



# Eden Springs



# RELIABILITY TRIALS

# 2009

## CHAMPIONSHIP SERIES



SEAN THROUP  
2008 Champion



CHRIS SCHULTZ & STUART GERHARDY  
2008 Sidecar Champions



## SUPPLEMENTARY

# RULE BOOK

To be used with and as a supplement to chapters 'All Disciplines', & 'Enduro & Reliability Trials' in the 2009 M.A. MANUAL OF MOTORCYCLE SPORT

## 2009 SPONSORS



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# 2009 CALENDAR OF EVENTS

ROUND	DATE	TITLE - VENUE	EVENT CONTACT
1	MAY 2	<i>Philip Haydon 6hr</i> Marrabel	<b>Gawler</b> Alan Davidson (08) 81882 3506
2	MAY 23	<i>Mike Connors 6hr</i> Sedan	<b>Keyneton</b> Andrew Warnest (Secretary) (08) 8564 2987
3	JUNE 6 – 7	<i>2 Day Trial</i> Robertstown	<b>Velocette</b> Dean Davies 0417 802 676
4	JULY 11 - 12	<b>YAMAHA 24hr Trial</b> Eudunda	<b>24hr Committee</b> Glen Wundenberg (Chairman) 0438 884 048
5	AUG 8	<i>Theo Nixon 6hr</i> Mallala	<b>Levis</b> Linda Harris (Secretary) (08) 8235 2709
6	SEPT 19	<i>River Murray 6hr</i> Mannum	<b>SAPMAC</b> Diane Nicholas (Secretary) (08) 8264 5907
	OCT 24	<b>Presentation Night</b> MSA Head Office 251 The Parade Beulah Park	<b>Sports Manager</b> John Songailo (08) 8562 1939

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Front Cover 2008 series winners,  
SOLO: Sean Throup  
SIDECAR: Chris Schultz & Steward Gerhardy

Photos: Courtesy Ken Hurley (Ned)

Design: Chris Caust



[www.motorcyclingsa.org.au](http://www.motorcyclingsa.org.au)

*This booklet has been produced by the South Australian Reliability Trials Sub-Committee for the running of Reliability Trials in South Australia. The booklet is to be used with, and as a supplement to chapters 'All Disciplines', and 'Enduro and Reliability Trials' in the 2009 M.A. MANUAL OF MOTORCYCLE SPORT (GCR's).*

***These rules*** are applicable to all events conducted as the South Australian Reliability Trials series.

The Trials will be an open competition for motorcycles and motorcycles with sidecars in which holders of current Motorcycling Australia General Competition Licenses are eligible to compete.

The Organising Club or Committee reserves the right to alter the Trial to suit entries and/or conditions of the day.

The Organising Club or Committee reserves the right to abandon the event.

All penalties in these rules are based on events being scored timed to the second, with one second being worth one point. Events run over the duration of 12 hours or more may be scored timed to the minute, with one minute being worth one point, in this situation all penalties listed in these rules must be divided by sixty (60) to obtain the relevant penalty.

**EXAMPLE:** Starting the motor within the main control area without official permission incurs a penalty of 600 points (ten minutes riding time), - divided by 60 this becomes 10 points (or still ten minutes riding time) for a "minute" trial. Should this division by 60 result in a fraction of a point then the penalty will become the nearest whole point.

**NOTE:**

*These events conducted under the South Australian Reliability Trials Series are different to the Reliability Trials described in the GCR's. Only the paragraphs relating to riders Helmet, Clothing and footwear, together with paragraphs relating to Motorcycle Equipment, will apply to these events.*

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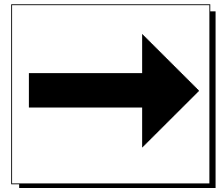
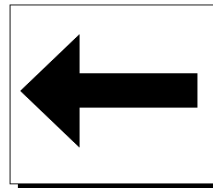
## Approved Course Markers to be used by Organising Club or Committee



**STOP**



**CAUTION**



**DIRECTIONAL**

*Refer to sections 17 & 20*

## 1 **ENTRIES**

- a) All entries will only be accepted on the official Entry Form. Competitors will be in possession of a current MA National License **BEFORE** submitting an entry. Entries will not be accepted without an MA Licence Number. Competitor includes passenger in the case of a sidecar entry.
- b) All late entries accepted will start at the rear of the field and shall incur a late entry fee; the fee incurred will be at the discretion of the Organising Club or Committee and shall be of no less than \$10.
- c) All team entries to be finalised, if possible, with entries. The Organising Club or Committee may grant provision for changes. Late team entries will be accepted up to the start of the event at the discretion of the Organising Club or Committee.

**THE ORGANISING CLUB OR COMMITTEE RESERVES THE RIGHT TO REFUSE OR ACCEPT ENTRIES.**

## 2 **AWARDS**

All awards will be at the discretion of the Organising Club or Committee.  
In the unlikely event of a tie, the award for that placing will be divided equally.

