



# **MOTORCYCLE ENDURO RIDERS CLUB INC.**

## **RULES & PROCEDURES**

Updated February 2024

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# Motorcycle Enduro Riders Club Inc (MERC)

## 1.1 The trading name Motorcycle Enduro Riders Club Inc (ABN 81 460 690 826) was registered on 1 April 2010.

MERC is a voluntary club, and the Committee is made up of the following roles:

- President
  - Overseeing all club roles and assisting as required
  - Chair committee meetings
- Vice President
  - Lead for organising the racing calendar locations
  - Act in role of President where President is absent
- Secretary
  - Maintaining currency for all written documentation available on the MERC Website
  - Update rulebook following agreed amendments by the committee
  - Representative for correspondence with AMA
  - Prepare and present monthly meeting agendas and minutes
  - Administer online registrations
  - Administration of email enquiries
  - Administer preparation and submission of Tasmania Police Permits including landowner consent and provision of first aid
  - Assist with the general running of the day including catering
- Treasurer
  - Managing incoming and outgoing invoices including insurances and registrations (trailer, transponders)
  - Reimbursement of Committee member expenses
  - Reconciliation of Paypal transactions for entries
  - Debtor management
  - Prepare and present monthly treasurers report
  - Sponsorship
- Public Officer
  - Preparation of documentation for auditor and provide any correspondence as requested by the auditor
  - Response to Media (if required)
- General Committee (min 5)
  - Organise medallions for each event
  - Organise trophies for end of year presentation dinner
  - Organise the end of year presentation dinner
  - Washing of safety vests
  - Scrutineering (including clearing track for commencement of racing)
  - General assistance as required
- Club Captain
  - Assist with the general running of the events on the day
- Junior Club Captain
  - Assist with the general running of the events on the day
- Media Coordinator
  - Maintain Facebook and Instagram social media accounts
  - Assist with online messages and queries

**1.2** Committee members are elected either at the last Enduro of the year, or at the end of year dinner. Officials bear office from the following January/February to the handover meeting to their successors.

**1.3** The Club, its officials and members are not responsible for any individual losses and or injuries, however, whatever and wherever they may occur. Although as requested by the Government through its Police Permit race system, Public Liability Cover is held, this is limited cover and does not cover ordinary losses and or injuries to property or persons.

**1.4** MERC is affiliated with Motorcycling Australia therefore covered under MA insurance.

**1.5** The Club is always grateful for the donation of areas on which to hold its events, provided the property owner's written permission is given.

## **2. Membership and Race Entry Fees**

**2.1** All riders wishing to compete in a MERC event are required to have an MA Competitive Licence however nippers only require a Recreational non-competitive licence (further details in 2.3). All riders must hold MERC membership.

**2.2** MERC annual membership is \$60 for first family member, then \$10 for every immediate family member capping at \$90. MERC membership is valid for an annual period, meaning it expires at the end of December of the year purchased. Family members are those who are listed on the same medicare card.

**2.3** To compete with MERC, an MA Competitive Licence is defined as either a Senior National Licence (16 years and over), a Junior National Licence (7- under 16 years) or a One Event Competition Licence (7 years and over). Fees for these licences are Senior \$362, Junior \$331, One Event \$81. Senior and National Licences are valid for 1 year from purchase date. Nippers are non-competitive so only require a recreational non-competitive licence, the options for these are a 1 year recreational licence \$151, a 1 year mini licence \$143 or a one event recreational licence \$33. All MA fees listed are current as at 2024, subject to change by MA.

**2.4** Enduro race entry fees are \$40 for seniors and juniors per race.

**2.5** Grasstrack entry fees are \$40 for seniors and juniors for one class entry and then \$20 per each other class entered, free for non-competitive nippers.

**2.6** Grasstrack flag marshal fee is \$30 per rider. It is compulsory for riders to provide a flag marshal for each rider at every grasstrack event. Flag marshals are required to be 16 years or older and for each event that they flag at they must attend the mandatory flaggy safety briefing and sign an MA indemnity form. The flag marshal fee is to be paid at the time of race entry if no flag marshal can be provided by the rider. Flag marshals that are required to fill in for a second round will be paid \$30 for doing so.

**Where a flag marshal or flag marshal fee is not paid prior to racing commencing, the rider will not be permitted to race.**

**2.7** Transponder hire fee is \$25 per hire per race. Transponders must be used by riders wishing to be scored as MERC uses the MyLaps timing system. If you do not have a transponder, you will not be timed, scored, or accumulate championship points for the year. Riders wishing to hire a transponder from the club may do so when they sign up to an event, but these are limited in number and are available on a first in first served basis.

**2.8** Race entries close 4 days prior to an event. Late entries up until 3 days before the event may be accepted with a late entry fee of \$50 per entry being charged.

**2.9** If you are aged less than eighteen (18) years of age you will need your parent/guardian's permission and signature for each race, as well as their permission and signature on the club membership form before you can participate in a MERC event. This is completed when the online individual race registration is completed.

**2.10** MERC advises that all riders should have their own personal accident insurance policy to cover themselves in the event of injury as the club does not carry insurance for riders.

**2.11** The MERC membership form/sign up form has an indemnity clause on it so please read it carefully before you sign it electronically.

**2.12** This pricing is current at the time of updating of the rule book but is subject to change. For most up to date pricing, please visit the MERC and MA websites.

