



14 ENDURO AND RELIABILITY TRIALS

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for Enduro and Reliability Trials

Everything that is not authorised and prescribed in this chapter is strictly prohibited.

SECTION 14A: AUSTRALIAN CHAMPIONSHIPS**14.1 CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS**

CLASS	CAPACITY
Class E1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
Class E2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
Class E3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke
Class EJ	All Powers
Veterans	All Powers
Masters	All Powers
Women	All Powers

14.2 CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS

CLASS	CAPACITY
E1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
E2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
E3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke
State Trophy Team	
Junior Trophy Team	
Veterans	
Masters	
Women	

14.3 CATEGORIES FOR JUNIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS

CLASS/AGE RANGE	CAPACITY
Class J2 12 to 15	85cc 2-stroke & Up to 150cc 4-stroke
Class J3 13 to 14	125cc to 200cc 2-stroke & 200cc to 250cc 4-stroke
Class J4 15 years	125cc to 200cc 2-stroke & 200cc to 250cc 4-stroke

14.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES**14.4.1 Individual Competitions**

14.4.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

14.4.2 All Competitions

14.4.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

14.4.2.2 Medallions and points will be awarded in all Australian Championships where there are:

- a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,
- b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or races.

14.4.3 Australian Enduro Teams Championships

14.4.3.1 MA medallions will be presented to the members of the 1st, 2nd and 3rd placed teams in the State trophy and Junior trophy competition at the Australian Enduro teams Championships.

14.4.4 Validity of Championships

14.4.4.1 For a Championship to be awarded in a class there must be a valid field in at least 75% of the rounds in that class: a minimum of 10 competitors for each class except the Women's class which

must have a minimum of 6 otherwise the total of all rounds will not constitute a Championship.

14.4.5 Australian Off Road Championship Awards (AORC)

14.4.5.1 Winners and place getters will receive MA medallions as per GCR 14.4.1

14.4.5.2 Other awards and/or prize money will be awarded as detailed in the event supplementary regulations.

SECTION 14B: COMPETITION CLASSES

14.5 SENIOR COMPETITION CLASSES

CLASS	CAPACITY
Enduro 1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
Enduro 2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
Enduro 3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke

14.6 JUNIOR COMPETITION CLASSES

AGE RANGE	CAPACITY/CLASS
4 to under 9	50cc Demo Class (Non-competitive)
7 to under 9	50cc Auto
7 to under 13	65cc
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel)
9 to under 16	80cc to 160cc 4-stroke
12 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheels)
13 to under 16	200cc to 250cc 4-stroke & 100cc to 200cc 2-stroke

SECTION 14C: COMPETITION RULES

14.7 ELIGIBILITY: GENERAL

14.7.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

14.7.0.2 No person may participate in an Australian

Championship unless and until:

- a) That person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that meeting, or
- b) If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/equipment and machine have been self-scrutineered.

14.7.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

14.7.0.4 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.

14.7.0.5 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 the machine or class as manufactured by the machine manufacturer.

14.7.0.6 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 these Rules.

14.8 ELIGIBILITY: AUSTRALIAN OFF ROAD CHAMPIONSHIP

14.8.1 All Classes

14.8.1.1 Only solo machines are eligible for the Australian Off Road Championships.

14.8.1.2 No rider competing in the AORC event may compete at another event at the same venue on any of the 8 days immediately preceding the AORC event.

14.8.2 Veterans Class

14.8.2.1 Riders must have turned 35 years before 1st January in the year of competition. Machines may be of any capacity.

14.8.3 Masters Class

14.8.3.1 Riders must have turned 45 years before 1st January in the year of the competition. Machines may be of any capacity.

14.8.4 Womens Class

- 14.8.4.1 Women may ride machines of any capacity.
- 14.8.4.2 To constitute a class, there must be a minimum of 6 competitors entered and competing in the Womens class.
- 14.8.4.3 Should there be insufficient numbers in this class, the riders will be included in the appropriate capacity class.

14.8.5 Enduro Junior

- 14.8.5.1 Riders must be 19 years or under on the 1st January of the competition year. Machines may be of any capacity.

14.9 ELIGIBILITY: JUNIORS**14.9.1 Junior Competition****14.9.1.1 Juniors only to compete in Junior competition.**

- 14.9.1.2 In Junior competition,
 - a) A rider's age on 1st January will determine their age for competition purposes for that year,
 - b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,
 - c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,
 - d) This GCR applies to all riders up to and including the age of 16 years.
- 14.9.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.
- 14.9.1.4 Subject to GCR 14.9.1.2 a), a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.
- 14.9.1.5 No applicant will be issued with their first competition licence if they are under the age of 7 years.
- 14.9.1.6 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

- 14.9.1.7 In the 4 to Under 9 years 50cc Non-competitive Demo, all riders are entitled to receive a prize or award of the same size/value.
- 14.9.1.8 Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.
- 14.9.1.9 Age group racing:
 - a) Subject to sub-Rule b), only competitors in the same age groups may compete against each other,
 - b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:
 - i) 85cc 2-stroke Big Wheels and 100cc to 150cc 4-stroke single cylinder,
 - ii) 100cc to 150cc single cylinder & 250cc 4-stroke.
- 14.9.1.10 A Relevant Controlling Body may grade Junior competitors according to their respective skills.
- 14.9.1.11 Non-Motocross type 80cc to 160cc 4-stroke machines are approved for competition under the following conditions:
 - a) Use limited to natural terrain Motocross (no man-made jumps), Enduro competitions only,
 - b) Exhaust systems may be modified or changed,
 - c) External gearing and carburetor jetting may also be altered,
 - d) No other modifications are allowed.
- 14.9.1.12 Motocross-type 150cc 4-stroke machines may compete against 85cc 2-stroke machines in Junior competition.
- 14.9.1.13 Subject to GCR 14.9.1.2 and 14.9.1.3, Competitors aged 13 to under 16 years in the Enduro discipline may compete in other than a Junior competition if that competition is:**
 - a) E1 class,
 - b) EJ class,
 - i) Participation in the EJ class is restricted to a machine capacity endorsed under Junior competition.

14.9.1.14 Competitors aged 13 to under 16 years may participate in classes listed in GCR 14.9.1.13, provided the following conditions are met:

- a) The State Controlling Body is satisfied of their competence,
- b) The competitor obtains a licence endorsement for Enduro.

14.9.1.15 State legislation will override GCR 14.9.1.13 where applicable.

14.9.2 Junior Enduro Endorsements

14.9.2.1 Endorsements will be issued for:

- 50cc
- 65cc 2-stroke/125cc 4-stroke
- 85cc 2-stroke/150cc 4-stroke
- 200cc 2-stroke
- 250cc 4-stroke
- **Enduro 13 to Under 16 race with Seniors**

14.10 GENERAL RULES

14.10.1 Homologation

14.10.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

14.10.2 Helmet Cameras

14.10.2.1 **Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.** ~~Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.~~

14.11 PROTECTIVE CLOTHING AND HELMETS

14.11.0.1 No competitor may practice, start or compete in any Enduro or Reliability Trial competition unless wearing the protective clothing/equipment as outlined in Appendix A: Protective Clothing and Equipment.