## 3 **RESULTS**

Each competitor is to be advised of their score and the scores of all other competitors. This will include the full disclosure of results of any timed competitive section, time lost on any transport section, and any penalties applied to any competitor. The advice is to be in time to allow a protest to be heard and decided upon before official results are finalised and advertised.

## 4 **CLASSES**

Clubman competitors may only enter as Expert after approval from the Reliability Trials & Enduro Sub-Committee. Approval must be applied for in writing.

A competitor will only enter in one class. This class is to be nominated on entry form.  
In the event of class alterations, affected riders **MUST** be notified before commencement of the event.

# 2009 CHAMPIONSHIP SERIES CLASSES

## SOLO

### Expert

**A** Unlimited

### Masters

**I** Rider 45 Years & Over

### Clubman

**D** Open 2 Stroke

**F** Up to 270cc Four Stroke

**G** 270cc to 470cc Four Stroke

**H** 470cc & over Four Stroke

**L** Ladies all Powers

**NOTE: Machine capacity must match class entered**

## SIDECAR

### Expert

**C** Unlimited

**Masters J** 45 Years & Over (*Rider Only*)

### Clubman

**K** Unlimited

**Sidecar Rider and Passenger will be awarded individually**

**SOLO & SIDECAR M** Pre 1990

Machine and its accessories must represent the era to conform with the class.

## 5 **RALLY CLASS**

Rally Class is a non-competitive class for riders who do not want to compete in the "OPEN" section of the event. THIS CLASS WILL NOT BE SCORED and TROPHIES WILL NOT BE AWARDED. Participation or finishing awards may be presented. Rally Class riders must not at any time be on the same section of the course as the open class competitors. One event licences will be required unless the rider holds a current competition licence. The intention of the Rally Class is to help introduce riders to the sport of reliability trials and also to accommodate those who prefer to "trail ride" instead of actually competing.

## 6 **TEAMS**

### **TRADE TEAMS:**

- a) Three machines and competitors. Name of Trade Team will be Entrant of all team riders. **ANY MAKE**, Solo or Sidecar

### **CLUB TEAMS:**

- b) Three machines and competitors. All team competitors, including passengers, will be a member of club entering team.

### **SIDECAR TEAMS:**

- c) Three machines & competitors. Sidecar Team award to be added at the discretion of Organising Club or Committee **ANY MAKE**.
- d) All three members of any team will complete the course as laid down before becoming eligible for Team Awards. A competitor can be a member of only one Trade Team, but may also be a member of one Club Team and one Sidecar Team.

## 7 **REPORTING AND EXAMINATION**

- a) **COMPULSORY** Riders Briefing will be held 30 minutes before first riders starting time. **NO MACHINE EXAMINATION DURING RIDERS BRIEFING.**
- b) \* Each Competitor WILL report to Machine Examination NOT LATER than 30 minutes before their starting time, together with their Machine, Passenger (*if applicable*) Necessary Documents **WEARING** Approved Clothing and Equipment. Reporting later than the riders due time shall incur a time penalty of sixty (60) points per minute or part thereof.
- c) The machine will be placed as directed by the marshals and will be considered as IN CONTROL. On completion of Machine Examination a sticker will be placed on the machine to verify Machine Examination has been completed and approved.  
THIS STICKER WILL REMAIN AFFIXED FOR THE DURATION OF THE TRIAL

## 8 **NECESSARY DOCUMENTS**

At Machine Examination and/or Document Check competitors shall produce:

- 📁 Documents containing reference to the engine number to prove their machine is correctly registered and insured.
- 📁 Current Drivers License of the appropriate class.
- 📁 Motorcycling Australia National Licence as per GCR's.
- 📁 Where an Entrant enters a competitor, the appropriate Entrants Licence or copy thereof will be produced.
- 📁 Proof of club membership.
- 📁 Log Book.

**\* FAILURE TO PRODUCE THESE DOCUMENTS WILL INCUR EXCLUSION, EXCEPT FOR LOG BOOK WHERE A PENALTY OF \$30 AND 300 POINTS WILL APPLY.**

The Organising Club or Committee may retain competitors M.A. Licences for the duration of the event.

**Any Parent/Guardian signing their consent for a rider/s under 18 years of age, must be present to sign said rider/s in on the day.**

## 9 **PROTECTIVE CLOTHING**

- a) Each competitor will wear approved protective clothing and will maintain in good condition. Refer to chapter on Protective Clothing in the MA GCR/Manual. Helmets as per MA GCR/Manual & **WILL BE IN GOOD CONDITION**. Helmet, goggles, gloves and boots etc maybe replaced during the event, when it is deemed to be no longer safe for the competitor to use. Replacement items must be passed by the Machine Examiner and MAY be retained by the organising club or Committee until required.
- b) Heat policy regarding jackets may be implemented by the officials on the day, and will be dependent on the conditions.

## **10 EQUIPMENT**

### a) **MACHINES.**

All machines will comply with the MA GCR/Manual, Road Traffic Act and A.D.R's. Road traffic permits are acceptable. Sidecar machines will also comply with section 28 SIDECAR REQUIREMENTS. Sidecar drive is not permitted.

