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A club focussed on enjoying the bikes, the memories, and the people who lived through and or appreciate the Golden Era of Dirt Bike riding from the 60s, 70s, 80s and 90s.



## **2024 Heaven VMX** **Procedures and Guidelines**

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## ***Introduction***

Welcome to **Holeshot Evolution And Vintage Era National**, known to most as HEAVEN VMX Inc. These procedures and guidelines have been produced to provide a safe and fair platform for the running of vintage motocross events and at the same time provide volunteer club officials with a simple framework to run the club events with minimal administrative input.

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

Upon accepting membership of 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's) as set out in the 2021 Manual of Motorcycle Sport (MoMS).**

## ***Marshalling Responsibility***

Having sufficient marshals is often the greatest challenge at any race meeting events. At recent Heaven VMX events, the numbers of entries have been sufficient for the club to afford to hire paid marshals. If these marshals are not available, it is a condition of entry to a meeting that if required **every senior rider must be available to flag marshal at the event/meeting they ride in.** If a junior enters without their parent or guardian also entering the meeting then if required by the club, their parent or guardian must make themselves available as if they were a senior rider. If marshalling is required, as part of the sign on process riders will be assigned marshalling duties in line with their ride schedule. To ensure they are available to marshal at least one era, this necessitates that riders cannot enter machines from all eras. 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.

## ***Rider Conduct & Race Entry***

All riders must conduct themselves in a true sportsman-like manner on and off the track in accordance with the Motorcycling Australia GCR's and Heaven VMX 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 and the Grid Marshal is informed so the meeting records can be updated. All machines and rider clothing must comply with Motorcycling Australia's GCR scrutineering and safety requirement.

A separate HEAVEN VMX Inc. **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 **strongly** 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's for complete description of the following roles.

**Steward** – has ultimate power. Must be MA licenced.

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

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

**Scrutineer** – During ‘Sign On’ for the event, before riders can take part in the meeting, scrutineers inspect all machines and make sure all motorcycles and protective clothing comply with MA regulations 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.

**Grid Marshal** – this person is responsible for updating grid sheets so accurate records are kept of the riders that actually make it to the start line of each race. This information is crucial to keeping accurate records of race results.

**Starters** - responsible for the start of each race, two (2) people are usually required for this task a Starter to operate the start mechanism and a 10 Sec Board person. These persons have control of the start to ensure all entrants are gridded correctly and then releases the start grid to the starter by displaying the 10 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***

Riders may enter each bike in two classes plus an age group class. Each bike can only be ridden in **one ERA class** with the exception of the ladies classes, unless the flyer / supplementary regulations for a meeting specifies otherwise. Riders who ride only one bike during the race meeting are entitled to also take part in the ‘*Single Bike Rider*’ class.

#### **Pre 1965**

All mx/enduro and trail bikes manufactured prior to 31<sup>st</sup> December 1964 and designated a 1964 or earlier model. This class will be all powers inclusive. Maximum travel 7” front / 4”rear.

#### **Pre 1970**

All mx, enduro and trail bikes manufactured prior to 31<sup>st</sup> December 1969 and designated a 1969 or earlier model. This class will be all powers inclusive. Maximum travel 7” front / 4”rear.

#### **Pre 1975**

All mx, enduro and trail bikes manufactured prior to 31<sup>st</sup> December 1974 and designated a 1974 or earlier model. This class will cater for 125, 250 and Open Classes. Maximum travel 7” front / 4”rear.

#### **Pre 1978**

All mx, enduro and trail bikes manufactured prior to 31<sup>st</sup> December 1977 and designated a 1977 or earlier model. This class will cater for 125, 250 and Open Classes. 10.5” maximum suspension travel front & rear.

#### **EVO**

All mx, enduro and trail bikes manufactured as being with non-linkage suspension, drum brakes and air-cooled motors. All machines and components must be from Classic and Post Classic era. Modifications converting later equipment to comply will **not** be included.

#### **Pre 1985**

All mx, enduro and trail bikes manufactured prior to 31<sup>st</sup> 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 Classes.

**Pre 1990**

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

**Pre 1995**

All mx, enduro & trail bikes manufactured prior to 31<sup>st</sup> Dec. 1994 and designated a 1994 model or earlier. No later components can be adapted or modified. This class will cater for 125, 250 & Open Classes.