**2.13** To avoid cash handling at events and for better financial management, MERC only accepts online payments.

### **3. Classes**

**3.1** Enduro classes are as follows:

Senior (>16 years old as of 1<sup>st</sup> of January for that racing calendar year):

- Expert solo
- A Grade solo
- B grade solo
- C grade solo
- Duals
- Veteran solo 35 years+
- Masters solo 45 years+

Junior:

- Junior Prolite (max 250cc 4 stroke /max 150cc 2 stroke \*up to 200cc 2 stroke if ADR compliant\*, 13-16yrs)
- 85cc 9-12yrs (no bar height/wheel size restrictions)
- 85cc 13-16yrs (no bar height/wheel size restrictions)
- 65cc (7-12yrs)

**3.2** Grasstrack classes are as follows:

Senior (>16 years old as of 1<sup>st</sup> of January for that racing calendar year):

- Pro-Open: (min 200cc 2 stroke/275cc 4 stroke)
- Pro-Lite: (max 200cc 2 stroke/250 4 stroke)
- Classics (bike age 20yrs+)

No bike restrictions on classes as follows, based on rider experience/age/gender

- A Grade - expert
- B Grade - intermediate
- C grade - beginner
- Ladies
- Veteran 35 years +

Junior:

- Junior Prolite (max 250cc 4 stroke/max 150cc 2 stroke \*up to 200cc 2 stroke if ADR compliant\*, age 13-16yrs)
- 85cc 9-12 years (no bar height/wheel size restrictions)
- 85cc 13-16 years (no bar height/wheel size restrictions)
- Trail Bike (air-cooled 4-stroke max 150cc, age 7-12yrs)
- 65cc (110cc 4t max allowed, age 7-12yrs)
- 50cc competitive (7-9yrs)
- Nippers non-competitive (no bike size limitation, judged instead on rider capability on the day of the event by race steward/committee, 4-9yrs)

**3.3** All children riding must be 4 years of age at time of their first race and be a competent rider as determined by their parent/guardian, however for children over 7 years this competency must be shown and tested in the official MA Kickstart Program. Juniors aged 4-7 do not need to complete the MA Kickstart Program, however they should be competent on a bike, able to listen to instructions and understand basic safety rules.

**3.4** A 50cc rider can enter either the competitive 50cc class or non-competitive nippers' class (entry to this class is judged on rider capability) they cannot enter both classes. Juniors racing in the competitive 50cc MUST pay race entry fees.

**3.5** More classes may be added by the committee to further separate larger classes.

**3.6** New riders may grade themselves but will be reassessed at the discretion of the committee following their first event. The Committee reserve the right to move a rider out of their nominated class into a higher class if they believe that the class the rider has entered is below their riding level.

**3.7** Riders can only change grades with the permission of the committee, so advise the committee before race day if you wish to move down a grade (up is okay). Once a rider's grade has been changed either by request or by the committee, that rider cannot change back unless the committee votes to do so, if a rider wishes to dispute the committee's decision to change their grading it must be finalised before the next race. Riders that are moved up or down a class, either by request or by the committee, will not automatically take their points with them. Points will be calculated to where the rider would have finished if they had raced in their new class in previous race/races. The riders who have been riding in that class will not have their points adjusted.

**3.8** If there are multiple duals classes running on the day and there is a difference in the classing of two riders in a duals team (e.g., one rider is B Grade and the other is A Grade) then the higher of the two classes (A Grade) will be the class that they must enter in.

**3.9** Junior riders may not enter any senior class. For the purposes of an Enduro where Junior pro-lites race on the senior track, a junior can only race either the junior track (as a junior) or the senior track (as a junior pro-lite) they cannot enter both races. For Enduro events, once a rider competes in a higher class (ie Junior pro-lite), they must remain in that higher class for the duration of the season.

**3.10** A junior rider who has turned 16 during the racing calendar has the option of staying in the junior class for the remainder of that year or proceeding to the senior class, but they may not compete in both junior and senior grades at the same time. Once you race a senior event you cannot go back to juniors.

**3.11** Sweep riders are encouraged to hold MERC membership. At each event that they are sweeping their bike must pass scrutineering, they must attend a sweep rider briefing and they need to sign an MA indemnity form on the day (refer to sweep procedures for more detailed information of sweeping).

**3.12** A sweep will complete a safety loop at the start of each event/race to ensure track is clearly marked, this sweep rider can be a sweep (preferable) or, at the discretion of the Clerk of Course/Steward, a rider who is racing but is preferably not in Expert class. This sweep is purely for safety purposes and the allocation of this rider for this purpose should be paramount over results and championship standings. When possible, the use of a safety sweep team made up of a senior rider, someone who hasn't seen the track before and also someone who has been involved in the track marking will complete the sweep. This will be done prior to racing, on the day of the race to ensure the track is clearly marked and free of any new dangerous obstacles that may have fallen since marking of the track.

## **4. Types of Events**

**4.1** Enduro events are an off-road race run in a 3-hour format for Expert, A Grade, B Grade and Duals riders and in a 2-hour format for C Grade, Veterans, Masters and Juniors.

**4.2** Enduro X events are 3 – 6 rounds in length dependant on length of track and conditions on the day.

**4.3** Grasstrack events are a minimum of 3 rounds in length, but number of rounds is decided upon on the day.

**4.4** Race officials may negotiate different race lengths and number of rounds run on a day dependent on the conditions of the track.

## **5. Points Allocation**

**5.1** All riders with transponders are given points at the completion of an event depending on their finishing position. Grasstrack points will go towards the Grasstrack championship, Enduro and Enduro X points will go towards the Enduro championship.

**5.2** A rider must complete 60% of the races in a championship series to be eligible for a series trophy (ie 3 out of 5 events). Committee discretion may be used ie. in the event of a round cancellation or rider class numbers.

**5.3** Points are allocated to all riders with a transponder who complete their race. Points are allocated as follows:

Enduro 1<sup>st</sup>-20<sup>th</sup> positions per race (full 2 or 3 hours):

- 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Enduro X 1<sup>st</sup>-20<sup>th</sup> positions per round on race day:

- 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Grasstrack 1<sup>st</sup>-20<sup>th</sup> positions per round on race day:



- 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

All places after 20<sup>th</sup> receive 1 point in all disciplines, unless they have received a DNF (Did Not Finish), in which case they receive 0 points.

**5.4** In the event of a tie in championship points, placing will be decided on a countback of the rider with the highest placings.

**5.5** Duals teams cannot take their points with them if they swap partners or choose to race solo.

**5.6** Solo riders cannot take their points with them to duals if they choose to ride as a team.

**5.7** If one duals rider cannot attend an event, their partner may race and take half points for the day. The rider must complete a minimum of two hours to qualify for half points.

**5.8** For an Enduro X event, both riders in a duals class will each ride in the event. Times for both riders will then be added together and the average for the partnership will be used.

