



WA TRAIL & ENDURO
MOTOR CYCLE CLUB

in conjunction with
WESTERN AUSTRALIAN CAR CLUB
Presents



2010 QUIT FOREST RALLYMOTO

(Two Day Navigational Rally)

SUPPLEMENTARY REGULATIONS

MOTO and QUAD

16th to 18th April 2010

MWA Special Interclub Permit No. TBA

**MOTORCYCLE RACING IS DANGEROUS AND CAN RESULT IN INJURY TO
COMPETITORS AND DAMAGE TO BIKE**

These supplementary regulations and attached entry form are important documents, which affect your legal rights and obligations. Read these documents carefully and do not sign the **ENTRY FORM** for this competition unless you are completely satisfied that you understand the contents **and agree to be bound by them.**



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INTRODUCTION AND WELCOME

On behalf of the 2010 Organising Committee, I would like to extend a warm welcome to all competitors and officials participating in the 2010 QUIT Forrest Rally Moto.

The QUIT Forrest Rally Moto is a 2 day navigation rally that is similar to the Australian Safari and the Condo 750 rallye in NSW.

Just like the Safari, the QUIT Forrest Rally Moto tests not only your off-road racing skills but also the stamina and durability of both you and your bike. However, like both the Safari and the Condo 750 it's not just about race pace. Navigation is a big part of the event. If you don't navigate you go nowhere! The main difference between the QUIT Forrest Rally Moto and the other two rallye events is that the selective stages are shorter.

A friendly and relaxed atmosphere is created for the event which caters for riders of all skill and experience levels. All riders are made welcome with the emphasis on safety, fun and the satisfaction of navigating your way through some fantastic Great Southern scenery and finishing the rally.

The rally is a sanctioned Motorcycling Australia event that is hosted by the Trail and Enduro Motorcycle Club (T&E). The QUIT Forrest Rally Moto management team comprises many past Australian Safari competitors and experience organizing officials that are committed to bringing a high quality, enjoyable and successful 2 day navigation rally event to Western Australia.

This is the first time an event of this nature has been held in Australia and has attracted a lot of attention from off road teams and other event organizers across the country. So I am pleased to welcome you to the first ever Australian Off-road Rally Moto event and look forward to seeing you at what we hope to be many more events of this type in Australia.

Contained within these Supplementary Regulations is a wealth of essential information that will assist you as you go about your planning for the event. Please take the time to read through this document carefully so as to ensure you have a solid and clear understanding of the rules and regulations enforced in relation to the event.

Should you require further information, after studying these regulations, please do not hesitate to contact myself, John Bouwknecht or Andrew Aickin on the below details;

Phone: **John** 0418 904 921 **Andrew** 0419 933 059
E-Mail: jaybo@botalk.net.au andrew@lendingdesign.com.au
Web: www.wacarclub.com.au/forestrally/

Kind regards,

John Bouwknecht
Event Director
QUIT Forrest Rally Moto 2010



1 ORGANISATION

1.1 Definition

The 2010 Quit Forest RallyMoto (hereinafter called "The Event") is a Navigational Rally which incorporates the categories of two wheeled motorcycles (Moto) and four wheeled (Quad) motorcycles.

Included in the event are:

- ◆ Moto
 - E1 0 to 250cc
 - E2 251cc to 500cc
 - E3 501cc to open
- ◆ Quad
 - Q1 0 to open

The event shall be conducted on and between Friday 16th April and Sunday 18th April 2010, commencing and finishing at Nannup, Western Australia.

The route, which covers a variety of terrain on both public and private roads and tracks, will be divided into Sections consisting of "Selective (Special) Sections", which are linked by Road Sections. At the conclusion of each leg (days run), a compulsory halt will be scheduled at the overnight stop location. The event will be conducted over two legs (days), over a distance of approximately 400 kilometres.

1.2 Announcement

The event promoter is the Trail and Enduro Motorcycle Club (herein after called the "Promoter"). The promoter has appointed John Bouwknecht (herein after referred to as the "Event Director"). The Promoter will conduct the 2010 QFRMoto for Moto and Quad classes (as identified in 1.1) in the Nannup region.