**Period 20**

A rolling 20 year old class where the manufacturer designated year of the bike is 20 or more years old. 2024 is the introductory year for this class so with 2004 models and older qualifying, for 2024 the club will be running it as an all capacities, all in class.

**Revolution**

Similar to the Period 20 class, the Revolution class is a rolling 20 year old class where the manufacturer designated year of the bike is 20 or more years old. The difference with this class is more modern than 20 year old front suspension is accepted on these bikes. 2024 is the introductory year for this class so with 2004 models and older qualifying, for 2024 the club will be running it as an all capacities, all in class.

**Four Stroke Class**

All four stroke mx, enduro and trail bikes manufactured prior to 31<sup>st</sup> December 1994 and designated a 1994 model or earlier are eligible. There will be a 200cc, 250cc and an Open class. The four stroke classes will be run together however they will be scored separately.

**Ladies Class**

This is an all capacities event. Riders can ride bikes of any era from pre 65 to Period 20 and Moderns There will be a separate point score for this class.

**Juniors Classes**

Heaven VMX caters for 7-11 Rec Riding and 12 to 15 year old racing for juniors. 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/Post Classic (Period 20) and modern bikes. There will be one event only with a single point score system. Modern 125cc machines can be raced but will not be point scored.

**Age group racing**

In 2021, Heaven VMX will offer age group classes in both Classic (Pre65 - EVO Incl.), and Post Classic (Pre85 – Period 20 Incl.) periods for under 45 y/o, 45 – 54y/o & 55 – 64 y/o and 65+y/o age groups (8 classes). Time permitting, these races will generally be conducted as a longer than usual 'GP' style motos. A rider's 'race' age shall be their age in years on Jan 01 of the year. They may continue through the year in that age group. If a rider turns 45yo or 55 yo during the year they may choose to move up to the older age group but they cannot transfer their points between age groups.

**Single Bike Rider Class**

This is an all capacities class open to any senior entrant who only has **one** race bike '**to ride**' at a meeting. Borrowing other bikes to ride disqualifies you from this class. Riders who enter multiple bikes but suffer damage or failure during **practice** leaving them with only one serviceable race bike to ride become eligible. In the event of the latter occurring, the Race Manager must be notified.

### ***Entry of a Later Model in an Earlier Era Class***

Some later model bikes are eligible for an earlier period class. Some of these are referred to in the "Tables of Machines and Components" under the Classic Motocross section of the Motorcycling Australia GCR's as carry over models. Models not included in the GCR's but accepted by Heaven VMX include;

Pre75 – '75 Suzuki TS250

Pre78 – '78 Harley Davison MX250, '78 Suzuki PE250C, Standard XT/TT500

Pre90 – '90 Honda XR600R, Yamaha TT250/350, Suzuki DR250/350

Pre95 – No Follow-ons

Period 20 and Revolution – No follow-ons

### ***Modifications to Motorcycles***

Unless by a written exception or as specified in the Revolution class, **no** later model components can be used on an earlier model bike. Forks, Engines, Swingarms, Frames and Brake systems are considered major components and may be changed, provided they were available during or before the ERA of the bike class to which they are fitted. Shocks are considered open although must be of period correct appearance (eg remotely mounted reservoirs were not available prior to 1975). This is outlined in the Classic Motocross section of the Motorcycling Australia GCR's.

Most non-performance parts are exempt (eg: Handlebars, grips, levers, cables, tyres, chains) although "spirit of the era" is encouraged. If a bike has later model components fitted as deemed by race officials, 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 round 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 online meeting flyer so please read them carefully. Usually races will be four (4) laps for seniors and three (3) laps for juniors, except for the Heaven *age racing GPs*, although depending on lap times and time constraints, this can vary. 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 stationery yellow flag conditions, that is, with caution and no overtaking.** Practice Sessions will be split into junior senior classic, and post classic sessions.