**5.9** Riders that have been moved up or down a class will not automatically take their points with them. Points will be calculated to where the rider would have finished if they had raced in their new class in previous race/races. The riders who have been riding in that class will not have their points adjusted.

**5.10** Junior riders who start the year on an 85cc bike may go up to the junior prolite class (given that they meet the age requirements) but will not take their 85cc points with them. Similarly, a junior prolite that has moved into senior may not take their points with them.

## **6. General Racing Rules, Flags & Regulations**

**6.1** An approved First Aid personnel/Paramedic must be present at the Event before any racing can start. Any member with a medical condition or injury may be refused entry to the event by the First Aid Officer in consultation with the First Aid Officer and the Race Committee; if in their opinion the member is not fit to participate or continue to participate.

**6.2** There is to be no practicing on any of the track's while being marked or once the tracks have been marked. Tracks are not allowed to be practiced on or ridden on other than for track marking purposes, before or after the event. The consequence of doing so will be a time penalty of 5 minutes per lap raced on the day of the event.

**6.3** Permission must be obtained from the President, Vice President, or allocated Track Marker from MERC to help mark all tracks. Any rider or riders caught on private property without permission of MERC, or the property owners will be prosecuted for trespassing.

**6.4** A Race Committee made up of members of the MERC committee, MERC President or Vice President and Clerk of Course/Steward will decide any protest on the day or refer it to the next committee meeting if they think fit. The Race Committee will only interpret the rules and regulations on the day; they are not empowered to make new ones. The Race Committee may change for every event, dependent upon who is available.

**6.5** No rider shall be found to be in the possession of, or be under the influence of, alcohol or any prohibited substance (any substance prohibited by the laws of the Commonwealth of Australia) at a MERC event during permit hours. Any person found to be in breach of this rule will be removed from the event and asked to leave.

**6.6** All riders must bring their bike and helmet to the sign-up area for scrutineering (junior riders must also bring their body armour, including junior prolite).

**6.7** All bikes must pass scrutineering before racing begins; bikes that have passed scrutineering will receive a scrutineering pass (ie coloured cable tie) which will be checked on the start line.

**6.8** Scrutineering and race start times will be listed on the MERC website ([www.merc.net.au](http://www.merc.net.au)) and on Facebook. Late arrivals for scrutineering will not be accepted.

**6.9** All bikes must display a race number on at the very least, the front of their motorcycle and preferably on the left-hand side. If you turn up to a race with no bike number, you will be required to display numbers on the day (black tape is acceptable).

**6.10** All bikes must be pushed to and from the Pit Area before, during and after the race unless an Open Pit Area has been announced on the day, in which case bikes may be ridden in first gear ONLY and with the rider wearing a helmet. Riders not following these rules will be asked to dismount and push their bikes, if riders continue to disregard this rule, they will be asked to leave the event.

**6.11** No 'dinking' of riders or spectators, adults or children alike is allowed at any time.

**6.12** A helmet must be always worn and done up securely whilst riding your bike. This includes pit areas or any area on the property. Any rider seen doing otherwise will be disqualified from the race.

**6.13** All riders must attend the Riders Briefing which is held shortly after the completion of scrutineering. This is compulsory for all riders to attend and listen to. The Clerk of Course/Steward will make themselves known at the briefing and will wear an identifying vest for the duration of the event. The briefing will inform riders of track details, hazards, event duration, starting order, people to report to in case of emergency, etc. Please listen carefully, it is an important part of the race meeting. The Riders Briefing is not a recital of this Club Rule Book. Riders can find a full copy of these rules on the MERC website and should familiarise themselves with it before racing.

**6.14** No smoking in or within 20m of the Pit Area. Be mindful our racing properties are private property therefore cigarette butts should be disposed of respectfully.

**6.15** If a closed pit is running on the day, all children are to remain on the outside of the Pit Area and under constant supervision of a parent or guardian. In the case of an Open Pit, children may roam but should be supervised.

**6.16** Race start orders for both enduro, and grass tracks will be on display in the sign-up tent at the completion of the riders briefing. A card with the class that is on the start line is always held up at the start line for enduros and in the first round of grass tracks. It is up to riders to ensure they are at the start line for their race, the starters will not wait for late comers or if your bike stalls on the start line.

**6.17** Flags used across all disciplines indicate the following:

**Green** – indicated the start of a race.

**Yellow** – caution/slow down, another rider has fallen or stopped. Overtaking and jumping is forbidden.

**Red** – The race has been called off. All riders should make their way to the pits with caution.

**Purple** – protest flag, see section 9 for details.

**Black** – there is a problem with your bike, and you must return to the pits when you next pass the exit chute.

**White with red cross** – another rider has fallen and requires medical assistance. Slow down, look out and return to the pits to await instruction from Clerk of Course/Steward.

**Chequered flag** – finish flag.

**6.18** Racing starts when the green flag is either dropped or raised for enduros and enduro X events, and when the green flag is lowered for grasstrack events. All races are finished when the chequered flag is waved or the red or white/red cross flag in the event of an emergency.

**6.19** Enduro classes are started at 1-minute intervals. Enduro X riders are started at 30-second intervals. Where conditions dictate the intervals may be increased to ensure adequate visibility is maintained.

**6.20** A timer is placed at the start of the chute for enduro events available for riders to see. Please note that this is not the clock that lap scorers use and is only to be taken as a guide for the event duration and is not official time.

**6.21** On an enduro track you will find the following markers. The meanings of them are:

**PINK TAGS & ORANGE TRIANGLES** – follow these as they are the marked track. If there are no tags visible chances are you have strayed off the marked track, stop and search for another tag.

**CROSSES (X)** – mean danger, slow down and approach with caution, search the area for logs, rocks, holes, muddy section, etc.

**ARROWS** – these mean a change of direction to the way the arrow is pointing.

**6.22** A flag marshal allocation board for grasstracks will be posted to Facebook the night prior to the event and at the sign-up tent on the day of the event. It is up to riders with allocated flag points to ensure that their flag marshal has attended the flag marshal safety briefing, signed on and is at their allocated flag point when needed. Racing will not commence until all allocated flag marshals are in position. If a riders nominated flag marshal can no longer do the duty, is it up to the rider to find someone else.