A competitor throughout the trial will use only one machine. Sidecar machines will be driven by the nominated rider, and will carry the nominated passenger throughout the trial.

### b) **REAR VIEW MIRRORS.**

TWO (2) of 50mm diameter (minimum) required per machine and must be mounted on the handlebars in the fully extended position (not folded) when presented to machine examination.

The mirror glass must not be restricted by tape or any other obstacles that would impair the rider's vision.

### c) **HANDLEBARS.**

As per MA GCR/Manual. The handle bars must be equipped with a protection pad on the cross bar.

Handle bars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps.

All handlebar ends to be securely plugged; not just blanked off.

**\* SIDECAR Lanyard cut out switch must be fitted and operational as per GCR's, the lanyard must be tethered to the rider whilst machine is being ridden.**

### d) **TYRES.**

SOLO & SIDECAR a tyre is NOT PERMITTED to be used with the words "*NOT FOR HIGHWAY USE*" or similar type wording on the tyre. Some events may impose further restrictions. **TYRES NOT TO BE MODIFIED.**

### e) **HORN.**

Warning device must be fitted and operational.

### f) **LIGHTS.**

**\* As per SA Road Traffic Act. Headlights must be fitted with operational effective high and low beams minimum 25 watts.**

1) Where a combination of lights are fitted (*Maximum 2*), at least one headlight must contain an effective high and low beam.

2) High-Beam or driving light/s maybe isolated by a separate switch, but the high-beam or driving light/s must not be operating when lights are switched to low-beam, and must be simultaneously switched off by means of the main headlight high/low-beam switch only, when lights are dipped to low-beam.

3) Taillight and sidecar clearance light must be operating at all times when the headlight/s are on.

4) Tail lights for sidecars - two (2) red ones required.

One lamp will be on the centre line of the motorcycle, the other lamp will be fitted to the left side rear.

5) All machines will be required to have a separate rear reflector not less than 25mm in diameter and RED in colour. Two reflectors, one either side, are required for sidecars. Reflective tape is not acceptable.

## **11 SPARES. EQUIPMENT. ETC**

a) All spare parts, gas (air) cylinders, air pumps, tools, accessories and any other items or equipment which may be required or desired by the competitor during the course of the Trial must be carried by the competitor/s or on the machine for the duration of the Trial. The taking on of such items or equipment after the commencement of the Trial whether provided by the competitor/s or by any other person is prohibited and WILL RESULT IN EXCLUSION from the Trial. Any competitor who aids or assists any competitor in a breach of this rule may also be excluded.

b) AIR FILTERS may be taken on at official fuel dumps, 1 filter per fuel stop per lap. Dirty air filters to be cleaned and oiled by the competitors only, PENALTY EXCLUSION.

c) **DISCARDED EQUIPMENT** may not be retrieved; this includes any items being discarded for the convenience of reduced weight, or to benefit rider performance when competing in the section.

## **12 COMPLIANCE WITH ROAD LAWS**

- a) Registration and Third Party Insurance shall cover all machines. They should comply with both the Road Traffic Act and the Motor Vehicles Act and the regulations under those Acts.
- b) Any competitor reported for any offence by a Police Officer or an event Official whilst riding on public roads will be excluded from the event eg: mono wheeling, speeding etc.
- c) Any competitor reported by an official for failing to dip headlights on a 'transport section' whilst competing, will incur exclusion or the minimum PENALTY OF SIX HUNDRED (600) points.  
**THE ONUS IS ON THE COMPETITOR TO MAKE SURE THEIR MACHINE MEETS THE ABOVE REQUIREMENTS**

## **13 NOISE**

Machines may be required to undergo a noise emission test before or any time during a Trial. Noise limit as per MA GCR/Manual will apply for all Trials. The competitor whose machine, due to damage or loss of components, ceases to comply with the Road Traffic Act WILL be required to WITHDRAW from the Trial.

## **14 STARTING PROCEDURE / MAIN CONTROL**

- a) **\* AT MAIN CONTROL ONLY, competitors failing to appear on their due start time, will incur an accumulative penalty of sixty (60) points per minute or part thereof after their due time has passed.**  
Competitors may start their machine as instructed by starter or any appointed official 1minute before their due time of departure. Starting the motor within the main control area without official permission WILL INCUR A PENALTY of SIX HUNDRED (600) POINTS.

Failure to move the machine from the start line under the power of the motor within one minute of their departure time will incur a penalty of sixty (60) points **per minute or part thereof**.

At the expiration of one minute, the competitor may start the machine by other means without assistance.

Once the competitor has passed the timing device, he/she is deemed to have left control.