### ***Racing Schedule***

Introduced for 2024 the Heaven VMX club will be running a single Race format. A considerable amount of time and analysis has been invested into producing this format with the most amount of track time and the least amount of compromises for members. **It should be noted that any combining of races and the race schedule is formulated using pre-entries received prior to the closing date. This schedule will not be changed to accommodate late entries or entries at the meeting. Please always Pre-Enter.**

### ***Minimum Competitors for a Grid***

To be classified as a race there must be three (3) participants, classes with 2 or less entrants will normally be combined. To have a separate grid or race our aim is ten (10) participants. If there are not 10 riders in a class, then that class may be combined with another class. It is always the objective of the club to offer members the opportunity to ride their motorcycles if they bring them to a meeting.

E.g. Pre75 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. The option of a dual gate drop to separate classes within a race is also an option.**

### ***Sign On and Scrutineering***

Before participating at an event, all riders must 'sign on' and present their motorcycle(s) for scrutineering. Times for sign on will be included in the meeting documentation (flyer). For meetings held under Recreational riding Saturday and Racing Sunday, riders will be required to sign on and be scrutineered once only. A separate detailed **Scrutineering Check List** is available for download from the club website which may assist competitors to present their machines in suitable condition to satisfy scrutineering at race meetings or for recreational rides.

Heaven VMX club require the following which are not covered or not clearly covered in the GCR's:

- Handlebar hand lever protectors must be single mounted type. Double mount type can only be used on natural terrain (grass track licence type) MX or enduro cross tracks.
- Handlebar Cross Bar Pad – Must be fitted. If the handlebars do not have a cross bar then a pad covering the handlebar clamps must be fitted.
- Handlebar must be plugged at each end in such a way that the plug is fixed to the handlebar even if the grip is damaged. A coin inside the end of the grips is not sufficient.

### ***Riders Briefing***

This will be held immediately following Sign On. All riders must attend this briefing as it outlines any special or safety requirements. 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 GCR's. 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
<b>1</b>	25	12.5	<b>6</b>	15	<b>11</b>	10	<b>16</b>	5
<b>2</b>	22	11	<b>7</b>	14	<b>12</b>	9	<b>17</b>	4
<b>3</b>	20	N/A	<b>8</b>	13	<b>13</b>	8	<b>18</b>	3
<b>4</b>	18		<b>9</b>	12	<b>14</b>	7	<b>19</b>	2
<b>5</b>	16		<b>10</b>	11	<b>15</b>	6	<b>20</b>	1

### ***Updated Point Score***

Up to date point scores will be included on the Heaven VMX Inc website as soon as available. It is the rider's responsibility to check that their points are correct. Any requested corrections must be made in writing to the club Secretary (email [admin@heavenvmx.com.au](mailto:admin@heavenvmx.com.au)) prior to the next race meeting or they may not be considered.

### ***Race Numbers***

Riders will be 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 Championships*" on page 7 below for details). **There will be only one (1) race number per rider, with exception of top 10 recipients who may use either or both.**

If a rider has a race number from the previous year, excluding numbers 0 to 10, then that number will be reserved until the member renews their membership or 1<sup>st</sup> March the following year, whichever occurs first. To retain their allocated number, members must also take part in at least three meetings

in any 2 calendar year period. If a member has not renewed their membership or not satisfied the participation requirement then their race number will become available for any member to request it. **Race numbers must be clearly displayed on three (3) number plates or as otherwise stated in the GCR's. 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's)**

### ***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's 50mm high on the left of the number plate in the same colours as the number.

Pre60	A		Pre82	E
Pre65	N		Pre85	Y
Pre70	H		Pre90	W
Pre75	X		Pre95	V
Pre78	Z		Period 20	P
			Revolution	R

### ***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 at or before the corresponding meeting the following year. It is the responsibility of the recipient to have them personally engraved.

Perpetual Trophies include:

- ❖ Club Champion
- ❖ Clubperson of The Year
- ❖ Over 50 Club Champion
- ❖ Pre65 – Roy East Shield
- ❖ Pre70 – John Hind Shield
- ❖ Pre75 – Geoff Eldridge Trophy
- ❖ Pre78 – Ray Ryan Shield
- ❖ EVO – Col Evans Trophy
- ❖ Bruce 'Magoo' McFarland Trophy

### ***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 as listed above. It will entitle the recipient to ride with the number 1 plate for the following race season. The Club Champion Trophy will be awarded to the rider with the most accumulated points for two (2) classes only, Age and Era. 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 championship classes will receive their position in the top 10. For the following race season, the recipients of a top 10 title award will be permitted to either display their point score position as a race number and/or they may display their existing reserved race number. The Committee and club members in general encourage the recipients of these prestigious 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 provided they renew their membership prior to 1<sup>st</sup> March the following year.**

### ***Class Championship***

Each class shall have a competition point score and trophies will be awarded for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place getters.