**6.23** If you do not wish to be photographed or filmed at a MERC event, please alert the Clerk of Course/Steward or make contact with the committee prior to the event.

## 7. Event Procedures

**7.1** All events are operated under police permits and under legislation all machines are restricted to the track areas only. Any unauthorised riding of machines could mean exclusion from the event or even police persecution.

**7.2** Competitors must always during the event remain on the course and follow the competition direction.

**7.3** Riders are to stay within 5 meters of the marked track, 10 meters is allowable for muddy sections. There is to be no cutting of corners.

**7.4** There must be no track short cuts for any reason, or physical assistance to any competitor to improve on position.

**7.5** At the beginning or ending of a lap, a section of the track may be declared impassable due to weather or other conditions by the Clerk of Course/Steward. That section will cease to be part of the course and where possible, will be track marked accordingly.

**7.6** Protests, including track cutting, are to be brought to the attention of the Clerk of Course/Steward and must be made on the day of the race by riders or spectators/sweep riders who have witnessed the incident. The protest will be considered by the Clerk of Course/Steward, who will consult with the Race Committee and President or Vice-President, in accordance with the rule book. A penalty of the addition of 5 minutes per lap (that is deemed to have had an advantage) will be given to riders found to have been track cutting. The decision will be final and is not subject to any appeal.

**7.7** There is to be NO REVERSE RIDING OF THE TRACK, if you cannot find a tag go back to the last tag with extreme caution remembering there are other riders on the track, then continue on the track the right way. Remember if you ride on the track in reverse, you are a DANGER to yourself and all other riders.

**7.8** No riding or 'side saddling' through the chute at any event, dismount at the dismount sign if displayed. Riders may be disqualified by the Clerk of Course/Steward on the day if they do not comply.

**7.9** Duals riders at enduro events must physically tag their partner after going through the chute before the partner starts their lap. Riders are responsible for changing over transponders (if applicable). A third party is not permitted to assist with transponder changeover.

**7.10** Solo riders must finish the race on the bike they entered the event with, they cannot substitute a bike during the event.

**7.11** Duals riders can use their partners bike only in the event of a failure, however if only one bike has been scrutineered for that team, then no other bike may be substituted.

**7.12** 15 minutes before the finish of an enduro event it is allowable for you to park your bike before the transponder/timing loop off to one side of the track and wait until the chequered flag is dropped, indicating the end of the race. You may then ride your bike under the timing loop to have your last lap and finishing time recorded. If you go under the timing loop before the race is finished, you must complete another full lap, or you will be classed as DNF for the entire race (did not finish). Example, in a 3-hour race with the chute clock showing the time of 2:45 or after you can safely wait until 3:00 and the chequered flag to drop before riding your bike through and have your lap time and finish time recorded. Junior/Veterans/Masters/C Grade riders will look for 1:45 on the clock before doing this. This however will mean that another rider may well overtake you and complete another lap finishing in front of you.

**7.13** When caught by a faster rider you must pull over (when safe to do so), remembering that if you have been caught then the rider behind you must be faster so pull over and let the rider past.

**7.14** To qualify as a finisher at an Enduro X event a rider must complete 75% of the rounds run on the day.

**7.15** A duals team member may not complete more than 60% of the race (i.e., their partner must complete the other 40% of the race).

**7.16** Formula to decide rounding: If the total number of laps cannot be divided equally it will be taken as under .50 will go down a lap and on or above .50 will go up to the next lap.

**7.17** Did Not Finish – more commonly known as DNF, if you are not finishing the race either by injury, bike failure, etc. Then you must let the Clerk of Course/Steward know

BEFORE the end of the race. This is extremely important, especially at enduro events for safety reasons.

**7.18** The only way a race can be stopped or altered in time or distance is by the agreement of the Clerk of Course/Steward and the majority of the Race Committee.

## **8. Breakdowns & Refuelling**

**8.1** Duals classes – if one of the two bikes entered breaks down on a lap, the rider can either push that bike around the remainder of the MARKED TRACK and have your lap recorded or stay with your bike and wait for a sweep rider to assist. You may send a message with another rider back to the pits to tell your partner to start their lap, (in doing this you will lose the lap that your bike broke down on). The partner that has started the new lap must stop at their broken-down partner to retrieve the team's transponder, if applicable, before the next race lap is recorded. The team can then finish the remainder of the race on one bike.

**8.2** Solo classes - if a rider's bike breaks down out on track, the rider can either push the bike around the remainder of the MARKED TRACK and have the lap recorded or make their way back to the pits on foot and return to where their bike broke down, WITHOUT ANY ASSISTANCE. Riders should not leave their bike on the racetrack if choosing to return on foot to the pits for parts, it must be placed off the track far enough so as not to be a danger to other competitors. Riders may not receive assistance from another person to gain advantage. Riders that are found to have gained outside assistance will incur a time penalty of 5 minutes per lap on the day of the event.

**8.3** During refuelling bikes must be stationary and in the designated pit area, the rider must be off the machine, with the engine stopped before refuelling commences. There is to be no refuelling out on the track.

## **9. Protests**

**9.1** A Rider can make a protest against the action or conduct of any other competitor to the Clerk of course and must be accompanied with \$100 fee at the time of the protest (fee subject to change according to MoM's rules).

**9.2** The protest must be made to the Clerk of Course/Steward. Protests raised with anyone else on the day will not be considered true protests.

**9.3** Riders under the age of 16 can make a protest by raising the purple protest flag, this must be done prior to returning to pits without consultation of parents or officials. A fee of \$100 is applicable before the protest will be heard (fee subject to change according to MoM's rules).

**9.4** Protests may only be made on the day of the event. Protests made after this time will not be investigated.

**9.5** Other than predetermined penalties stated in this rule book for specific incidents, the penalty will be decided by the Clerk of Course/Steward in consultation with the Race Committee.

## **10. Bike Scrutineering**

**10.1** A scrutineer/s nominated by the committee will approve machines after the rider has paid their entry fee. Riders will not be permitted to ride on the day unless their machine adheres to strict guidelines put in place.