14.12 MACHINE AND RIDER IDENTIFICATION

14.12.1 Number Plates

14.12.1.1 For all competitions three number plates must be fitted: one at the front and one on each side.

14.12.1.2 Number plates must:

- a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- b) In the case of rectangular plates, have the corners formed to a 38mm radius,
- c) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

14.12.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.

14.12.1.4 Side number plates must:

- a) Be fitted above a horizontal line drawn through the rear axle,
- b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.

14.12.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

14.12.1.6 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back plate cover.

14.13 RACE MEETING PROTOCOLS

14.13.1 Flags and Signals

14.13.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

14.13.1.2 Track flags and signals are as per Appendix B: Track Flags & Signals.

14.13.2 Measurement at Meetings

14.13.2.1 A Steward of a meeting may direct the measurement of the capacity of the

engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the relevant controlling body.

- 14.13.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

14.13.3 Measurement: All Australian and State Championship Events

- 14.13.3.1 All machines must have provision for the placement of sealing wire.

- 14.13.3.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

- 14.13.3.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

- a) At the conclusion of that period, if no protest is received, the result will be final,
- b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,
- c) If no protest is received within that period, the seals may be removed.

- 14.13.3.4 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the relevant controlling body within 21 days after the event.

- 14.13.3.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

14.13.4 Description of Australian Off Road Championships

- 14.13.4.1 The Australian Off Road Championships will be decided over a series of events

from the Enduro discipline. These may include Enduro, Sprint, Cross Country and Enduro Sprint. The number of rounds will be prescribed in the series Supplementary Regulations.

14.13.5 Cross Country: Race Meeting Protocols

- 14.13.5.1 These rules are additional to and/or exceptions to current Enduro rules. All other Enduro rules apply in this form of the discipline unless modified by State Controlling Body by-laws or the event Supplementary Regulations.

- 14.13.5.2 Cross Country is an off road, natural terrain, continuous multi-lap event with each lap being above 10kms in length. For State and AORC events the intended lap time should be greater than 15 minutes. The rider or team in each class completing the most laps in the least elapsed time will be declared the winner of the class.

- 14.13.5.3 Cross Country events may be run over:

- a) A specified number of laps, or
- b) A specified length of time.

- 14.13.5.4 Cross Country events must:

- a) Start with riders lined up in single rows,
- b) Have a maximum of 40 riders per row,
- c) Start only one row at a time,
- d) Have a minimum of 1 minute between rows starting.

- 14.13.5.5 Prior to competition there may be an escorted preliminary lap of the course.

- 14.13.5.6 Outside mechanical assistance is permitted in areas designated by the organiser (including receiving tools and parts).

- 14.13.5.7 Riders completing less than 50% of the time/distance of the winner of the race will be classified as 'Did Not Finish' (DNF).

14.13.6 Cross Country Pony Express: Race Meeting Protocols

- 14.13.6.1 Pony Express is a form of Cross Country racing in which usually riders participate under the following conditions:

- a) 2 riders and 2 machines,
- b) 2 riders and 1 machine,
- c) Ironman Class - 1 rider and 1 machine.

14.13.7 Sprint: Race Meeting Protocols

- 14.13.7.1 These rules are additional to and/or exceptions to current Enduro rules. All other Enduro rules apply in this form of the discipline unless modified by State Controlling Body by-laws or the event supplementary regulations.
- 14.13.7.2 Sprint is an off road, natural terrain event consisting of a number of heats of a short course. Each heat is set along the lines of an Enduro Special Test. The rider in each class with the least total elapsed time will be declared the winner of the class.
- 14.13.7.3 Sprint heats will adhere to Enduro rules for timed tests (GCR 14.14.14).
- 14.13.7.4 The Clerk of Course will confirm the number of heats to be run on the day as soon as practical after the end of the first heat.
- 14.13.7.5 To be considered a finisher, riders must start all heats and complete at least 75% of the heats.
- 14.13.7.6 A rider who does not complete a heat will be awarded the slowest heat time in their class plus 100 seconds.
- 14.13.7.7 In National and Open Competitions a rider is only permitted to enter one class of the event.
- 14.13.7.8 Multiple entry of one machine in the same class is not permitted.
- 14.13.7.9 Full mechanical assistance is permitted in areas designated by the organiser.
- 14.13.7.10 A Cross Country Sprint may include a timed enduro loop between each heat.
- 14.13.7.11 Prior to competition there will be an escorted preliminary lap of the sprint.

14.13.8 Change of Machine During a Competition

- 14.13.8.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any Supplementary Regulations.

14.13.9 Scoring

- 14.13.9.1 Points to be allocated to competitor finishing order as follows:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

- 14.13.9.2 An alternative points scoring system may be approved for an MA series event.
- 14.13.9.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.
- 14.13.9.4 If a tie on points occurs 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.

14.14 RACE MEETING PROTOCOLS: ENDURO**14.14.1 Enduro Flags**

- 14.14.1.1 For Enduro, flags will have the following meanings:
- White flags displayed on pegs - Entry to fuel control: Time check 200 metres,
 - Yellow flags displayed on pegs - Time check 5-20 metres,
 - Blue flags displayed on pegs - Route check approximately 200 metres,
 - White flag with Black Cross displayed on pegs - No service time check approximately 70 metres,
 - Green Flag displayed on pegs - Exit from time check.

14.14.2 Enduro Courses

14.14.2.1 Courses must be clearly marked.

14.14.2.2 Each course must:

- a) Have time check points which must:
 - i) Have a digital clock showing hours minutes and seconds at the control table,
 - ii) Have a check list showing arrival time of each competitor in the time check,
 - iii) Be placed at the entrance to the parc fermé for the start and finish of each day of the event,
 - iv) Be placed at intermediate points selected by the Promoter and indicated on the itinerary,
 - v) Preferably be no less than 5 kilometres nor more than 35 kilometres apart,
 - vi) Be indicated by:
 - White flags placed 200 metres, and
 - Yellow flags placed 5-20 metres

before the control table, and

- Green flags placed 2 metres after the control table,
- Flags placed on both sides of the course so as to be clearly visible to the competitors.

14.14.2.3 Each course may:

- a) Have route check points which:
 - i) Need not be marked on the route card,
 - ii) Must be indicated by blue flags placed on either side of the course 200 metres before the route check,
 - iii) Have a check list of the progress of each competitor.
- b) Have time check points with no service which:
 - i) Will display a white flag with a black cross on both sides of the track 70 metres before the control table.

14.14.2.4 For multi-day events each course may have:

- a) A final service area before the final time check point,

- b) Before the final service area, a pre-finish time check, which is a no service time check.