The above-mentioned event has been authorised by Motorcycling Western Australia that has issued the Motorcycling Western Australia Special Interclub Class Permit Number: MWA **TBA**

1.3 Accepted Riders

- ◆ Holders of an MA Senior National Licence or One Event Competitive Licence
- ◆ All riders must hold a national civil riders licence corresponding to the engine capacity of his/her machine.
- ◆ A rider may not be replaced by another rider at any time during the event. If this occurs both riders will be disqualified.
- ◆ All participants undertake to indemnify and hold harmless the FIM, the FMNR, the CONUs, the FIM promoters, CAMS, WACC, the organisers and officials, the employees, the officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he/she is jointly and severally liable.
- ◆ Any unfair, incorrect or fraudulent action effected by the competitor or rider shall be judged by the Clerk of Course who shall decide on any penalty according to the FIM / MA Disciplinary and Arbitration Code regulations.

The meeting will be held in accordance with the current General Competition Rules (GCR's), these Supplementary Regulations, the By-Laws of Motorcycling Western Australia and any Final Instructions.

BY ENTERING THIS MEETING ALL PARTIES AGREE TO COMPLY WITH THESE RULES, REGULATIONS, BY-LAWS AND INSTRUCTIONS.



1.4 Event Secretary

The official office of the Event Secretary is:

The Event Secretary
QUIT Forrest Rally
10 Vista Grove
Mt Nasura WA 6112

The organiser accepts no responsibility for correspondence forwarded to any address other than that indicated above.

1.5 Event Officials

MWA Steward	Peter Campaign
Clerk of Course	Andrew Aickin
Event Secretary	Baden Barker / Cassie Joss (WACC)
Scrutineer	Ramon Horton - Moto
	Brett Soltoggio – Quad
Event Director	John Bouwknecht
Results and Timing	WACC
Chief Sweep Officer	Graeme Miles

*The Event Director role relates specifically to event organisational matters.

Judges of Fact

The Judge of Fact will be the Clerk of Course.

2. PROGRAM

Entries Open	Date:	22 nd March 2010
Closing Date for all Entries	Date:	8 th April 2010, 1700hrs
Entry list Notified	Date:	9 th April 2010
Documentation and Scrutineering 265 Hale Rd Wattle Grove	Date:	10 th April 2010
Documentation and Scrutineering Note: Scrutineering only by prior appointment	Date: Time: Place:	Friday 16 th April 14:00 – 16:00 Rally HQ Busselton.
Posting of Start List Leg 1	Date: Time: Place:	Friday 16 th April 14:00 Official Notice Board
Compulsory Competitors' Briefing	Date: Time: Place:	Friday 16 th April 17:00 – 17:45 Rally HQ Busselton
Rally Navigation training session	Date: Time: Place:	Friday 16 th April 18:30 – 19:00 Rally HQ Busselton
Ceremonial Start, Demonstration ride-by and Moto display	Date: Time: Place:	Friday 16 th April To be advised To be advised in Busselton
Leg 1 Start	Date: Time:	Saturday 17 th April 0700
End of Leg 1 Competitors' Briefing (Competitor(s) must attend)	Date: Time: Place:	Saturday 17 th April 20:00 Rally HQ Nannup bivouac
Posting of Start List Leg 2	Date: Time: Place:	Saturday 17 th April 20:00 Official Notice Board Nannup
Leg 2 Start	Date: Time: Place:	Sunday 18 th April 07:00 Nannup
Post Event Scrutineering	Date: Time: Place:	Sunday 18 th April To be advised To be advised
Provisional Results	Date: Time: Place:	Sunday 18 th April 18:00 To be advised in Nannup
Presentation	Date: Time: Place:	Sunday 18 th April 20:00 To be advised in Nannup

Splash and Dash: A remote refuel point manned by event officials to provide fuel to competitors from jerry cans supplied by competitors to the event Refuel Crew.

4. EVENT ENTRIES

4.1 Entries

Entries open at 0900hrs Thursday 22nd March 2010.

Entries close at 1700 hrs 8th April 2010.

Late entries may be accepted at the organizers discretion and will attract an additional fee of \$100.00.

Entries are capped at a total of 30 motorcycles (Moto or Quad).

The organizers reserve the right to cancel or postpone the event if fewer than 15 entries are received by the entry date. Entries will be accepted in order of receipt. Application to enter a motorcycle must be made on the official entry form which must be signed by the entrant and lodged, with the requisite entry fee at the event's official address.

The Organisers reserve the right to reject any entry with valid reason, and in such a case will refund the entry fee in full. Such rejection shall be made within 7 days of start of the event by the organisers. Notification of such a refusal shall be sent to the competitor.