**10.2** All bikes will be scrutineered on the day of the race and will be checked for:  
*\*\*note; Bikes with bald tyres will not be permitted on the track.*

- bike type
- numbers
- chains
- sprockets
- spokes
- levers
- brakes
- engine
- frame
- handlebars
- tyres
- working lanyard/cut off switch (kill switch, on quads)

**10.3** Ends of the handlebars are to be tidy and safely covered on all machines.

**10.4** Fuel must be -

- Unleaded and,
- Be readily available from petrol pumps within Australia

**10.5** All bikes competing must be of an off-road type only, as sold to “the general public” by the manufacturer, no road bikes permitted.

**10.6** All bikes must have mufflers and comply with the noise pollution regulations. If your bike's exhaust system is damaged while racing, it must be repaired before re-joining the race.

**10.7** All riders must satisfy the scrutineer that the bike and protective riding apparel are both safe to use and present no danger to any other person. The scrutineer's decision is final, though the Clerk of Course/Steward and/or Race Committee may review any disputed decision on the day and assist the scrutineer with that decision.

## **11. Riding Apparel**

**11.1** Body armour is a requirement for junior riders across all disciplines. Torso coverage is considered the minimum requirement.

**11.2** All riders, with the exception of nippers, must wear appropriate motorcycle boots.

**11.3** Full face helmets are to be worn by all riders. All riders must wear a helmet with an Approved Standard sticker (AS 1698) on it. If the standard sticker is not visible for any reason, proof that it fits this requirement must be provided on the day. A google search of the helmet model is sufficient. If you know your helmet does not have this sticker, please have this information ready and with you when you arrive at scrutineering to make the process as smooth as possible.

**11.4** Clothing that covers the body and limbs must also be worn. It is strongly advised that body armour should also be worn by all senior riders.

**11.5** No tear-offs are permitted at any MERC events.

**11.6** Additional protective clothing such as full gloves and goggles/eye protection must also be worn.

## **12. Rules Relating to Quads**

**12.1** All quads must be factory-built machines, as sold to the general public.

**12.2** Modifications will only be permitted "as long as" the original factory frame and engine are used. A quad is to have the following -

- Four wheels, at corners of the machine.
- There must be a seat for one rider, to be straddled by the rider.
- Chain guards are optional.
- Mudguards must be fitted over rear wheels. Front mudguards are optional.



- Nerf Bars:
  - 1) Must be commercially manufactured.
  - 2) Must be of closed loop design.
  - 3) The bars must be covered with a material to prevent rider's feet from going below the bars (material webbing is acceptable).
  - 4) The nerf bars must be bolted or welded to the frame and must be close enough to the front and rear wheels to prevent locking together of competitors' machines.
- A Self closing throttle.
- An engine cut out switch of lanyard type which attaches to the rider's body.
- Effective brakes on all wheels.
- Handlebar to be closed end, rubber grips and ball end levers required.
- No sharp or protruding extremities.
- Clearly visible number plates to be fitted centrally to front and rear of bikes

### **12.3 Engines -**

- The maximum engine capacity for a 2-stroke engine quad shall not exceed 550cc and be no more than 2 cylinders.
- The maximum engine capacity for a 4-stroke engine quad shall not exceed the manufacturers specifications and be no more than 2 cylinders.
- Tolerances: The actual engine capacity of a machine is not to exceed the prescribed capacity by more than 5%.

## **14. Final Words**

**13.1** Any person(s) who behaves in a manner that is deemed by the MERC committee to put the reputation of the club in disrepute at any MERC event/function (uses offensive language, gets abrupt, is abusive or becomes violent towards another person or committee member) will be withdrawn from the event and will be told to vacate the property/venue. This includes social media posts. They will have their membership withdrawn for a period of time agreed upon by the MERC committee and banned from riding or attending any future events/functions until this time is up. If the person is not a financial member of the MERC or is a friend or family

member of a financial member, then they will be banned from attending any future events/functions for a period of time agreed upon by the MERC committee. The financial member(s) of MERC who have accompanied this person will also forfeit their points for that day. Repeat offences by riders and/or friends and family of that rider may result in the forfeit of that rider's points for the remainder of the racing season.

**13.2** Any person(s) who disrupts the duties of any MERC volunteer (incl, Clerk of Course/Steward, clerks, race starters, race finishers, lap scorers, flag marshals, etc) at an event will forfeit their total points for that day of racing in all classes that they have entered and will not be in the running for a trophy at that event.

**13.3** The MERC committee stands by the MERC rules and will always uphold them. The MERC rules are final.

**13.4** All riders/competitors by becoming a member of the Motorcycle Enduro Riders Club Incorporated (MERC) and by participating in the MERC events are deemed to have accepted the rules in the rule book and will always abide by them. All MERC rules must be read in conjunction with the Motorcycling Australia Manual of Motorcycle Sport (MoM's) (this can be found on the MERC and MA website); however, the MERC committee's interpretation of all Guidelines and Rules will be final and will be binding on all MERC Members. MoM's is the overarching rule book and will override any MERC rules should the need arise.

**13.5** If you are not sure about these guidelines and rules then please ask a MERC committee member for clarification.

**13.6** These guidelines may be added to and amended at the discretion of the MERC committee.

## **14. Procedures Handbook**

**14.1 Refuelling & Fuel Storage**

**14.2 Emergency Procedure in Case of Accident**

**14.3 Scrutineering & Safety Checks**

**14.4 Sweep Riding Procedures**

**14.5 Setting Up of Grass Tracks**

**14.6 Setting up of Enduro and Enduro X Tracks**

**14.7 Member Protection Policy – Code of Conduct**

**14.8 Fundraising Events**

**14.9 Event Cancellation**

**14.10 Life Membership Guidelines**

**14.11 MERC Yearly Awards and Definitions**

**14.12 Nomination of Race Referee/Steward Guidelines**

## 14.1 Refuelling and Fuel Storage Procedure

### MERC Responsibilities

1. Ensure a separate area, 8 -10 metres away from the general pit area, is set up for the storage of fuel containers.
2. Ensure the refuelling of bikes is undertaken a further 6 -10 metres away from the storage area with engines off.
3. Ensure fuelling containers are only brought into the fuelling area for immediate use and then returned to the storage area.
4. Ensure the following is always made available:
  - 1 Fire Blanket
  - 2 x 9 kg Dry Chemical Extinguishers
  - 1x 9 kg Foam Extinguishers
  - Oil/Fuel Rag Waste Drum
5. Ensure appropriate waste management of oil/fuel rags.
6. Ensure the appointment of an official officer to act as fuel marshal on race days.
7. Ensure vigorous enforcement of potential ignition sources entering the fuel areas eg: smoking, mobile phones, two-way radios.
8. Ensure signage is erected identifying storage area that indicates warnings and prohibited items and activities.

