



A club focused on enjoying the bikes, the memories, and the people who lived through and or appreciate the Golden Era of Dirt Bike riding of the 60s, 70s & 80s.



2016 Heaven VMX **By-laws, Procedures and Guidelines**

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Introduction

These procedures and guidelines have been produced to provide a safe, fair platform for the running of vintage motocross events and at the same time allow club officials ample scope to run the events with minimal administrative input.

It is envisaged that they will provide a clear definition of the sport in N.S.W. to encourage entry in our events from interstate and overseas competitors as well as newcomers.

Upon joining Heaven VMX Inc, you agree to abide by these procedures and guidelines as well as the Constitution of Heaven VMX Inc as registered with the Department of Fair Trading.

These guidelines are to be used in conjunction with the Motorcycling Australia General Competition rules (GCR) as set out in the Manual of Motorcycle Sport.

Marshalling Responsibility

Having sufficient marshals has been a problem at past events. It is a condition of entry to a meeting that **every senior rider must flag marshal at every event/meeting they ride in.** If a junior enters without their parent or guardian also entering the meeting then their parent or guardian must make themselves available as if they were a senior rider. As part of the sign on process riders will be assigned marshalling duties in line with their ride schedule. This necessitates that riders cannot enter machines from all eras to ensure they are available to marshal at least one era. Partners or friends that flag marshal will be greatly appreciated but cannot marshal in place of a rider.

Records will be kept of marshalling duties and riders who do not satisfy their marshalling responsibilities will be referred to the Committee for possible disciplinary action.

Each racing round will be split into 4 Eras or groups Pre75, Pre78/90, Pre82 and Pre85, note that this grouping can change dependent on entry numbers. Each senior rider must flag marshal for a minimum of one of these eras/groups. Riders must also regularly make themselves available for flag marshal for one of the practice sessions/groups.

Rider Conduct & Race Entry

All riders must conduct themselves in a true sportsman-like manner on and off the track along the lines of the Motorcycling Australia G.C.R.'s (General Competition Rules) code of conduct. The rider is the entrant, not the machine. A rider may change machines as long as the replacement machine is legal for the class to be ridden in. All machines and rider clothing must comply with Motorcycling Australia's GCR scrutineering and safety requirement.

A separate **Rider Code of Conduct** policy is available to members setting out the club's expectations of members and riders and our desire to run fun and safe events.

Health Insurance and Ambulance Cover

It is recommended that each rider take out private health insurance and Ambulance Cover as MNSW permits and licences do not cover these.

Race Meeting Officials – Explanation of Roles

See GCR (General Competition Rules) for complete description of the following roles.

Steward – has ultimate power. Must be MA licensed.

Race Secretary - responsible for all pre and post event paperwork, must be MA licensed.

Clerk of Course - ensures the efficient running of the event, must be MA licensed. The Clerk has control of all activities on the circuit. Oversees all of the following people:

Scrutineer - makes sure all motorcycles and protective clothing comply with MA regulations before they can take part in the meeting, must be MA licensed.

Race Co-ordinator - this person works with the Clerk of the course. They ensure that sufficient marshals are on the track including starters, finishers and lap scorers for practice and racing. This includes that they have signed indemnity forms, have radios and water. They also organise a marshal roster to allow the smooth progress of the meeting.

Starter - responsible for the start of a race, two (2) people are usually required for this task a Starter to operate the start mechanism and a 10 Sec Board person. This person has control of the start to ensure all entrants are gridded correctly and then releases the start grid to the starter by displaying the 5 sec board.

Finisher - has responsibility under guidance of the Clerk and Steward for the finish of all races. Determines the number of laps completed for the race and ensures that all riders are clear before the start of the next race.

Stopping and re-starting of a race

This can only be authorised by the Steward or the Clerk of the course.

Competition Classes

Pre 1965

All mx/enduro and trail bikes manufactured prior to 31st December 1964 and designated a 1964 or earlier model. This class will be all powers inclusive.

Pre 1970

All mx, enduro and trail bikes manufactured prior to 31st December 1969 and designated a 1969 or earlier model. This class will be all powers inclusive.

Pre 1975

All mx, enduro and trail bikes manufactured prior to 31st December 1974 and designated a 1974 or earlier model. This class will cater for 125, 250 and open.