After which competitors have 15 minutes to reach the final time check.

14.14.2.5 The area between the yellow and green flags is considered parc fermé concerning access.

14.14.3 Entries

14.14.3.1 After the closing date for entries:

- a) A competitor may apply in writing to the Race Secretary for permission to change machines, and be entered in the relevant class,
- b) A team may apply in writing to the Race Secretary for permission:
 - i) For a team member to change machines and be entered in the relevant class,
 - ii) To substitute one entered team member for another.

14.14.3.2 The Race Secretary may grant permission subject to such conditions as he or she thinks fit or may refuse permission.

14.14.3.3 A competitor who is substituted may not compete without the permission of the Race Secretary.

14.14.3.4 No team or competitor may change the capacity of an entered machine.

14.14.3.5 Applications must be delivered to the Race Secretary before the preliminary machine examination.

14.14.4 The Starting Area

14.14.4.1 The starting area may:

- a) Contain a parc fermé to which all access and egress is controlled and which connects directly to the working area,
- b) Contain a working area from which there is only one exit to the starting enclosure and where machine maintenance may be carried out,
- c) Contain a starting enclosure at one end of which is the starting line and in which the competitors await the starting signal,
- d) Be secured by fencing or otherwise regulated as to access so as to prevent the entry of unauthorised persons,

- e) Be in the charge of officials who are clearly identified,
 - f) Have its entrance and exit clearly marked.
- 14.14.4.2 No competitor or person other than:
- a) The Steward,
 - b) The Clerk of Course, or
 - c) Any other official in charge thereof, may enter the starting area unless authorised by a relevant official or otherwise for purposes permitted under these Rules.
- 14.14.4.3 The supplementary regulations may prescribe the time for delivery of machines into the starting area before the start of an event and thereafter machines must:
- a) Remain in the starting area until the start,
 - b) Be returned at the end of each day for detention overnight,
 - c) Be released in time for the start of the next day,
 - d) Be in the open air and not covered in any manner.
- 14.14.5 Preliminary Examination**
- 14.14.5.1 Before each event, there must be a preliminary examination of competing machines.
- 14.14.5.2 At the preliminary examination, each machine may be sound tested and marked if it does not exceed the prescribed sound emission levels.
- 14.14.5.3 At the conclusion of the preliminary examination each machine must be delivered into the parc fermé. No motorcycle may enter parc fermé without a stand approved at machine examination.
- 14.14.5.4 An event commences at the conclusion of the preliminary examination.
- 14.14.6 Starting Order and Numbers**
- 14.14.6.1 The starting order of groups or classes will be as determined by the supplementary regulations.
- 14.14.6.2 The starting numbers of riders will be determined by a draw for each class.
- 14.14.7 Starting Procedures**
- 14.14.7.1 The start signal for each competitor must be given as nearly as practicable to that competitor's scheduled starting time.
- 14.14.7.2 It is not permitted to start the engine in:
- a) The parc fermé, working area, or
 - b) The starting area before the starting signal is given.
- 14.14.7.3 Within one minute of the signal being given, the competitor must:
- a) Start the engine at the starting line using the machine's kick starter or starter motor,
 - b) Cross a second line 20 metres from the starting line under engine power.
- 14.14.7.4 A competitor who arrives at the starting line more than one minute late for that competitor's allocated starting time:
- a) Will lose 60 points for every minute late,
 - b) Must be allocated a new start time which must be the indicated time of arrival at the starting line ignoring seconds,
 - c) Must comply with standard starting procedures.
- 14.14.7.5 If the competitor is more than 15 minutes late, they will be excluded for the day.
- 14.14.7.6 On each day of the event, competitors may enter the parc fermé 15 minutes before their starting times and move their machines by hand to the entry to the work area.
- 14.14.7.7 Competitors may have 10 minutes before their starting times to carry out machine preparation.
- 14.14.8 Event Procedures**
- 14.14.8.1 For Enduro events, the total time for the day of competition must not exceed 7.5 hours, including the 15 minutes at the final time check.
- 14.14.8.2 Competitors must at all times during the event:
- a) Remain on the course,
 - b) Follow the competition direction.
- 14.14.8.3 At the beginning or end of a lap, a section or day, the Clerk of Course, due to weather or other conditions, may:
- a) Declare a section of the course to be impassable and in that event:
 - i) That section will cease to be part of the course, and
 - ii) Any penalties incurred in that section will not be taken into account in scoring for the event.

- b) Change the time schedule for the section to a slower schedule.
- 14.14.8.4 Each competitor must be allocated a starting time and a time for each section between time checks.
- 14.14.8.5 The recorded arrival time for each competitor in a section is the starting time for that competitor in the next section.
- 14.14.8.6 During an event the competitor must have all marked parts on the motorcycle at all times when on the course, subject to GCR 14.14.11
- 14.14.8.7 During an event, a competitor must not stop between the yellow flags and the control table.
- 14.14.8.8 A competitor may pass the final time check at the entrance to the parc fermé early, without penalty.
- 14.14.8.9 When the machine is placed in the parc fermé it must be completely equipped with all the marked parts.
- 14.14.8.10 At the end of any event there may be a final examination at which any of the machines may be impounded for examination.
- 14.14.8.11 If a competitor can convince the Jury he was delayed by abnormal circumstances outside his control, (e.g. providing assistance to an injured competitor), an allowance may be granted. Alleged baulking by another competitor is not an abnormal circumstance.
- 14.14.8.12 When the case of a rider is under discussion he may continue in the event until the jury makes the final decision.

14.14.9 Re-starts

- 14.14.9.1 A competitor who retires, or is excluded from an event for a day:
- For multi-day events, may re-start in the competition on following days from the rear of the field,
 - For single day events, or if the competitor is excluded or retires for a second time from a multi-day event, may not continue on the course.
- 14.14.9.2 To be eligible to re-start, a competitor must deliver the machine to the parc fermé at least 60 minutes before the amended start time.

14.14.10 Time Cards, Route Cards and Itinerary

- 14.14.10.1 Each competitor must stop at all time-checkpoints and route checkpoints.

- 14.14.10.2 Time cards must be issued and route cards may be issued:

- For the first day, at the preliminary examination,
- For all other days, as competitors leave the parc fermé at the end of the previous day.

- 14.14.10.3 Time cards:

- Must be presented at each control table, or, on demand, to an official,
- Must be handed in at the end of each day to the final control official,
- Must not be altered or obliterated by any competitor,
- Must not be exchanged between competitors,
- Must, in the event of loss, be replaced by the official in charge of the next time control,
- May show the prescribed running time for each section.

- 14.14.10.4 Route cards:

- Must be presented at all route checks,
- Must be handed in at the end of each day to the final control official,
- Must not be altered or obliterated by any competitor,
- Must not be exchanged between competitors,
- Must, in the event of loss, be replaced by the official in charge of the next time control.