### Competitor Responsibilities

1. Refuelling using 5 and 10 litre containers only permitted (tuff jugs).
2. 20 litre fuel containers (including drums) are not to be used for filling of bikes in any manner, unless they are a purpose-built fuel churn eg "Tuff Jug" brand with a quick fill/cut-off or at the fuel marshals discretion.
3. Bikes must be turned off while refuelling is taking place.
4. Fuel containers must have a cut off valve or a fitted spout.
5. Under no circumstances will the use of funnels or home-made devices for refuelling be permitted.
6. Re-fuellers to have a means of soaking up excess overflow (e.g. *Enviro Mats*)

Failure to follow these procedures will result in disqualification for that event.

## 14.2 Emergency Procedures in Case of Accident

### GRASS TRACKS:

Alert FIRST AID Officer

DO NOT remove helmet/s. First Aider is only allowed to do so.

### ENDURO / ENDURO-X:

DO NOT remove helmet/s. First Aider is only allowed to do so.

Offer reassurance to the patient.

D = check for DANGER

to YOU

to OTHERS

to CASUALTY/S

R = RESPONSE

is casualty conscious

is casualty unconscious

A = AIRWAY

is airway clear

is airway open

B = check BREATHING

is chest rising / falling

C = check CIRCULATION

can you feel a PULSE

can you see any Signs of Life

### Further Assistance to Casualty

Send for HELP – with approximate location of accident

STOP with casualty

If unconscious TURN ONTO SIDE

CONTROL any bleeding

Keep casualty WARM

DO NOT give anything to drink

## 14.3 Scrutineering and Safety Checks

A mechanic or a senior rider with a good mechanical knowledge of motorcycles must undertake scrutineering and safety checks.

Items to be checked:

- Brakes
- Kill Switch
- Chain
- Sprockets
- Tyres
- Levers
- Spokes
- Fitting of Wheels
- Suspension
- Engine
- Frame
- Handlebars
- Nerf Bars (Quads only)
- Wheel & Neck bearings
- Doors (SXS only)
- Window nets (SXS only)
- Factory fitted seat belts (SXS only)
- Roof (SXS only)
- Roll cage (SXS only)
- No spare tyres, Toolboxes etc. (SXS only)

If a bike is found to be in breach, the rider is given an opportunity to repair and resubmit for scrutineering. If it is still not up to the Standard, then it must not race on the said race day.

## 14.4 Sweep Riding Procedures

1. Sweep riding duties are to be undertaken by senior riders (over 16) only who have a competent riding ability.
2. Sweepers should ride in pairs preferably or as numbers allow, wear a specified safety vest and carry a UHF set on the club event call signal. At each event that they are sweeping their bike must be scrutineered, they must attend the sweeps briefing and sign an MA indemnity form. At times there may be a basic sweep emergency kit available to support a sweep with their duties while out on track.
3. The sweeper's task is to:
  - a) Ride around the course during the race event to look for riders who may have bike trouble, had an accident or incident which requires outside assistance. The assistance given should be the minimal amount needed to make it safe for both the rider and competitors in the event.
  - b) Maintain the sweep rider's bike in operational state as scrutineered. If repairs are required on the competitors' bike, then only what is carried by the competitor or sweeper safely at the time, are to be used to carry out repairs. No major components from the sweep rider's bike are permitted to be exchanged with a competitor's bike.
  - c) Notification should always be given to the Race Referee/Steward, the pit/race team and the first aid representative as to the condition of both the bike, the competitor, and the track conditions as soon as possible.
  - d) Look for trouble spots forming on the track and divert or repair as necessary to allow the race to continue safely.
  - e) Replace ribbons/barriers that have been wiped out/knocked down/damaged and to ensure short cuts or cheating avenues are not encouraged.
  - f) Report any track cutting or protest incidents to the Race Referee/Steward as soon as possible.
4. Sweepers must communicate with the Race Referee/Steward during the race to update track conditions and progress.
5. Communicate with the appointed First Aid Officer about the basic procedures if an accident/incident occurs.

## 14.5 Grass Track – Track Building Procedures

### 1. Paddock

- Size - 10 acres PLUS
- Preferably a cropping or pasture paddock is best
- An extra paddock for Juniors (non-competitive riders) if possible
- Access – good gravel/stone suitable for all weather conditions
- Parking – for 100 cars & preferably not in the same paddock (approx. 300m x 300m)

### 2. TRACK

- 900mts to 1100 metres in distance
- 40mts start gate to hold approx 40 bikes
- Approximately distance of 80-100mts from the start gate to the first corner
- First corner **MUST** be a left-hand corner when practicable. Corner must be greater than 90°, preferably a sweeping corner giving bikes time to spread out
- Second corner may be 90° to 180° etc...
- The finish line should be before the start line and re-entry into the pits
- Before the start line so Bikes **DO NOT** go in front of the start line/gate.
- Have an area suitable for electronic scoring system to be set up prior to rider access to pit area.
- Be a safe distance away from fence lines etc.

### 3. PITS

- Must be big enough to house 200 plus bikes comfortably, as well as a fuel area.
- Preferably an area where people cannot see the complete Racetrack, so spectators do not crowd the pit area. An area of approx. 100mts x 100mts
- Preferably, if space allows for the pits to be a Drive thru area.
- Have a designated first aid point.

*Other Important Points to consider when looking for a Suitable Paddock*

Any houses within 500mts from the boundary of the paddock/property that the race is being held on must give written permission for the event to be held (noise issue).