**THIS PROCEDURE WILL APPLY ON EACH DEPARTURE FROM THE MAIN CONTROL ONLY.**

- b) All competitors start at one (1) minute intervals; however the Organising Club or Committee reserves the right to alter intervals of starting times.
- c) **\* Recommended starting orders for all classes in the series are Sidecar, Clubman Solo, Expert Solo. Rally must run last.**

## **15 FIRST LAP**

**\* Recommended that the first lap of ALL EVENTS is to be run in daylight.**

## **16 CONTROLS/ROUTE CHECK POINTS**

- a) Controls and Route Check Points (Secret Controls) will be placed on the course at the discretion of the Organising Club or Committee. Controls will be identified by a suitable sign placed at least 10 metres before the control or route check. Competitors are required to STOP AT ALL CONTROLS and CHECKS.  
A suitable sign with the word "ROUTE" displayed will identify Route Check Points. Competitors will be considered "in control" at a time control at the exact second the competitor passes the "Control sign".  
If the control (other than main control) is the start of a "transport" section the competitor may leave the control as soon as the control keeper has recorded the competitor's time and is instructed to leave.
- b) **\* RIDER BEHAVIOUR – Any rider or sidecar team entering or exiting a control inappropriately without considering courtesy to control keepers or officials within the section control start or finish sign (i.e. roosting soil, brake sliding unnecessarily), and the said act is reported by the appointed control keeper/official affected, may incur a penalty of 300 points.**
- c) **ROUTE CHECK PROCEDURE** - A competitor will not be required to produce any cards or objects for signing or punching etc. Officials are required to record the competitor's number. The onus is on the competitor to make sure their number is recorded at each route check.
- d) Competitors are required to **STOP** at all **ROUTE CHECK POINTS** as per rule under stop signs.
- e) **\* FAILURE TO STOP AT A CONTROL OR A ROUTE CHECK** - Competitors observed by appointed officials failing to stop at a control or route check, may incur exclusion or the minimum **PENALTY OF SIX HUNDRED (600) points**.

## **17 STOP SIGNS**

**WHITE BACKGROUND** with a **DIAGONAL RED CROSS** (*Ref diagram on page 4*) means all competitors are required to stop before proceeding. A caution sign may be displayed within thirty (30) metres before the stop sign in a competitive section, and may be used in the same manner in non-competitive sections (Transport sections). Forward motion will completely cease and one foot will be placed on the ground BY THE RIDER, before a stop is constituted. This is for both, solos and sidecars. This also applies to RTA (Road Transport Authority) stop signs. (Caution sign optional).

## **18 SECTION TIMING**

- a) The Trial course between any two timed controls is called "a Section".  
The Organising Club or Committee can allocate a time in minutes for competitors to complete each section.
- b) Events run over the duration of 12 hours or more, which are scored timed to the minute, the Competitor/s will be scored at 1 minute being worth one point, in this situation all penalties listed in these rules must be divided by sixty (60) to obtain the relevant penalty.
- c) TRANSPORT  
Competitors will be scored at 60 points per minute or part there of for every minute in excess their allocated time. A Competitor arriving after their due time at control prior to a competitive timed section shall be considered late and will be held to the next forward minute.
- d) COMPETITIVE  
Competitors will be scored at the rate of 1 point per second for actual time taken to complete the section.
- e) **NOTE:** A competitor's section time begins when that competitor is actually checked out of a control regardless of the usually referred to, "losing time". Competitors are not required to make up lost time and may continue to ride behind their scheduled time throughout the Trial. Penalties for lost-time are non-recurring. Time penalties are only applied once - that is, to the actual section where the time is lost.
- f) If 2 or more competitors arrive at a control on the same minute the competitors shall not leave together when due to start a competitively timed section. Riders on time into the control will have first preference leaving in the same order as to which they arrived the later rider/s will be held for a period of no longer than 30 seconds without penalty.
- g) Should a competitor leave a control prior to being directed by a control keeper, into a competitive section before their due time, they WILL BE PENALISED one hundred and twenty (120) points per every minute or part there of they left early, no other penalty will be applied. The Organising Club or Committee reserves the right to impose these penalties.
- h) In a 6-8hr trial, any competitor more than forty five (45) minutes late at main control, or sixty (60) minutes late at any other control, may be excluded from the trial by the Clerk of Course or Steward.  
Maximum average speed of non-competitive sections will not exceed the average speed of 40 Kph.

## **19 COMPETITORS CARDS (IF APPLICABLE)**

- a) In events that require competitor/s to carry a Time Card, the following will apply. At each Control the actual time of departure will be marked on the competitor's Time Card the onus is on the competitor to hand the card to the control keeper and ensure the correct time is marked on the card.
- b) The loss of a card should be reported at the next time control and the competitor's time together with the fact that the competitor has lost the card should be noted on the control keeper's sheet. There will be no penalty for loss of time card; the competitor/s MAY be given a replacement card at the time control.  
No penalty will be incurred if a control keeper does not sign or initial the card provided the card has been marked with the departure time.
- c) At Machine Examination the Organising Club or Committee may supply Card Holders, which are to be returned at the conclusion of the Trial with riding number (where supplied).