- 14.14.10.5 Itineraries:

- Must be issued at the preliminary examination or displayed prominently in the starting area,
- Must clearly indicate all competition distances and show the prescribed running time for each section,
- Must contain samples of signs or indicators used for course markings,
- Are, for all purposes connected with the competition, deemed to be accurate.

14.14.11 Maintenance, Repair, Alteration and Refuelling

- 14.14.11.1 A machine may be cleaned, altered, repaired or refuelled during an event as

follows:

- a) Subject to sub-Rule b), assistance is not permitted during the course of an event,
- b) A competitor may receive assistance for the following:
 - i) Refuelling,
 - ii) Removing, replacing and replenishing:
 - Coolant,
 - Engine and gearbox lubricating oils and removal and replacement of oil filters.
 - iii) Removing air from the braking circuit,
 - iv) Inflating tubes and tyres.
 - v) Cleaning number plates and plastic parts of the motorcycle with the aid of a sponge or cloth.
- c) No work on the machine may take place:
 - i) In any tent, vehicle or other enclosed place,
 - ii) In the parc fermé,
 - iii) In the time check area.
- d) The rider is allowed to change any unmarked parts anywhere on the course but may receive spare parts and tools only in the servicing areas.
- e) A competitor may not receive or use the following tools:
 - i) Any form of welding equipment other than for repairs to the exhaust system,
 - ii) Pressure cleaning apparatus,
 - iii) Electrical and air powered tools operated by remote connection.
- f) A competitor may, for the purposes of carrying out alterations or repairs, receive spare parts:
 - i) In the working area in the starting area,
 - ii) Between the white and yellow flags adjacent to a time check point.
- g) A competitor may leave used parts where the alterations or repairs were carried out.
 - i) A rider wishing to repair or replace the silencer of his machine can do so at the end of the day, after the last time check and before entering the parc fermé. The work must be carried out under the supervision of an official.
 - ii) The rider will be allowed an extra time of 60 minutes for this work.
 - iii) The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines sound tested.
 - iv) The rider may request as many sound tests as they wish during the 60 minute allowance.
 - v) After 60 minutes have elapsed, the rider will be required to present their machine to the Sound Control Officer for testing. If sound level are above the required standard, the rider will be **excluded** ~~disqualified~~ (or other penalties given as provided for in the GCRs).
 - vi) If the silencer is changed during the day, the rider must present it to be noted at the next time check point. At the end of the day, a sound control test will be carried out during the 60 minute allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider may be excluded (or other penalties given as provided for in the GCRs).
- h) The engine must be stopped during refueling.
- i) The rider must dismount from the motorcycle during refueling.
- j) An environmental mat or other effective device is required to be used when refueling, replenishing all oils and chemicals (including the oiling of chains) in order to stop ground contamination. The minimum specifications of the mat are:
 - i) Dimensions minimum 160cm x 100cm;

ii) Absorption capacity minimum one litre;

iii) Thickness minimum 5mm.

The penalty for non-compliance may be discretionary.

- k) No fuel may be carried other than in a tank or container permanently attached to the machine.
- l) Unless otherwise stated in the supplementary regulations, replacement of any fluids except water or coolant is only permitted in the work area and at a time check between the white and yellow flags where service is permitted.
- m) There must be at least one refueling depot at a maximum of every 50km.
- n) Tyres may only be changed:
 - i) At the final service area,
 - ii) In the work area at the start.
- o) In any replenishment area, the chain can be lubricated but only the rider is allowed to do this work.**

14.14.12 Assistance

14.14.12.1 All outside assistance is forbidden, other than the normal assistance given at the official time checks.

14.14.12.2 The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle.

14.14.12.3 No machine may be moved otherwise than by:

- a) Its engine, or
- b) The actions of its rider.

14.14.12.4 No competitor may be accompanied anywhere on the course.

14.14.12.5 The term "accompanied" refers to the act of riding in company for the purpose of receiving assistance, with any person other than a registered official of the event in the course of their duties.

14.14.13 Inspection and Marking

14.14.13.1 At any time check a relevant official:

- a) Must record the time as displayed on the clock when,
 - i) **The competitor's time card is presented, or**

ii) **When the motorcycle enters the control by passing the yellow flags.**

The method used will be announced in the supplementary regulations or during riders briefing.

- b) May inspect any machine,
- c) May mark any part,
- d) May direct the alteration of any machine which does not comply with any requirement of these Rules or the supplementary regulations,
- e) May direct the administration of any sound or other test,
- f) May report any competitor or machine to the jury or a key official.

14.14.13.2 Any competitor required to submit to a sound test under the preceding Rule:

- a) May request further tests during the 30 minutes next after the completion of the initial test,
- b) May be required, at the expiration of that time, to submit to a further test,
- c) May not continue in the event if, at the expiration of that time, the machine does not comply with the prescribed sound emission levels.

14.14.14 Timed Tests

14.14.14.1 Timed tests must be as follows:

- a) Average speed must not exceed 50km/h,
- b) Competitors may inspect test courses on foot but not by wheeled vehicle,
- c) Be safe and of a reasonable degree of difficulty,
- d) For multi-day events, be marked not less than 48 hours before the scheduled start time for the test,
- e) A rider who leaves the test course and gains an advantage may incur penalties as in GCR 7.1.6

14.14.15 Cross Tests and Enduro Tests

14.14.15.1 Cross tests and Enduro tests must be as follows:

- a) Cross test courses must:
 - i) Be between 2 and 5 kilometres in length,

- ii) Be specially prepared for the test,
 - iii) Have safety zones at all bends and other places of potential danger to spectators, with a minimum width of one metre to which spectators have no access,
 - iv) Start within one kilometre of a time check point,
 - v) Have the start and finish line in the same vicinity.
- b) Enduro test courses must:
- i) Be readily accessible to a four-wheel drive vehicle,
 - ii) Be on a section of the course between 2 time checks,
 - iii) Be between 3 and 10 kilometres in length,
 - iv) Be untimed during the first lap and timed during subsequent laps,
 - v) For multi-day events, an Enduro test which is ridden on previous days and repeated in the same direction on future days may be timed on the first lap of these subsequent days.
- c) Each competitor must:
- i) Start with the engine running,
 - ii) Come to a stop at the start line, as directed by an official, and start within 10 seconds after being directed by the official,
 - iii) The riders start time will be the moment the front wheel moves past the recording device or at the expiration of the 10 seconds.
- d) More than one test may be run on the same course in each day,
- e) Tests must have flying finishes with each competitor's time being recorded at the point of crossing the finish line,
- f) Competitors may inspect special test courses on foot,
- g) As each competitor finishes they must resume the principal course without stopping.