MERC requires

- a signed Landowners Property Permission Form
- a detailed map of the property and area of the proposed race venue, a GPS map is highly recommended, which shows outlining roads etc...
- full address of the property and landowners

All this information must be handed in to the Secretary no less than 8-10 weeks prior to the date of the race event.

## **14.6 Enduro/Enduro X – Track Building Procedures**

### **1. TRACK**

- Size – Based upon average rider times of approx:
  - Enduro X – approx 6-10 mins per lap
  - Enduro – approx 15-60 mins per lap
- \*\*\*\*(Junior bikes need to be considered for fuel capacity)
- Access – good gravel/stone suitable for all weather conditions
- Parking for 100+ cars
- Have an area suitable for electronic scoring system to be set up prior to rider access to pit area.
- Be divided into sections from 1-10, numbered and displayed around the track area for rider recognition of safety access points.
- A map of the track area, which shows outlining roads, access points, section markings, pit area, Parking, and any other relevant markings.
- Have direction arrows at blind corners/intersections.
- Any known hazards are to be identified by placing an X clearly on the race circuit to warn riders to approach with caution.
- Paint markings and signage is also advisable where practical to identify any issues.
- Suitable area for starting.
- Be a safe distance away from fence lines etc.

### **2. PITS**

- Must be big enough to house 150 plus bikes comfortably plus a designated fuel area.
- Preferably an area where people cannot see the complete racetrack, so Spectators do not crowd the pit area. An area of approx 50mts x 50mts.
- Have a designated first aid point.

- Ensure there is enough room for rider changeover.

*Other important point to consider when looking for an area suitable:*

Any houses within 500mts from the boundary of the paddock/property that the race is being held on must fill out a Neighbouring Property permission form, giving permission for the event to be held (noise issue).

MERC requires

- a signed Landowners Property Permission Form
- a detailed map of the property and area of the proposed race venue, a GPS map is highly recommended, which shows outlining roads etc...
- full address of the property and landowners

All this information must be handed in to the Secretary no less than 8-10 weeks prior to the date of the race event.

## **14.7 Member Protection Policy – Code of Conduct**

This Member Protection Policy aims to ensure the core values, good reputation and positive behaviours and attitudes of MERC are always maintained. It assists in ensuring that those involved in our sport are treated with respect and dignity and are safe and protected from abuse. Reflecting the values that are important in Australian sport, respect, fairness, responsibility, and safety.

This policy protects where possible:

MERC - Members, Committee, Volunteers, Parents, Guardians, Spectators, Sponsors and Riders.

Misconduct is defined as any action or behaviour contrary to MERC Rules and Procedures.

MERC requires every individual and organisation bound by this policy to:

1. Be ethical, fair, and honest.
2. Treat all persons with respect and courtesy.
3. Abide by MERC rules and regulations.
4. Be responsible and accountable for their conduct.
5. Refrain from any form of harassment of others.
6. Refrain from any behaviour that may always bring MERC or a member into disrepute therefore acting in a professional manner.
7. Abide by the rules and respect the decision of the official, making all appeals through the formal process and respecting the final decision.
8. Be a positive role model.
9. Understand the repercussions if you breach this code of behaviour.
10. No MERC - Members, Committee, Volunteers, Parents, Guardians, Spectators, Sponsors or Riders shall verbally or physically abuse (assault) any person or use intimidating or threatening language or actions during or at a race event, any acts shall be reported to the Clerk of Course/Steward immediately.

11. All MERC - Members, Committee, Volunteers, Parents, Guardians, Spectators, Sponsors and Riders shall always conduct themselves in a professional and sportsmanlike manner.

12. Individuals are responsible for their own property. MERC will not be held responsible.

If MERC - Members, Committee, Volunteers, Parents, Guardians, Spectators, Sponsors and Riders are found to be in breach of this Member Protection Policy – Code of Conduct they will be brought before the MERC Committee and dealt with accordingly.

## **14.8 Fundraising Events**

All Fundraising events held in conjunction with MERC events must be clearly communicated through the committee prior to the event being held. All monies collected on behalf of the Fundraiser by MERC shall be put through the committee and distributed from there.

## **14.9 Event Cancellation**

The protocol for cancelling a MERC event due to any unforeseen circumstance shall be discussed and passed by the committee at its earliest convenience. From here an agreed person or persons shall:

- 1: Notify all registered club members via MERC website, facebook or email.
- 2: Notification to the catering business booked for the event.
- 3: Notification to the Police and landowners where applicable.
- 4: Notification to the medical personnel booked for the event.
- 4: Refund of entry monies to the event back to riders.

## **14.10 Life Memberships**

Life Membership Guidelines:

### **General Principles to consider in granting Life Membership:**

**15.1** Life Membership is an honour bestowed on individual club members whose exceptional, loyal, and outstanding service and contribution has provided a measurable benefit to the club over an extended period of time. It should be recognised as the highest recognition that can be awarded to a member in acknowledgement of exceptional service and contribution, it should retain its prestige and not be awarded easily. On average, one or less Life Memberships are likely to be awarded each year.

**15.2** Life Membership should not be considered as a competitive matter and nominees must be considered individually on their personal attributes and achievements and not in comparison with others that have already achieved such a prestigious award. While it is inevitable that comparisons will be made against the achievements of past Recipients direct comparisons should not be made.

**15.3** Granting Life Membership is a balancing exercise. Criteria are provided for guidance, but it is the overall contribution of the nominee that must be evaluated. There will always be some subjectivity in the granting of Life Membership. Some nominees will be stronger in some criteria but weaker against others, some nominees will be more rounded across all criteria.

**15.4** Life Membership is reserved for those whose contribution goes beyond the ordinary or even excellent for an extended Period of time, not just a few years.

#### **Criteria to be considered in Granting Life Membership.**

**15.5** *Length of active membership:*

To have contributed to the club to the degree necessary for Life Membership, a nominee will almost necessarily have been an active member involved for a significant time. While there is no minimum period of membership, a period of 10 years Continual active membership and service is an indicator of a Long- term commitment.