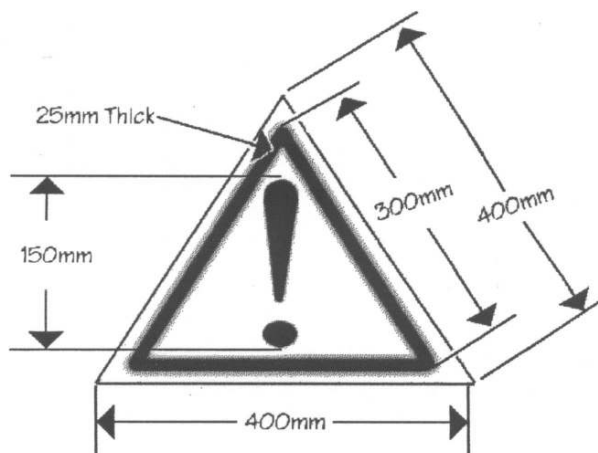
## 20 THE ROUTE

- a) Competitors will follow the correct course as laid down by the Organising Club or Committee. It is recommended the distance between designated fuel stops not to exceed 80km. If the distance is greater than the recommendation, the promoting Club or Organising Committee is advised to notify competitors before the start of the event.

The course WILL be marked as follows:

- 1) **STRAIGHT ON** - **WHITE MARKERS**, or other markers approved by the Reliability Trials & Enduro Committee.
- 2) **\* DIRECTIONAL** - **WHITE BACKGROUND** with **RED ARROWS**, or other markers approved by the **Reliability Trials Committee**. Placement is recommended 10 metres minimum before a corner, as well as two being placed on the corner. A course indication marker should then be placed a short distance after a change of direction.
- 3) **STOP** - **WHITE BACKGROUND** with a **DIAGONAL RED CROSS**, (refer to section 17 STOP SIGNS).
- 4) **BUNTING** - May also be used to accurately define course.
- 5) **SECTION ALTERED** - To be used at controls, in conjunction with a **CAUTION SIGN**, where a competitive section has been altered for safety or land management reasons.
- 6) **CAUTION** - **WHITE BACKGROUND** with **RED EXCLAMATION MARK** in **RED TRIANGLE**

- b) The caution sign shall take the shape of an **EQUILATERAL TRIANGLE**, (fig1) the length of each side being no less than 400mm long. Within the triangle there is to be placed a **RED EQUILATERAL TRIANGLE** of 25mm thickness, the length of each side being no less than 300mm long. In the centre of this red triangle there will be placed a **RED EXCLAMATION MARK** of no less than 150mm in length and drawn in proportion to its surrounds. The caution sign will be placed at least 30 metres before the danger.



- c) **\* In all private property sections competitors are required to ride BETWEEN THE MARKERS**, as erected by the Organising Club or Committee. Where only single course markers are used riders will ride within three (3) metres of each marker. Failure to follow the course **will INCUR A PENALTY OF SIX HUNDRED (600) POINTS AND MAY INCUR EXCLUSION**.
- d) Where 2 markers are used the minimum width between the markers shall be 1.7 metres.
- e) Any damage caused to public or private property will be reported as soon as possible to the nearest control official and the Organising Club or Committee at Main Control. Should a competitor leave the course at any point, the competitor WILL RETURN TO THAT POINT before continuing along course as marked.
- f) Competitors are advised of the dangers of travelling the course in the reverse direction in a competitive section at any time during the running of the Trial. Any competitor observed doing so in an attempt to book into a Route Check Point will **BE EXCLUDED** from the event.
- g) Where the course involves riding on a sealed road, competitors will remain on the sealed portion of the road at all times. Any competitor failing to do so may incur exclusion, or a minimum PENALTY OF 600 POINTS. (refer to section 12 compliance with road laws).
- h) If changes to the course are necessary during a Trial, then those changes will be marked with discs and arrows at the discretion of the Organising Club or Committee.

## **21 FUEL / OIL / AIR**

- a) Fuel, oil, water and air, including liquids and lubricants of any type required to maintain the machine, other than that carried on the machine, may only be taken on at the Official Fuel Stops. Assistance with refuelling is the only outside assistance permitted.
- b) \* **All fuel carried on a solo motorcycle may only be carried in the fuel tank as fitted to the machine, and in fitted approved auxiliary tanks designed to attach to the motorcycle.**
- c) Fuel carried on a Sidecar machine will be in the fuel tank as fitted to the machine, additional fuel may be carried in the Sidecar, provided it is in a metal or approved container and securely attached to the Sidecar. Machine Examiners reserve the right to determine what is a suitable container and method of securing.
- d) It is the responsibility of the competitors to transport their fuel requirements to fuel dumps and to maintain the security of their fuel supplies.

**\* ALL FUEL CONTAINERS AND BOXES MUST BE LABELLED WITH THE RIDER'S NAME AND NUMBER.**

- 1. ANY COMPETITOR TAKING ON FUEL OR OIL (NOT ALREADY ON THE MACHINE) OTHER THAN AT OFFICIAL FUEL STOPS WILL BE EXCLUDED.
- 2. ANY COMPETITOR TAKING ON GAS (AIR) CYLINDERS OR FUEL/OIL CONTAINERS AT ANY OFFICIAL FUEL STOP OR AT ANY OTHER TIME DURING THE TRIAL, WILL BE EXCLUDED.