14.14.16 Final Test

- 14.14.16.1 At the end of an event there may be a final test which must be a closed circuit with a minimum of 5 laps and a maximum of 10 laps covering a total distance of between 10 and 18 kilometers.
- 14.14.16.2 Before the start of the test all machines must be delivered to a parc fermé.
- 14.14.16.3 Prior to competition, there will be a voluntary escorted preliminary lap of the course.
- 14.14.16.4 Tests will be divided into groups based on classes.
- 14.14.16.5 Should a competitor finish the road test late, the competitor may be transferred to another group.
- 14.14.16.6 Re-start competitors must not compete in a test with competitors who are still in the competition. They may compete in a separate test if one is scheduled by the organisers.
- 14.14.16.7 For multi-day events, massed starts must be used with grid positions determined by placings at the end of the previous day.
- 14.14.16.8 For one-day events, grid positions must be allocated by the Promoter.
- 14.14.16.9 At the conclusion of the prescribed number of laps by the leading rider, the chequered flag will be shown. From the time the race winner takes the chequered flag 5 minutes will be allowed for other riders to complete the lap they are on, after which the test is over.

14.14.16.10 For riders who do not complete the same number of laps as the winner, the following formula will be applied to calculate their time:

$$T / L \times W$$

Where:

T = total time taken by the rider to reach the finish line

L = number of laps completed by the rider

W = number of laps completed by the class winner of that particular heat

If a rider does not cross the finish line within 5 minutes of the winner, their time will be the time of the slowest rider in their class heat to reach the finish line, plus 5%.

14.14.17 Finish of Event

14.14.17.1 All finishing machines may be impounded for 30 minutes.

14.14.17.2 For each machine an event finishes:

- a) If there is a final examination, at the conclusion of the examination of the machine,
- b) If there is no final examination, at the moment the machine arrives at the final time check.

14.14.17.3A rider is considered to have finished the Enduro when he has passed the final time check of the event. Failure to complete the final speed test (if applicable) will incur the maximum penalty as per GCR 14.14.18

14.14.18 Enduro Penalties

14.14.18.1 Penalty **time points** is incurred as follows:

PENALTY	POINTS
Late arrival at the start line	60 seconds points per minute
Not crossing the 20m line under power within time	10 seconds points
Early and late arrival at a time check	60 seconds points per minute
Stopping between yellow flags and control table at time check	60 seconds points
Starting of engine in starting area prior to start signal	60 seconds points
Starting the engine in the parc fermé or work area	120 seconds points
Uncompleted day for a competitor	7200 seconds points
Special tests - for each 1/100 sec	1/100 seconds point
Final test – for each uncompleted lap plus the time of the slowest completed test time in the same class	60 seconds points
Individuals who re-start – per day plus points for completed special tests	7200 seconds points

14.14.19 Classification of Individuals and Teams

14.14.19.1 For individual classification, the time

obtained each day will be added for each rider in each class and in each category. The rider with the total lowest time will be placed 1st and so on.

14.14.19.2 For individuals, daily **time penalty points** will be accumulated.

14.14.19.3 For teams:

- a) For the team classification, the times obtained by each team rider will be added together to form the daily time of the team. The team with the total lowest time will be placed 1st and so on,
- b) Daily penalty **time points** will be accumulated.

14.14.19.4 Where a competitor is a member of a team:

- a) The team will incur 7,200 **seconds penalty points** for each day of the event that the rider does not complete.
- b) If the competitor is permitted to re-start after exclusion for a day, the team will incur 7,200 **seconds points** for the day the competitor was excluded plus 7,200 **seconds** for each following day.

14.14.20 Exclusion from an Event

14.14.20.1 A competitor is liable to be excluded from an event for any of the following acts during the event:

- a) Competing on a machine with an engine capacity different from that stated on the entry form,
- b) Receiving spare parts or tools anywhere on the course except the service areas. (i.e. The working area and at time checks between the white and yellow flags),
- c) Replacing any marked part without authorisation,
- d) Failing to have all marked parts on the motorcycle at all times when on the course, subject to GCR 14.14.11,
- e) Placing the motorcycle in the parc fermé without all the marked parts,
- f) Without authorisation, entering the parc fermé other than to collect or deliver the machine,
- g) In the parc fermé:
 - i) Touching any other competitor's machine,

- ii) Touching his or her machine other than for purposes of collection or delivery,
- h) Smoking in the parc fermé, working area, or between the white and yellow flags,
- i) Placing the machine in the parc fermé more than 2 hours after the competitor's scheduled finishing time,
- j) Without authorisation, placing the machine in any tent, vehicle or other enclosed place,
- k) Carrying fuel on a machine other than in a permanently attached tank or container,
- l) Not stopping the engine during refueling,
- m) Without authorisation:
 - i) Communicating with accompanying persons,
 - ii) Being accompanied by another competitor,
 - iii) Accompanying another competitor.
- n) Not observing traffic regulations,
- o) Knowingly failing to hand in time cards at the finish of each day,
- p) Altering a time card or route card or using another rider's card,
- q) Practicing on the special test course,
- r) Inspecting the special test course other than on foot,
- s) Riding against the direction of the course,
- t) Competing on a machine the engine of which exceeds the maximum capacity of the entered class.

14.14.21 Exclusion for a Day

- 14.14.21.1 A competitor is liable to be excluded for the day from an event if, during that day, they do any of the following:
- a) Failing to pass a sound control test,
 - b) Refueling outside refueling areas,
 - c) Failing to deposit the machine in the parc fermé forthwith after the final check-in of the day,
 - d) Entering the parc fermé with the engine running,
 - e) Receiving outside assistance other than for purposes of:

- i) Refuelling,
 - ii) Removing, replacing and replenishing:
 - Coolant,
 - Engine and gearbox lubricating oils and removal and replacement of oil filters.
 - iii) Removing air from the braking circuit,
 - iv) Inflating tubes and tyres.
 - v) Cleaning number plates and plastic parts of the motorcycle with the aid of a sponge or cloth.
- f) Arriving more than 15 minutes late for the start,
 - g) Arriving more than 30 minutes late for a time check (the rider may opt to continue the event until the Clerk of Course makes a final decision),
 - h) Moving the machine otherwise than by:
 - i) Its engine, or
 - ii) The actions of the competitor.
 - i) Riding off the course or against the course direction,
 - j) Failing to get the time card and/or control check list marked at a time check,
 - k) Missing a time check or a route check,
 - l) Changing tyres other than:
 - i) At the final service area, or
 - ii) In the working area in the start area.
 - m) Receiving or using prohibited tools.

14.14.21.2 A competitor liable to the penalties prescribed in the two preceding Rules may apply to the Steward for a reduction in penalty. The Steward, on being satisfied that penalties were incurred in exceptional circumstances, may:

- a) Determine that no penalty should be imposed,
- b) Impose a lesser penalty.

14.14.22 Explanation of Results

14.14.22.1 A competitor may, no more than 24 hours after the publication of the results of any day's run, request from the Clerk of Course an explanation of those results.