### ***Clubperson of The Year Trophy***

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

### ***Race Meeting Entry Fees***

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

\$ 140.00 for an adult.

\$ 100.00 for an aged pensioner or dependent of another competitor (16-21yrs)

\$ 80.00 for a junior (7-15yrs)

\$ 220.00 capped for a family.

\$ 70.00 Senior Saturday Rec Riding Only

\$ 50.00 Junior (7-15yrs) Saturday Rec Riding Only

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

### ***Pre-Entry***

Pre-entry before the cutoff date makes a HUGE difference to reducing the workload of the fellow club member volunteers organising your race meeting. If you don't make it to the meeting your pre-entry fee will be refunded less the 2.85% Ridernet fee. Please consider those volunteers and show some appreciation for their efforts by pre-entering early!

### ***Late and On the Day Entry Fees***

An additional fee of \$50 will be charged for each entrant who enter after the pre-entry cut off date or on the day of a meeting. The maximum late entry fee for a family is \$50.

Whilst all entries are welcome, late entries create extra work for our volunteers. Therefore, to lessen the demand on the fellow club members volunteer race committee and officials, entry at the meeting is discouraged.

**NB: New members on the day are exempt of any additional fees.** Scheduled standard fees apply (see above).



## **Entry Fee Refunds**

The club wishes to encourage pre-entries therefore if a competitor has pre-entered and for some reason cannot make the meeting, if you have not signed on, your pre-entry fee less the 2.85% processing fee will automatically be refunded.

## **Licence Fees**

### **Event Licence Fees**

These may change due to MNSW fee increases.

A One Event Race Licence (OEL) is presently \$90.00. This covers the entire duration of the meeting.

### **Recreation Licence Fee**

These may change due to MNSW fee increases.

A One Event Recreational Licence (OERL) fee is presently \$40.00

On a Recreational Licence, no racing participation is permitted.

## **Club Membership**

Memberships are due on and commence from the 1<sup>st</sup> January and expire on 31<sup>st</sup> December of the same year. Members who apply and pay fees after September 30 will have their membership continue through to 31 Dec of the following year.

If Members wish to secure their race number from the current year, they must renew their membership prior to 1<sup>st</sup> March the following year (see 'Race Numbers' on page 6).

**New** members only may join the club on the day at a race meeting through Ridernet – unless otherwise restricted. With the pre-entry system all membership renewals will be accepted through Ridernet only and **not** on Race Day. On Race days the committee is running the Race Meeting.

\$ 80.00	Senior Membership
\$ 65.00	Junior Membership (7-15yrs)
\$ 65.00	Aged Pensioner Membership or dependent of another competitor (16-21yrs)
\$ 200.00	Family Membership
\$ 30.00	One-Event Membership

**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.

**One-Event Membership** is available to any non-member for a given meeting/event. This option may be used unlimited times and requires no historical administrative processing. Entrants who choose a 'One-Event Membership' do not hold any voting rights for the purposes of club business transactions (GM/AGM etc) and no membership card will be issued.

## **Webpage and Social Media**

HEAVEN VMX Inc. utilise various formats to communicate valuable information to its members. All memberships, event entries and information flyers, downloadable forms and point score updates can be found on or are linked to the club website – <https://www.heavenvmx.com.au>.

HEAVEN VMX Inc. has two separate Facebook pages. The general open to public page 'HEAVEN VMX', and the members' only 'HEAVEN VMX Members' closed page. Only financial members will be granted access to the members page after answering a few verification questions. General information will be shared on the public page, whereas more detail on all aspects of club business will be given on the members page.

All members are reminded to act in a courteous and respectful manner at all times on any social

media. If not, you will be denied access. This will preserve the 'family friendly' culture and reputation we proudly hold within the club whilst allowing all to maximise the enjoyment on what it's all about – the golden years of MX bikes!

THESE PROCEDURES AND GUIDELINES MAY BE REVIEWED AT ANY TIME.