**ALL FUEL MUST BE STORED IN APPROVED CONTAINERS AT OFFICIAL FUEL STOPS  
WORK STANDS ARE NOT PERMITTED WHEN REFUELLING OR WORKING ON MACHINE**

- d) All fuel stops are to be equipped with fire extinguishers and are to be in a secured area with the appropriate signs (Stop, Engines off, No smoking) clearly visible. All fuel stops are to be properly policed for the duration of the event.

## **22 REPAIRS**

- a) Adjustments and repairs may be made at any control, except within the Main Control Area (That is between the **MAIN "IN"** and **MAIN "OUT"** timing devices). The competitor will carry out all work, and this includes the nominated passenger in the case of a sidecar. The acceptance of **ANY ASSISTANCE WILL INCUR EXCLUSION** from the Trial. The Clerk of the Course, their assistants and/or the Stewards of the Meeting have the right to cause any competitor to repair any defective fitting or part which renders the machine unsafe. This work may only be carried out in the competitors riding time, and WILL be completed to the satisfaction of the mentioned officials. **FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS WILL INCUR EXCLUSION FROM THE TRIAL.**
- b) Any competitor who aids or assists any competitor in a breach of this rule WILL also be EXCLUDED. No work of any description will be permitted within the Main Control area other than work authorised by a Machine Examiner or any appointed official. Starting the motor without the permission of the Machine Examiners, Starter or any appointed official WILL incur a **penalty of six hundred (600) points**. (Refer to paragraph No. 14, Starting Procedure / Main Control).

## **23 MOVEMENT OF MACHINE**

Whether the machine is travelling a lap of the course, or is parked at Main Control, or is elsewhere on the course (whether under motor power or otherwise), the competitor alone (and passenger if any) will be responsible for the movement and security of the machine throughout the duration of the Trial.

## 24 ASSISTANCE

- a) The provision of any assistance whatsoever, whether solicited or not, to a competitor by any other person at any time during the Trial will result in **EXCLUSION** of that competitor from the results. Notwithstanding this prohibition, a competitor may not necessarily be excluded from the results where the assistance provided is physical and is reasonably required in the interests of safety. For the purpose of this regulation, 'physical' assistance will not in any circumstances include the provision by any person of any items of equipment the subject of previous regulation under the heading 'Spares, equipment, Etc'.
- b) Any competitor who aids or assists any other competitor in a breach of this rule **MAY** also be **EXCLUDED**. The expression "outside assistance" refers to the act involved when any person other than the competitor/s, or an official in the performance of his/her duty, comes into contact with the motorcycle.
- c) Only the competitor/s can lubricate the drive chain. It is considered assistance for anyone else to do so.
- d) \* **Assistance at fuel stops is permitted, with regard to replenishment of fuel only.**