14.14.23 Junior Enduro Courses

- 14.14.23.1 Enduro courses for Juniors should have time checks no less than 5km and no more than 20km apart.
- 14.14.23.2 Enduro courses for Juniors must have one refueling stop at a maximum of every 35km.
- 14.14.23.3 For Junior Enduro the total time for the day of competition must not exceed 4 hours, including the 15 minutes at the final time check.

14.14.24 Junior Event Procedures

- 14.14.24.1 Junior riders may receive assistance starting their machine at the special test start line.
- 14.14.24.2 Junior riders may be given a new start time should they stall their machine on the start line.
- 14.14.24.3 Junior competitors may receive parts anywhere on the course.
- 14.14.24.4 Junior competitors may receive outside assistance anywhere on the course.
- 14.14.24.5 Pit board signals will not be used in Junior competition. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition.

SECTION 14D: TECHNICAL REGULATIONS**14.15 SOUND EMISSIONS**

- 14.15.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.**

14.16 FUEL

- 14.16.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.**

- 14.16.0.2 For Enduro events, it is recommended that fuel containers do not exceed 10 litres and are fitted with a suitable pouring spout.

14.17 ENGINES**14.17.1 Reciprocating Engines**

The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

14.17.2 Engine Capacity Tolerances

- 14.17.2.1 Unless otherwise specified in the following table, the actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:

CLASS	PERMITTED EXCESS
80cc 2-stroke (Manufactured prior to 1/1/1995)	5%
65cc & 85cc	Nil

14.18 FRAMES AND PARTS

- 14.18.0.1 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.**

14.18.1 Fuel Tanks

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

14.18.2 Exhaust Systems

- 14.18.2.1 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 Scrutineer, create a hazard to other competitors,
 - Where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc,
 - Where silencers are re-packable, have safety wired securing bolts.

14.18.3 Centre and Side Stands

- 14.18.3.1 Centre and Side Stands which remain on machines must be secured in the closed position.

14.18.4 Footrests

14.18.4.1 Footrests must:

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

14.18.5 Handlebars

14.18.5.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

14.18.5.2 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.

14.18.5.3 Throttle controls must be self-closing.

14.18.5.4 Hand lever protectors may be single or double mounted.

14.18.5.5 If hand lever protectors are fitted, they must be of shatterproof material.

14.18.5.6 All machines must be fitted with an effective ignition cut-off switch located on the handlebars.

14.18.5.7 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. Except for "Safari" type events where navigation equipment is mounted above the handlebar clamps and/or cross bars.

14.18.6 Kick Start Levers

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

14.18.7 Drive Chain Protection

14.18.7.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

14.18.7.2 The guard must be constructed of:

- a) Metal having a minimum thickness

of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or

- b) Fibreglass having a minimum thickness of 3mm.

14.18.7.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

14.18.7.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.

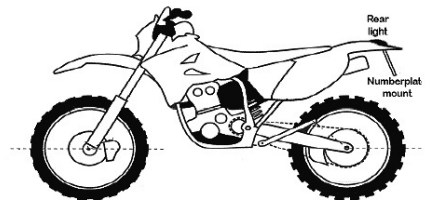
14.18.7.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

14.18.7.6 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

14.18.8 Tyres

14.18.8.1 Tyres must comply with the following:

- a) Metal studs, spikes, chain, rope or other non-skid attachments, as well as paddle or scoop treaded tyres may not be used unless permitted by the relevant supplementary regulations.
- b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.
- c) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.

**14.18.9 Mudguards**

14.18.9.1 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.

- 14.18.9.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.
- 14.18.9.3 Where road authority registration is required, the rear mudguard must be of an Enduro style, equipped with a rear-facing tail light clearly visible to following road users. There must be sufficient space below the rear light to mount the number plate.

14.19 JUNIOR CLASSES

14.19.0.1 These rules are additional to and/or exceptions to current Enduro rules. All other Enduro rules apply in this form of the discipline unless modified by State Controlling Body by-laws or by the event supplementary regulations.

14.19.1 Wheel Sizes

CLASS	FRONT	REAR
50cc Auto/ Demo	10" or 12" (254 or 305mm)	10" (254mm)
65cc	14" to 15" (356 to 381mm)	12" (305mm)
85cc 2-stroke & 150cc 4-stroke	15" to 17" (381 to 432mm)	14" (356mm)
85cc Big Wheel	18" to 21" (457 to 534mm)	16" to 19" (407mm to 482mm)
100cc	18" to 21" (457 to 534mm)	
125cc to 200cc 2-stroke	17" to 21" (432 to 534mm)	
250cc 4-stroke	17" to 21" (432 to 534mm)	

14.19.2 Handlebars

14.19.2.1 Handlebars must be securely plugged. The width of handlebars must be not less than 600mm and not more than 850mm.

14.19.3 Engines

14.19.3.1 Maximum capacity of motorcycles for Junior Enduro is 200cc 2-Stroke and 250cc 4-Stroke.

14.19.4 Junior Trail Bikes

14.19.4.1 The following machines are eligible for club and Inter-club competitions:
a) 7 to under 13 years : 65cc class

MANUFACTURER	MODEL(s)
Honda	CRF70, XR70, CRF80, XR80, CRF110F
Kawasaki	KLX110, KLX110C, KLX110L
Suzuki	JR80, DR-Z70
Yamaha	PW80, TT-R90 TT-R110

and similar machines approved by Board.

b) 9 to under 16 years : 85cc class:

MANUFACTURER	MODEL(s)
Honda	XR100, CRF100
Kawasaki	KE100 KLX140
Yamaha	TT-R125
Suzuki	DR-Z125/L

and similar machines approved by Board.

14.19.4.2 Non-motocross type 80cc to 160cc 4-stroke machines are approved for Enduro competition under the following conditions:

a) Exhaust systems may be modified or changed,

CLASS	APPROX. POWER OUTPUT	ELECTRIC WHEEL SIZE	EQUIVALENT SIZE [Standard Motorcycles]
50cc Auto/Demo	Up to 0.75 Kw	12.5" (Rim Bead Diameter 203mm)	8"
50cc Auto/Demo	0.75 to 1 Kw	16" (Rim Bead Diameter 305mm)	12"
65cc	1 to 1.5 Kw	20" (Rim Bead Diameter 396mm)	14.5"

- b) External gearing and carburetor jetting may be altered,
- c) No other modifications allowed.

14.19.5 Electric Machines

14.19.5.1 Electric machines may compete with comparable sized machines in Junior competition using the following table:

14.19.6 50cc Demo Class Machines

14.19.6.1 Machine Requirements:

- a) Engine capacity must not exceed 50cc,
- b) The clutch must be of centrifugal type,
- c) Wheels as per GCR 14.19.1 must be fitted.