Pre 1978

All mx, enduro and trail bikes manufactured prior to 31st December 1977 and designated a 1977 or earlier model. This class will cater for 125, 250 and open.

Pre 1982

All mx, enduro and trail bikes manufactured prior to 31st December 1981 and designated a 1981 model or earlier. These bikes may **NOT** have disc brakes, water cooling or linkage rear suspension therefore any models and there components that any of these technologies are excluded. No later components can be adapted. This class will cater for 125, 250 and open. See appendix 1 for full details of rules for this class.

Pre 1985

All mx, enduro and trail bikes manufactured prior to 31st December 1984 and designated a 1984 model or earlier. These bikes may have disc brakes, water cooling and linkage rear suspension. No later components can be adapted. This class will cater for 125, 250 & open

Pre 1990

All mx, enduro & trail bikes manufactured prior to 31st Dec. 1989 and designated a 1989 model or earlier. No later components can be adapted. This class will cater for 125, 250 & open

Four Stroke Class

All four stroke mx, enduro and trail bikes manufactured prior to 31st December 1989 and designated a 1989 model or earlier are eligible. There will be a 250cc and open classes. The two four stroke class will be run together but there will be a separate point score for each.

Ladies Class

This is an all powers event. Riders can ride bikes of any era from pre 65 to pre90. There will be a separate point score for this class.

Juniors Class

Heaven VMX caters for 12 to 16 year olds. Juniors must attain the age of 12 before they can race. Juniors may ride up to 85cc two stroke or 150cc four stroke modern machines or up to 125cc classic machines only. Appropriate licence endorsements are required. **Note:** No 250cc four strokes are eligible. This class will cater for Classic (pre90) and modern bikes. There will be one event only with an overall class plus a separate classic class scored separately (a rider on a classic bike will be scored in both classes).

Entry of a Later Model in an Earlier Era Class

Some later model bikes are eligible for an earlier period class. These are referred to in the “Tables of Machines and Components” under the Classic Motocross section of the Motorcycling Australia G.C.R.’s (General Competition Rules) as carry over models. In the case of the Pre82 carry over models please see appendix 1. They are models that carried over into the next ERA without any significant performance or design changes.

Modifications to Motorcycles

No later model components can be used on an earlier model bike. Suspension (forks and shocks) for example can be changed, provided they are of a type available during or before the ERA of the modified bike. This is outlined in the Classic Motocross section of the Motorcycling Australia G.C.R.’s (General Competition Rules).

Most non-performance parts are exempt, although “spirit of the era” is encouraged. If a bike has later model components fitted, then that bike will be entered in the class of the later model parts.

Racing Format

All Heaven point score meetings will usually be one or two rounds of racing over the weekend. There are some meetings with trophy or special events only while others will be a combination of special events and one round of racing. Full details are notified in the meeting flyer so please read them carefully. At two day race meetings such as the Gloucester TT for example there may be only one of point score racing only along with special races. Usually races will be four (4) laps for seniors and three (3) laps for juniors, except for the Heaven GPs, although this can vary depending on lap times. Race length and number of rounds will vary at the discretion of the organising committee due to track conditions, layout or time constraints.

Practice

Minimum of two (2) laps practice, unless otherwise stated. **The first lap will be completed under yellow flag conditions, that is, with caution and no overtaking.**

Practice Sessions will be split as follows.

- Juniors
- Seniors

Racing Schedule

The schedule of racing may be changed from time to time to lessen the amount of back to back races some competitors may encounter and allow combining of classes as required. The Era or group order will rotate progressively for each meeting. Example as follows Rd1 - Pre75, Pre78/90, Pre82, Pre85 then Rd2 - Pre78/90, Pre82, Pre85, Pre75 and so forth. Any entrant with more than one bikes entered in any particular ERA can expect back to back races. **It should be noted that the combining**

of races and the race schedule is formulated using pre-entries received prior to the closing date. This will not be changed to accommodate late entries or entries at the meeting.

Minimum Competitors for a Grid

To be classified as a race there must be three (3) participants. To have a separate grid or race there must be ten (10) participants. If there are not 10 riders in a class, then that class may be combined with another class usually in the same era group. It is always the objective of the club to offer members the opportunity ride their motorcycles if they bring them to a meeting.