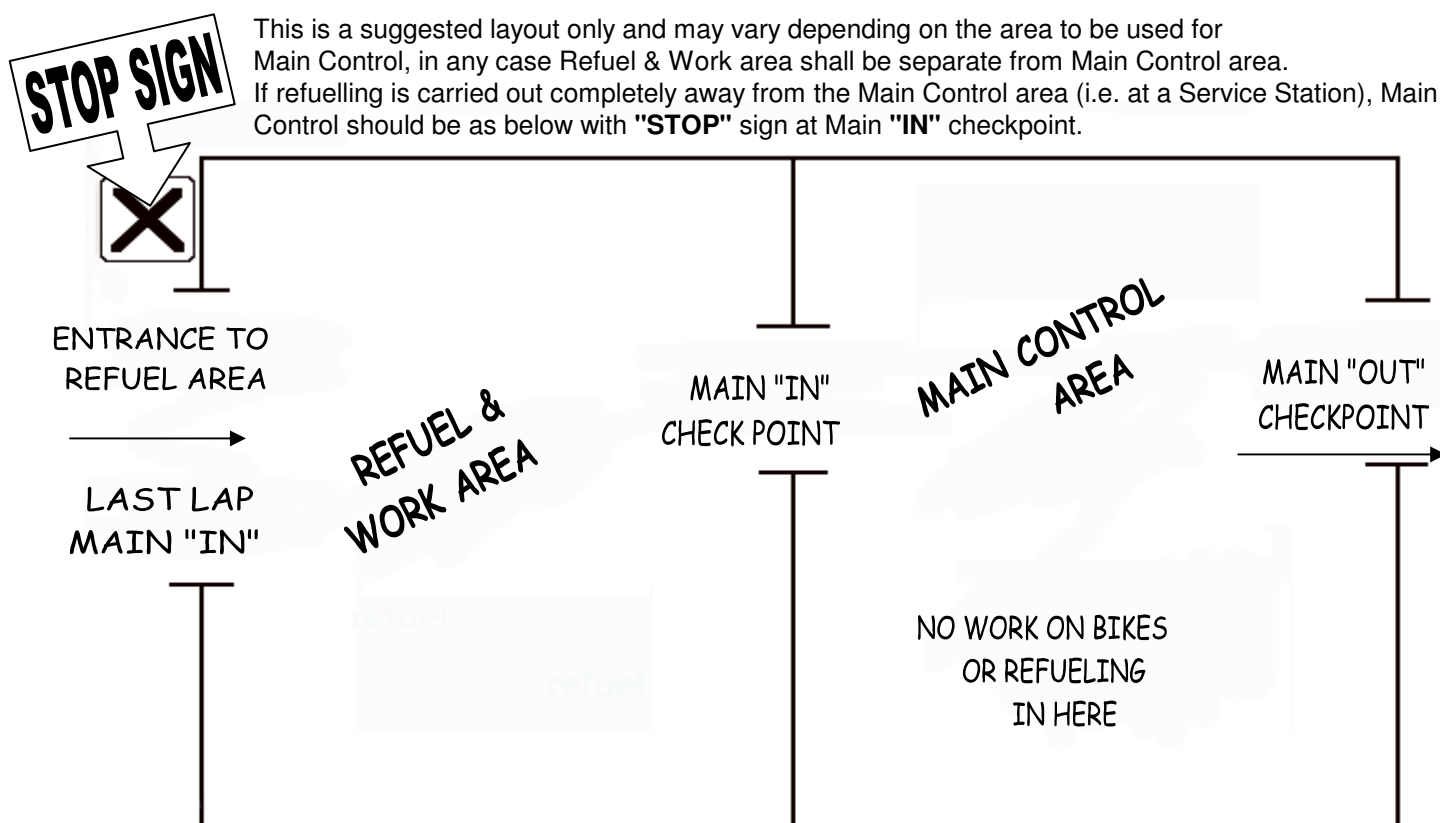
## 25 ADVERTISING

All competitors, particularly those entered by an Entrant, will comply with MA GCR / Manual in relation to ADVERTISING OF RESULTS

## 26 MAIN CONTROL / REFUELLING AREA EXAMPLE

Competitors are to **STOP, TURN OFF ENGINE and DISMOUNT** before entering refuelling area. Failure to do so will incur a penalty of six hundred (600) points.

Motor can not be restarted until one (1) minute before leaving "OUT" checkpoint. Ref section 14 STARTING PROCEDURE / MAIN CONTROL.



## **27 FINAL MACHINE EXAMINATION**

After the completion of the Trial, a Machine Examination will be held, and the penalty for infringements (i.e.; missing or inoperative components) will be as listed below. Points lost at this examination will be included in the final points tally.

Sidecar Rear Light	30	High Beam, Headlight	30	Brake Light	30
Sidecar Front Light	30	Low Beam, Headlight	30	Mudguard Front	30
Warning Device	30	Mudguard, Rear	30	Muffler	30
Rear Red Lamp	30	Brake, Foot	30	Rear-view Mirrors	30 (each)
Handle Bar Lever Balls	30 (per ball)	Brake, Hand	30	Auxiliary Headlight	30
Rear Red Reflector	30 (each)				

## **28 SIDECAR REQUIREMENTS**

1. The sidecar must have a body of metal or some other substantial material.
2. Where a nose cone is fitted, the sidecar must have an overall length, excluding rear step if any, of at least 1270mm and overall width of cockpit at least 380mm.
3. The width of the rear of the nose cone must be the same as the front of the cockpit and have a minimum height of 300mm.
4. The front of the nose cone must have minimum dimensions of 125mm wide and 125mm high or a radius of 65mm.
5. The nose cone must be at least 350mm long.
6. There must be no less than 4 attachment points between the sidecar and the motorcycle.
7. The sidecar body must be at least 920mm long, measured from the front plate or the rear of the nose cone, where fitted, to the rear of the body, excluding any rear step.
8. The width of the sidecar body must be at least 380mm.
9. A body which does not have a nose cone must be fitted with a front plate at least 300mm high. The front plate must be attached to form part of the body, with no space between the baseboard and the front plate.
10. The sides and rear of the body must be at least 200mm high.
11. The passenger must be protected from the rear wheel, primary and final drive of the motorcycle and the sidecar by:
  - (a) a mudguard: or
  - (b) either the sidecar body or the motorcycle, sidecar frame.
 Where no such protection is provided, the rear and sidecar wheels must be valanced on the inside.
12. If the sidecar body is not fully enclosed then a door or doors must be used to complete the enclosure of the bodywork, and must be securely fastened when in both the open or closed positions. These doors may be opened in competitive sections, provided that there is sufficient protection for the passenger. Machines must be presented to machine examination with the said door or doors in the fully closed position.
13. **\* A passenger seat must be fixed inside the body of the sidecar, the seat base must be padded to a minimum thickness of 25mm and shall be a minimum dimensions of 200mm x 150mm.**
14. Passenger grab rails, handles may be fitted. Straps are prohibited.
15. Sidecar wheel drive is prohibited.
16. Protection must be provided between the sidecar body and motorcycle frame so as to prevent a competitor's foot being trapped.