14.19.7 50cc Auto Class Machines

14.19.7.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
Cobra	King CX50
Gas Gas	EC 50
HM	CRX 10/10 Senior, Baja 10/10, X3R
Husqvarna	Husky Boy SF03, CR50
Italjet	Action Outlaw
KTM	SXR PRO SNR, 50SX, SXR PRO JNR, 50 SX 2009
LEM	RX3, RX3 2008, LX2F-USA, CR2, CR2S
Malagutti	RCX10
Polini	XR3
TM	50 C1
Metrakit	MKX50

and similar machines approved by Board.

14.19.7.2 Machine Requirements:

- a) Engine capacity must not exceed 50cc,
- b) The gearbox must have one gear,
- c) External gearing may be altered,
- d) The clutch must be of centrifugal type, and of OEM type,
- e) Wheels as per GCR 14.19.1 must be fitted,
- f) All machines must remain standard

to the OEM specifications. Only the following items may be changed:

- i) Colour,
 - ii) Seat,
 - iii) Mudguards,
 - iv) Handlebars,
 - v) Grips,
 - vi) Levers,
 - vii) Cables,
 - viii) Chains,
 - ix) Tyre brand and tread pattern.
- g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame,
- h) Throttle limiting devices may be removed,
- i) A separate kill switch may be installed in place of the standard,
- j) Steel serrated foot pegs may replace standard rubber pegs,
- k) Aftermarket exhaust systems and silencers are permitted.

SECTION 14E: AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS

14.20 DESCRIPTION OF AUSTRALIAN FOUR-DAY ENDURO (A4DE)

14.20.0.1 The Australian Enduro Championships will be a 4 day event known as the Australian Four Day Enduro (A4DE). The A4DE will determine both the Australian Teams and the Australian Individual Championships.

14.21 SENIOR AUSTRALIAN FOUR-DAY ENDURO CLASSES

14.21.1 A4DE Solo Classes

CLASS	CAPACITY
Enduro 1	100cc to 150cc 2-stroke & 150cc to 250cc 4-stroke
Enduro 2	175cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
Enduro 3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke

14.21.2 A4DE Veteran Class

14.21.2.1 Riders must have turned 35 years before 1st January in the year of competition.

14.21.2.2 Machines may be of any capacity.

14.21.3 A4DE Masters Class

14.21.3.1 Riders must have turned 45 years of age before the 1st January in the year of competition.

14.21.3.2 Machines may be of any capacity.

14.21.4 A4DE Women's Class

14.21.4.1 Women may ride machines of any capacity.

14.21.4.2 To constitute a class, the number of contestants entered and competing will be 6.

14.21.4.3 Should there be insufficient numbers in this class, each competitor will compete in the appropriate capacity class.

14.22 ELIGIBILITY: A4DE

14.22.1 A4DE Entries

14.22.1.1 The number of entries, both as to maximum and minimum numbers, will be as specified in the supplementary regulations.

14.22.1.2 The closing date for entries will be 14 days before the event.

14.22.1.3 Priority will be given to teams over individuals.

14.22.1.4 Each team entering for the event may nominate a manager.

14.22.1.5 Team manager's names must be submitted to the Promoter no later than the end of the preliminary examination.

14.22.1.6 The team manager is responsible for representing the team.

14.22.2 A4DE Jury

14.22.2.1 Each State which has entered a Trophy Team or a Junior Trophy Team may nominate a representative for the Jury, subject to GCR 2.4.12

14.23 COMPETITION RULES: A4DE

14.23.1 Machine Eligibility

14.23.1.1 Only solo machines are eligible for the A4DE.

14.23.1.2 All machines entered in the A4DE must have:

- a) Working commercially available headlight and tail light, visible to other road users, either:
 - i) Permanently wired to illuminate, or

- ii) Able to be switched on or off by a single switch mounted on the handlebar or headlight assembly.

- b) A working brake light, visible to other road users, operated by the brake pedal or handlebar brake lever,

- c) Other requirements as specified in the Supplementary Regulations to comply with road traffic laws of the host State.

14.23.1.3 No motorcycle may enter the A4DE parc fermé without a fixed stand approved at machine examination.

14.23.1.4 Where a stand breaks during one of the days of competition, the competitor has until the end of the next day's competition to repair or replace the stand. In the meantime, the machine will be allowed into the parc fermé without a stand under conditions decided by the Clerk of Course. Failure to repair or replace the stand within the prescribed time will result in exclusion for the event.

14.23.2 Change of Machine

14.23.2.1 After the closing date for entries:

- a) A competitor may apply in writing to the jury for permission to change machines,

- b) A team may apply in writing to the jury for permission:

- i) For a team member to change machines or to ride the entered machine in a class different from the one for which it was entered,

- ii) To substitute one entered team member for another.

- c) Applications must be delivered to the Clerk of the Course before the preliminary machine examination,

- d) The jury may grant permission subject to such conditions as it thinks fit or may refuse permission,

- e) No team or competitor may change the class of an entered machine.

14.23.3 Cancellation

14.23.3.1 MA may, if it considers that there are insufficient entries for an A4DE, cancel the event.

14.23.3.2 In the event of a cancellation under this Rule, entry fees must be refunded.

14.23.4 Preliminary Examination: Marking of Parts

- 14.23.4.1 At the preliminary examination, the following parts will be marked with paint or non-removable sticker with competitor's numbers as follows:
- Main section of the frame on the right hand side of steering head - 1
 - Hub of each wheel - 2
 - Right side of crankcase - 1
 - Exhaust system - 1
- 14.23.4.2 The markings on wheel hubs, crankcase and exhaust system must be heat resistant.
- 14.23.4.3 Other than for the purpose of repairs and maintenance authorised under these Rules, no competitor may, during an event, without authorisation replace or change, or cause or permit to be replaced or changed, any part marked at the preliminary examination.
- 14.23.4.4 The rider will sign an agreement certifying that the parts have been properly marked. This declaration must indicate the frame number.
- 14.23.4.5 The use of an environmental mat, or other effective device, is obligatory at the place where assistance and refueling is authorised by the organiser.

14.24 A4DE COURSE

14.24.1 Requirements of Course

- 14.24.1.1 The course must consist of roads that are passable in all kinds of weather.
- 14.24.1.2 The total distance to be covered will be no less than 600km nor more than 1,000km with no more than 3 laps each day.
- 14.24.1.3 The course must be marked with a different colour for each day and must have numbers on the markers indicating the day the colour is used.
- 14.24.1.4 A draft of the proposed supplementary regulations for the event, together with samples of all marking signs to be used in the event, must be delivered to the Enduro Commission not less than 4 months before the date of the event.
- 14.24.1.5 The starting order must be established to allow the Trophy, Junior Trophy and selected seeded riders to start first.
- Those Trophy and Junior Trophy riders**

nominated in the Veterans, Masters or Women's classes will start with their respective class.