E.g. Pre 75 250 only has 6 entrants, not enough for their own grid, so they could be combined with possibly the pre75 >263. If this grid then totals 10 or more bikes then they can race. **Both classes will be scored separately. The option to run a race with fewer bikes on the grid will be at the discretion of the officials.**

Sign On and Scrutineering

All riders must 'sign on' the first day on which they are racing or practicing and present their motorcycle(s) for scrutineering. Times for sign on will be included in the meeting documentation. The only variation to this is if a Saturday afternoon round is the first round of racing or practice in a two day event. Competitors will be advised of an alternative time in the regulations.

A separate detailed **Scrutineering Check Sheet** is available to riders to assist them to present their machines in suitable condition to satisfy scrutineering at race meetings or for recreational rides.

Riders Briefing

This will be held immediately following Sign On. All riders must attend this briefing as it outlines any special or safety requirements. All riders must initial the rider's brief forms before riding commences. Practice and/or racing commences at completion of riders briefing.

Point Score

Points will be allocated to riders according to their finishing position in each race. Races will be scored as follows. As per General Competition Rules. (GCR). Note there must be three (3) riders in an event to receive full points. For races with less than 3 riders only half points are awarded.

Position	Points	<3 rider race	Position	Points	Position	Points	Position	Points
1	25	12.5	6	15	11	10	16	5
2	22	11	7	14	12	9	17	4
3	20	N/A	8	13	13	8	18	3
4	18		9	12	14	7	19	2
5	16		10	11	15	6	20	1

Updated Point Score

Up to date point scores will be included on the Heaven VMX Inc WEB site. It is the rider's responsibility to check that the points are correct. Any requested corrections must be made in writing to the club Secretary prior to the next race meeting or they will not be considered.

Race Numbers

Riders will allocated a race number excluding numbers 0 through 10 as these numbers are reserved for the Club Championship Top 10 point score recipients (see "club championship" below for details). **There will be only one (1) race number per rider.**

If a rider has a specific race number from the previous year, excluding numbers 0 to 10, then that number will be reserved until the member renews their membership or the close of business on the last day of February the following year, whichever occurs first. After this date if the member has not

renewed their membership then the number will be open for any member to request. **Race numbers must be clearly displayed on three (3) number plates or as otherwise stated in the GCR. The ERA letter set out below must also be displayed in the top left of the plate (the letter need only be 50mm as per the GCR)**

Race Number Plates

Number plates must be presented in the following colours: As per GCR requirements.

125cc	Black background with white numbers
250cc	Green background with white numbers
>263cc	Yellow background with black numbers

At least the front number plate of each bike shall have the following letters as per the GCR 50mm high on the left of the number plate in the same colours as the number.

Pre60	A	Pre70	H	Pre78	Z	Pre85	Y
Pre65	N	Pre75	X	Pre82	E	Pre90	W

Trophy Guidelines

There will be no trophies for classes with less than three (3) riders for the competition year. Some classes have low entry numbers. To be fair to these classes, trophies will be awarded only if at least half of race meetings have 3 or more entrants. e.g.: 4 rounds out of an 8 round series had 3 or more entrants then trophies will be awarded.

Perpetual Trophies

Perpetual trophies awarded at premier events through the year will be awarded to the winner for a period of twelve (12) months. They will be handed back to the club before the corresponding meeting the following year.

Loss or Damage to Trophies

Recipients are responsible for the safe keeping and return of club perpetual trophies. If for any reason they are lost or damaged the member has an obligation to repair or replace the trophy concerned.

Club Championships

There will be a number of championships within the competition year. They are listed below and are not limited to:

Club Champion – Trophy & No. 1 Plate

This is a perpetual trophy. It will entitle the recipient to ride with the number 1 plate. The Club Champion Trophy will be awarded to the rider with the most accumulated points for two (2) classes only. If a dead heat of the points occurs, the rider who has the greater number of higher places in the series will be awarded the number 1 position, however if a dead heat still exists, then the committee will make the final decision.

Championship - Top 10 Recipients

The members with the highest point scores from two (2) combined classes will receive their position in the top 10. The recipients of this award are allowed to either display their point score position race number or they may display their old existing race number. The Committee and club members in general encourage the recipients of these prestige's numbers to enjoy the privilege by using and displaying the number during the following year.

The top 10 recipients are the only riders eligible to display a race number of 1 through 10 in the following calendar year. Recipients will have their old race number reserved for them.

Class Championship

Each class shall have a competition point score and trophies will be awarded for 1st, 2nd and 3rd place getters. NB. Only if trophy guidelines are met.