# 2009 RELIABILITY TRIALS EXPERT LIST

## SOLO

\* New to list

AVERAY DARREN	IRRGANG SCOTT	REICHSTEIN CHAD
BAUMANN ROBERT	JONGEBLOED DAVID	RICHARDSON DAMON
BENTLEY LEIGH	KELLER SEAN	ROBINSON MATT
BURMAN DOMINIC	KERIN MICHAEL	RUDD PETER
CHAPMAN DARREN	KRAFT SHANE	SCHMITKE JASON
COLLINS PAUL	LAUNER SCOTT	SCHWARZ DAVID
CRANE GARRY	LONG AARON	SIMPSON NATHAN
DIENER ANTHONY	LONG TRENT	SIMS RAY
DIENER SHANE	MORONEY PHILIP	SMITH PAUL
FAULKNER BRIAN	MCINNES JOSH	SONNEMAN BROCK
FERRIS JAMES	NEWELL NATHAN	STEVENSON LUKE
GILLARD DANNY	OSBORNE PAUL	TAYLOR CRAIG
GUNNER STEVE	OYE TOM	*THROUP NICHOLAS
HANK ANDREW	POTTS IAN	THROUP SEAN
HAYDON ANDY	PFITZNER JASON	THROUP TRISTAN
HAYDON BRETT	PLOWMAN DANIEL	TIDSWELL RICK
HANNAFORD NICK	PORKERT PAUL	TWARTZ MATT
HEINRICH MARK	PUMPA DARREN	TWARTZ SIMON
*HOFF SIMON	PUMPA ROWAN	WOOLFORD DUANNE

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## SIDECAR

ARMSTRONG GARRY	HARMAN JOHN	SCHICK MARK
BLESING SIMON	LAUNER MARK	SCHILLER SHANE
*BOWLES GLEN	LINDNER CRAIG	*SCHULTZ CHRIS
BUCKLEY BARRY	MANUEL DAVID	SIMPSON COLIN
BYLES EVAN	REESE JAMES	TSCHARKE KYM
DOHSE JUSTIN	RICHARDSON SCOTT	WALDHUTER GARRY
EVANS KEITH	REESE JAMES	WECKERT FRED

# 2008 RELIABILITY TRIAL CHAMPIONSHIP SERIES RESULTS

## SOLO

**OUTRIGHT WINNER** Sean Throup  
**OUTRIGHT SIDECAR WINNERS** Chris Schultz & Stuart Gerhardy

### A EXPERT 0 – 270cc

1<sup>st</sup> P Osborne  
 2<sup>nd</sup> T Oye  
 3<sup>rd</sup> S Keller

### B EXPERT 271cc & Over

1<sup>st</sup> D Newman  
 2<sup>nd</sup> S Throup  
 3<sup>rd</sup> G Crane

### D CLUBMAN 0 – 220cc

1<sup>st</sup> N Throup  
 2<sup>nd</sup> Z Borgas  
 3<sup>rd</sup> D Rosenzweig

### E CLUBMAN 221cc & over

1<sup>st</sup> I Haylock  
 2<sup>nd</sup> M Tucker  
 3<sup>rd</sup> M Voce

### F CLUBMAN 0 – 270cc 4 Stroke

1<sup>st</sup> G Slattery  
 2<sup>nd</sup> S Beckmann  
 3<sup>rd</sup> S Blenkiron

### G CLUBMAN 271cc – 470cc 4 Stroke

1<sup>st</sup> D Boehm  
 2<sup>nd</sup> B Noble  
 3<sup>rd</sup> N Saegenschmitter

### H CLUBMAN 471cc & over 4 Stroke

1<sup>st</sup> S Hoff  
 2<sup>nd</sup> I Kakoschke  
 3<sup>rd</sup> R Henke

### I MASTERS

1<sup>st</sup> N Lienert  
 2<sup>nd</sup> T Perks  
 3<sup>rd</sup> P Minge

### L Pre '84

1<sup>st</sup> C Jay  
 2<sup>nd</sup> A warnest / C Clark  
 3<sup>rd</sup> S Kraft

### LADIES

1<sup>st</sup> K Schultz  
 2<sup>nd</sup> H Plowman

## SIDECAR

### C Expert

Rider	Passenger
1 <sup>st</sup> E Byles	1 <sup>st</sup> C Osborne
2 <sup>nd</sup> D Manuel	2 <sup>nd</sup> T Tscharke
3 <sup>rd</sup> G Bowles	3 <sup>rd</sup> M Lee

### K Clubman

Rider	Passenger
1 <sup>st</sup> C Schultz	1 <sup>st</sup> S Gerhardy
2 <sup>nd</sup> J Schultz	2 <sup>nd</sup> N Coe
3 <sup>rd</sup> J Rowe	3 <sup>rd</sup> J Schutz

### J MASTERS

Rider	Passenger
1 <sup>st</sup> L Burman	1 <sup>st</sup> J Ewins
2 <sup>nd</sup> N Russack	2 <sup>nd</sup> D Gilbert
3 <sup>rd</sup> L Banks	3 <sup>rd</sup> J Banks

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