- 14.24.1.6 Riders not in Trophy Teams may be seeded. The seeded position of riders must be approved by the Enduro Commission.
- 14.24.1.7 At the end of each day the course must:
- Have a final service area before the final time check point,
 - Have before the final service area, a pre-finish time check point,
 - Which is a no service time check,
 - After which competitors have 15 minutes to reach the final time check.
- 14.24.1.8 The starting area must:
- Contain a parc fermé to which all access and egress is controlled and which connects directly to the working area,
 - Contain a working area from which there is only one exit to the starting enclosure and where machine maintenance may be carried out,
 - Contain a starting enclosure at one end of which is the starting line and in which the competitors await the starting signal,
 - Be secured by fencing or otherwise regulated as to access so as to prevent the entry of unauthorised persons,
 - Be in the charge of officials who are clearly identified,
 - Have its entrance and exit clearly marked.

14.24.2 Completion of Course

- 14.24.2.1 Subject to the following sub-Rules, each competitor must complete all four runs.
- 14.24.2.2 A competitor who is excluded for one day:
- May re-start on the next following day, but
 - If excluded for a further one day, may not re-start.
- 14.24.2.3 For a team to be classified as finishing, at least one rider must complete the course.
- 14.24.2.4 If the event is stopped prematurely by the jury it cannot be re-run.

14.24.2.5 If the event is stopped before the majority of riders have completed half the total distance the event will be declared null and void.

14.24.2.6 If the event is stopped at a later stage the jury will decide whether the event is void or declare such results and awards as they consider justified according to the circumstances.

14.24.3 Tests of Course

14.24.3.1 On each of the first 3 days there must be at least four special tests which must consist of at least one Enduro test and one cross test:

- a) At the end of the final day there must be a final test, or
- b) There must be a shortened final day with at least 3 timed tests.

14.25 PUBLICATION OF RESULTS

14.25.0.1 Subject to the following Rule, the results of each day of the competition must be published as soon as possible after the completion of the day.

14.25.0.2 If it is impracticable to publish in accordance with the preceding Rule, the results must be published before the evening jury meeting and competitors must be informed not later than the time for resumption of the next day.

14.26 A4DE AWARDS

14.26.1 A4DE Awards: The Challenge Trophy

14.26.1.1 The Trophy is an Australian Championship competition for State teams, and other National invited teams.

14.26.1.2 Subject to the following two Rules, each State Controlling Body may enter one team comprising 6 competitors whose licences must have been issued by that State Controlling Body.

14.26.1.3 MNSW may enter, in addition to its own team, an ACT team which comprises a team of competitors in which each competitor:

- a) Must hold a licence issued by MNSW;
- b) Must have a licence, which names an ACT Club.

14.26.1.4 A State Controlling Body, which includes in its team a competitor:

- a) Who has previously held a licence issued in Australia; and
- b) Who is competing under Chapter 3; must have been the issuing State Controlling Body for that previous Australian licence.

14.26.1.5 The 6 motorcycles of each team must belong to at least 3 different capacity classes.

14.26.1.6 The winning team will be awarded the Challenge Trophy.

14.26.1.7 Each member of the winning team will be awarded a souvenir trophy.

14.26.1.8 The 2nd and 3rd placed teams will receive special awards.

14.26.1.9 The results of the Challenge Trophy will be established in the following order:

- a) The team with the highest number of riders finishing the event.
- b) The team with the lowest number of points.

14.26.1.10 Ties will be resolved in the following manner:

- a) The score of the rider with the highest number of points will be deducted from the team's total points.
- b) If a tie still exists, the scores of the 2 riders with the highest number of points will be deducted from the team's total points.

14.26.1.11 Riders nominated in the Veterans, Masters and Women's class are **also not** eligible for the Trophy Team.

14.26.2 A4DE Awards: The Junior Trophy

14.26.2.1 The Junior Trophy is an Australian Championship for State Teams, and other invited National teams.

14.26.2.2 Subject to the following two Rules, each State Controlling Body may enter one team comprising four competitors whose licences must have been issued by that State Controlling Body.

14.26.2.3 MNSW may enter, in addition to its own team, an ACT team which comprises a team of competitors in which each competitor:

- a) Must hold a licence issued by MNSW;
- b) Must have a licence, which names an ACT Club.

- 14.26.2.4 A State Controlling Body, which includes in its team a competitor:
- Who has previously held a licence issued in Australia; and
 - Who is competing under Chapter 3. must have been the issuing State Controlling Body for that previous Australian licence.
- 14.26.2.5 Each competitor must be under the age of 23 years as at January 1st in the year of the event.
- 14.26.2.6 A rider nominated for a Trophy Team cannot also be a member of a Junior Trophy Team.
- 14.26.2.7 The four motorcycles in each team must be at least of two different classes.
- 14.26.2.8 Results will be determined as for the Trophy Teams.
- 14.26.2.9 Each member of the winning team will be awarded a souvenir trophy.
- 14.26.2.10 The 2nd and 3rd placed teams will receive special awards.
- 14.26.2.11 Riders nominated in the Women's class are **also not** eligible for the Junior Trophy Team.
- 14.26.3 A4DE Awards: The Club Team Awards**
- 14.26.3.1 The Club Team Awards are a competition into which each State Controlling Body may enter one or more teams.
- 14.26.3.2 A Club Team:
- Must be nominated by a motorcycling club affiliated to the State Controlling Body;
 - Must consist of 3 riders each of whom must have their competition licence issued through the nominating club.
- 14.26.3.3 No competitor may be a member of more than one club team.
- 14.26.3.4 Competitors in the Trophy, Junior Trophy or Motorcycle Trade team events are ineligible for this competition.
- 14.26.3.5 Results will be determined as for the Trophy Teams.
- 14.26.3.6 The first 3 club teams will receive special awards.
- 14.26.4 A4DE Awards: The Trade Team Awards**
- 14.26.4.1 The Trade Team Awards are a competition in which any trader within the motorcycle

trade may enter a team consisting of 3 riders.

- 14.26.4.2 A competitor may not be a member of more than one Trade Team.
- 14.26.4.3 A competitor in a Club team is ineligible for this competition.
- 14.26.4.4 Results will be determined as for the Trophy Teams.
- 14.26.4.5 The 3 best teams will receive special awards.
- 14.26.4.6 Riders nominated as Veterans, Masters and Women's classes are eligible.
- 14.26.5 A4DE Awards: The Individual Riders Medals**
- 14.26.5.1 The Souvenir Gold Medal will be awarded to all riders whose total number of points do not exceed 110% of the number of points achieved by the first rider of that class.
- 14.26.5.2 The Souvenir Silver Medal will be awarded to all riders whose total number of points do not exceed 125% of the number of points achieved by the first rider of that class.
- 14.26.5.3 The Souvenir Bronze Medal will be awarded to all riders who complete the A4DE within the allotted time.
- 14.26.5.4 The outright individual winner of the A4DE will be awarded the John Hall Perpetual Trophy named in honour of the mastermind and organiser of the first A4DE in 1978.**



Tayla Jones
2016 ISDE Womens Trophy Team