Club Person Trophy

The Club Person trophy will be awarded to the Heaven member that has contributed the most in offering assistance at Heaven events and in general club business. The winner is to be decided by voting of the committee. Each member of the committee will be entitled to one (1) vote only. If there is a tied vote, the president will cast the deciding vote.

Race Meeting Entry Fees

Pre Entry Fees for a normal 1 or a 2 day club/interclub race meeting are as follows.

\$80.00 for an adult.

\$50.00 for a dependent of another competitor.

\$25.00 for a junior.

\$140.00 capped for a family.

\$50.00 for an aged pensioner

A discount of \$10 for adult, dependents and aged pension entrants and \$20 for families for entries received on or before the closing date for each event.

Vinduro/Practice/Social/Special meeting ride fees may vary.

Licence Fees

Event Licence Fees

These may change due to M.N.S.W. fee increases.

A one event club race licence is presently \$75.00

Recreation Licence Fee

These may change due to M.N.S.W. fee increases.

A one event licence fee is presently \$30.00

No racing allowed on this licence.

Late Entry Fees

An additional late fee of \$10 will be imposed for each entrant who enters on the day of a meeting. The maximum late entry fee for a family is \$20.

Entry at the meeting is discouraged to lessen the demand on officials in formatting classes and race schedule. **The race schedule and format will be formulated using the pre entry data and late entries will need to accept that this will not change so please pre-enter.**

NB: New members on the day are exempt the late fee. Scheduled standard fees apply.

Entry Fee Refunds

The club wishes to encourage pre-entries therefore if a competitor has entered and for some reason cannot make the meeting they must give the secretary written or verbal notice in advance, to be refunded or credited their entry fee. Non-attendance without notifying the Club Secretary or race secretary will result in a nil refund for the entrant. Notification of withdrawal from the meeting can be in the form of a phone call, SMS or email to the club prior to 9am on the first day of the event.

Club Membership

All memberships commence from the 1st January and expire on 31st December of the same year. New members are required to have a member of the club second their application before submitting to the club secretary.

Members from the previous years (Renewals) must renew their membership before the end of February the following year if they wish to secure their previous year race number.

New members only may join the club on the day at a race meeting. With the pre-entry system all membership renewals will be accepted with the pre entry only and **not** on the day. The committee is needed for other duties on these days.

Single Membership \$ 50.00

Family Membership \$ 70.00

Family membership is open to an adult and their dependent children (including foster children and guardianships) **or** cohabitating adult couple and their dependent children (including foster children and guardianships) generally up to 18yrs of age. A dependent child can be older than 18yrs if still a student and genuinely dependent but must provide proof in the form of a student card or similar. Members will be issued with a membership card

THESE BYLAWS, PROCEDURES AND GUIDELINES WILL BE REVIEWED BY THE COMMITTEE ANNUALLY.

Appendix 1

Rule - Pre82 Acceptable machines and components: Pre '82 Class Solo

- Pre82.1 Acceptable for the Evolution class are machines and components built up to and including the 1981 model. The only exception to this rule is where the model remains unaltered after this date.
- Pre82.2 Machines or components from machines sold with water cooled engines and/or linkage suspension are excluded. Adopting brakes or wheels from period machines sold as road bikes is not permitted for motocross but is acceptable for dirt track.
- Pre82.3 Modifying machines or components to comply will not be allowed. Period after market components, or replicas thereof, available for complying models is acceptable. It is acceptable to build a machine by combining components from complying models.
- Pre82.4 Engines, gearboxes and front forks must remain externally unchanged.
- Pre82.5 Any carburettor type commercially available prior to 31 Dec 1981 may be used.
- Pre82.6 All machines will be fitted with an effective muffler and comply with sound control regulations in GCR 16.12.
- Pre82.7 Folding footrests must be fitted.
- Pre82.8 Countershaft sprocket covers will be fitted.
- Pre82.9 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.
- Pre82.10 Acceptable follow on models for the Pre82 class and must also satisfy Pre82.2 and Pre82.3 are:
- a) Yamaha DT175
 - b) Suzuki TS185
 - d) CR/OR/WR/TE/AE Husqvarna models up to the 1984 model without water cooling.
 - e) 1982 Can Am Sonic
 - f) 1982 Maico GS240/490 with twin shocks