**15.6** *Positions held and length of time:*

The nominee should be able to demonstrate a significant contribution to the running of the Club over “A Majority” of those years of membership. This may include

- Significant Contributions while holding positions on a committee of a senior nature. (Note that membership of a committee does not on its own mean a person has made significant contributions.) These positions may include President, Secretary, Treasurer, Track Building Coordinator & Referee
- Participating to a much greater extent than the average member as a regular, consistent, and reliable volunteer in whatever capacity required on the day. Multiple active roles over a long period of time are the most obvious indicators of outstanding service to the club to be deserving of Life Membership.

#### **Process for Nominating and Granting Life Membership:**

**15.7** The nomination for Life Membership must be Lodged in writing to the Club, minimising the level of information let out prior to the processing of the application for Life Membership. From this point onwards the nominator of the person for Life Membership has no other input whatsoever in the nomination process.

**15.8** The nomination for Life Membership will be considered by the President and committee within 3 months of the nomination being lodged. It is recommended that input by a selection of active Life Members should be obtained. Should the nomination be granted the committee will determine the method and the timing of its granting and announcement.

**15.9** There is no compulsion to consider any proposed application put forward.

**15.10** In the event, that the committee believes that the nomination is not worthy at this stage of “Life Membership” the President will inform the nominators of that decision.

**15.11** The nominated member, after serious consideration and discussion by the appointed committee, in relation to the criteria required to be eligible for Life Membership may be elected a Life Member of the club on receiving a majority vote of over 75% in favour of the motion.

## **14.11 MERC Yearly Awards and Definitions**

- Quickest of the Quick

A rider (irrespective of senior or junior pro-lite, must be racing on the senior track) with the highest number of fastest laps at Enduro events (one rider per round).

- Senior Clubman

A senior member (does not have to be a rider) who has gone above and beyond to contribute to the success of the club.

- Junior Clubman

A junior member (does not have to be a rider) who has gone above and beyond to contribute to the success of the club.

- Senior Rider of the Year

A senior rider who has shown improvement throughout the year (but hasn't necessarily won their entered classes) or is a standout rider that has competed in the full season of either a grasstrack or enduro series (ideally both).

- Junior Rider of the Year

A junior rider who has shown improvement throughout the year (but hasn't necessarily won their entered classes) or is a standout rider that has competed in the full season of either a grasstrack or enduro series (ideally both).

- Redbanks Quickest Rider – Junior and Senior

The quickest junior and senior rider for the event held at the end of the year race at Redbanks is encouraged to donate their front number plate to be used as a Recognition Award which will be hung on the Redbanks MERC wall. A cash prize of \$100 for each rider will be provided as a way to help reimburse for the cost of the front number plate.

## **14.12 Nomination of Clerk of Course/Steward Guidelines**

- Hold appropriate MA officials level training (as per MoM's rules – 100 riders or less only a CoC is required, over 100 riders both a CoC and a Steward is needed, this may change and is directed by MoM's requirements)
- Hold a current and verified working with vulnerable people card
- Knowledge of MERC and MoMs rules
- Approachable manner – ethical and fair, treat people with respect and courtesy
- Ability to make on the spot decisions, with support provided by race committee
- Conflict resolution (senior riders and junior rider's parents), with support provided by race committee
- Ambulance liaison including rider's medical clearance sign off
- Liaise with MERC committee prior to and after event
- Complete mandatory MA paperwork (risk assessments)
- Liaise with race committee (members of the MERC committee to support steward with race day decisions and rules)

### **Race Day duties**

- Club Captain to do first briefing which includes thanking landowner and sponsors, after race presentation info, reminder of club rule book online and to familiarise themselves with it prior to racing, introduction of the Clerk of Course/Steward.

The Clerk of Course/Steward will make themselves known at the briefing and will wear an identifying vest for the duration of the event.

- CoC/Steward compulsory riders briefing

The briefing will inform riders of specific track details, hazards, event duration, starting order, people to report to in case of emergency, any MA guidelines that need mentioning. Briefing to not be a recital of Club Rule Book.

- Sweep rider briefing (as noted in sweep riding procedures)
- Flag point safety briefing

## **14.13 Motorcycle Australia/Ridernet**

MERC are an affiliate Club of Motorcycling Australia (MA), all licences including MERC Club memberships are purchased through the MA portal ridernet.

You must be a member of an MA affiliated club before you can purchase an MA licence.

Juniors aged 7-15 new to MA need to be part of the MA Kickstart Program and attend a Coaching Day to gain endorsement. A downloadable Kickstart Program Booklet and more detailed information on this can be found on the MA website.

Prior to progressing to a larger capacity motorcycle, a junior rider must be endorsed. This is a competency-based assessment conducted under the tuition of an accredited coach and under a coaching permit to assess whether the rider is competent to ride the next sized machine.

The coach who facilitates the Coaching Day and/or Endorsement must complete the riders junior coaching program competitor logbook as evidence of competency (including the coaching permit number and coach licence number). Riders must then upload copies of these signed documents to their profile in ridernet for MA to be able to approve the endorsement. Endorsements MUST be approved before the rider can enter the class they are applying for.

Juniors aged 4-7 who are obtaining a recreational licence (non-competitive) do not need to complete the MA Kickstart Program, however they should be competent on a bike, able to listen to instructions and understand basic safety rules.

Seniors aged 16 and above new to MA need to be signed off as being competent to ride a motorbike by a MERC Club Official or a Level 2 MA Official. Alternatively, a Motorcycle Licence is sufficient evidence and can be uploaded directly on the ridernet portal when applying for the MA licence. First time licence applicants must know basic competition rules and will need to complete a compulsory multiple choice theory assessment online when applying for an MA licence.

An MA licence is valid for 12 months from the date of issue. MERC membership is valid for an annual period, needing renewal at the beginning of every year. You should be aware of when your licence and club membership expire, and make sure you renew each when they fall due.

MERC organise regular Coaching Sessions to help our members with these licence requirements, keep an eye on our Facebook page for updates.

Please note that due to government laws in Tasmania, ambulance cover is not a requirement to hold an MA licence however if a rider from Tasmania is entering an event in another state then it is likely to be a requirement that they obtain ambulance cover for that event.