury must determine the protest according to equity, good conscience and the substantial merits of the case.
- Unless otherwise ordered, every decision made by the MA Steward or MA Stewards Jury will take effect from the moment of pronouncement of the decision.

22.5 Protests – Technical (Engines or Components)

If an engine, or component of an engine, is to be measured for the purposes of a technical protest, the protesting party must, in addition to payment of the protest fee, submit a $500 bond.

Where the Steward determines that the measured machine is ineligible, the bond and the protest fee will be refunded; if eligible, the bond will be forfeited to the party whose engine was measured and the protest fee remitted to MA.

In addition to the matters the MA Steward or MA Stewards Jury must consider under Rule 14, when determining a technical protest, the MA Steward shall have regard to the measurements recorded in the Measurer's Report.

There is no Right of Appeal from the MA Steward's determination of a technical protest based on any alleged errors in the measurements recorded in the Measurer's Report.

22.6 Protests – Juniors

In addition to the previous rule regarding the "Right of Protest" item c), Juniors must comply with the following:

- A protest may only be made by a competitor,
- After completing a practice session, qualifying session or race, the competitor must indicate the intention to protest to an official prior to returning to the pits, (refer GCR 5.1.6.4)
- The Clerk of Course or Race Director must designate an area, to be announced at the riders' briefing and to be marked by a purple flag, where an official must be present to note any indications of protest,
- No discussion on the content of the protest may take place at the marked position,
- A competitor who indicates an intention to protest must return to the pits and present the protest to the Clerk of Course, Race Director, Race Direction or MA Steward.

22.7 Appeals

22.7.1 Right to Appeal

A person or entity having a material interest in an MA Steward's determination under these Rules may appeal to MA for the determination to be dealt with in accordance with the MA Non-NIF Complaint and Dispute Resolution Policy by completing the Application Form found at the Motorcycling Australia website and submitting it to MA at the address shown on the form accompanied by the filing fee of $1,000 within 48 hours of the MA Steward's determination.

23 COMMERCIAL

23.1 Pit Area & Activation

- No sampling/handing out of products or promotional goods, other than team posters without prior written approval (costs may apply).
- No selling of merchandise, products or promotional goods without prior written approval (costs may apply).
- No promotional staff outside of team pit area (team crew in uniform excluded) without prior written approval.
- All signage is restricted to team parking/pit area and must be connected to awning or structure.
- Space provided for each team/rider will be at the discretion of AUSX Management and will vary by venue.

23.2 Filming and Photography Rights

- All filming and photography conducted at any Australian Supercross Championship event are strictly controlled.

- All photographers and videographers must be pre-approved by AUSX prior to the event. This includes team media personnel, commercial filmers, content creators, and any third-party contractors.
- All photographers and videographers must have an MA Media license.
- By attending or receiving accreditation, all approved photographers and videographers acknowledge that AUSX retains full ownership of all content captured (including video, photo, and audio) at AUSX events, regardless of equipment used or the purpose of capture.
- Content may not be used, published, sold, or distributed in any format without the prior written consent of AUSX.
- AUSX reserves the right to request and access any raw or edited content captured at its events for internal, promotional, or commercial use.
- Content to be utilised for team and athlete social media channels only (not provided to brands).
- Failure to comply with this policy may result in removal of the venue, cancellation of accreditation, and/or legal action.

23.3 Podium

- Branded drink bottles are permitted.
- Riders to wear racing jerseys on podium (not changing to team shirts/polos).
- Branded towels are permitted.
- No outside branded items without prior written approval.

23.4 PR, Media and Broadcast Obligations

- Available at own cost to participate in pre-season video and photo shoot for 3 hours on location (i.e. Gold Coast TBC).
- Available at own cost to participate in pre-event Press Day activities.
- Participate in at least one tourism publicity activation per season (at AUSX Cost).
- Available for Broadcast and Digital Media interviews as required at event location.
- Available Broadcast and Digital Media interviews at home location (BTS series content).

23.5 Team Apparel

The Promoter Logo to appear on top of left shoulder of team shirts and rider jerseys (artwork provided by AUSX).

23.6 Team Motorcycle

20mm strip on front number plate reserved for The Promoter brand and series or event title sponsor (artwork provided by AUSX).