Nominations for the following classes shall be accepted and competitors shall nominate their class at the time of entry. Changes in class shall be notified to the organizers prior to the start of the event. Any number of entries shall constitute a class.

CLASSES:

Moto

- E1: 0 to 250cc
- E2: 251cc to 500cc
- E3: 551cc to open cc

Quad

- Q1: 0 to open cc

The motorcycle (Moto or Quad) must have a current full A class road registration (or equivalent) or Enduro B class registration.

No Unregistered permits or motorcycles will be accepted.

The competitor/entrant must be the legally registered owner of the vehicle or have written permission from the bonafide owner of the vehicle to enter the event. This documentation should be lodged with the entry form.

By the fact of signing the entry form competitors/entrants agree to be bound by these supplementary regulations and all rules pertaining to the event, as well as any Bulletins that may be issued.

By entering the event all participants shall agree to the free use of their names and photographs in any publicity material which may be issued by the organisers.

Advertising, publicity and all other statements made by riders and their agencies referring to the results of the event shall be in accordance with the official results announced by the organisers.



Competitors/Entrants and/or crew are not permitted to use the event to sell any item of merchandise which includes the event logo or name (e.g: tee shirts, caps, badges, etc) without the express written permission of the organisers, and any such sales agreed to by the organisers may be subject to payment of commission to the organisers.

Up to the time of the reporting for pre-event scrutiny, the competitor shall be free to replace the vehicle entered. If a motorcycle does not correspond, in its configuration when presented for scrutiny, to its class, the motorcycle concerned may be transferred by the Steward to another class.

4.2 Fees

All fees shall be payable to Western Australian Car Club.

Entry Fees include the following:

- ◆ Entry of one motorcycle,
- ◆ Access to the event facilities including medical support and overnight stops;

All entries close 700hrs 1st April 2009.

4.2.1 Moto and Quad

- ◆ Entry Fee **AUD\$500**
- ◆ Late Entry Fee (@ Event Directors discretion) **+ AUD\$100**

4.3 Payments

All payments are to be made payable to WA Car Club by cheque, money order or electronic transfer.

Payments by cheque are to be mailed to the official postal address of the Event Secretary.

The Event Secretary
QUIT Forrest Rally Moto
10 Vista Grove
Mt Nasura WA 6112

Payment may also be made by electronic transfer, the banking details are as follows:

Bank: Bankwest
BSB: 306 055
ACC: 4197937
Name: WACC Rally Account
Ref: QUIT Forrest Rally Moto

Please advise the Event Secretary of the date executed and the payment details.

4.4 Awards

1st 2nd 3rd outright

1st each class



5. GENERAL ADMINISTRATION

5.1 Authority and Jurisdiction

The event shall be conducted in conformity with the General Competition Rules (GCRs) of Motorcycle Australia (MOTO and QUADS) and these Supplementary Regulations. These regulations are issued subject to any provisions that may be made mandatory for the conduct of the Event, by the relevant authorities, between the date of issue of these regulations and the conduct of the Event.

The Event shall be conducted under a MWA Permit MWA _____.

5.2 Acquaintance with Regulations

Persons who enter the Event shall be deemed to have acquainted themselves with and agree to abide by all the applicable regulations.

5.3 Amendments to Regulations

Any amendment or addition to the regulations will be communicated by means of a numbered Bulletin. If issued prior to documentation the Bulletin will be posted via email to the nominated address for each competitor and if issued after documentation the bulletin will be posted on the Official Notice Board.

The Official Notice Board will be located at the Event headquarters. Any information or bulletins issued during the Event will be posted on the official notice board. It is the competitor's responsibility to check the board for any information.

5.4 Cancellation of Event

If, for whatever reason, the event does not take place all entry fees will be refunded in full. The competitor/entrant and crew members acknowledge that:

- ◆ Upon the refund of entry fees the Promoter and organisers of the event shall be discharged from any further liability to the competitor/entrant and/or crew members for any expenses or damages arising in any way from their entering the event; and
- ◆ Except as the Australian Trade Practices Act 1974 otherwise provides, the Promoter and organisers shall not be liable to them for any direct, indirect or consequential loss, expense or damage arising from their entering the event.

5.5 Traffic Regulations

Throughout the entire event, competitors must strictly observe the traffic laws of the State of Western Australia. Any competitor who does not comply with these traffic laws shall be subject (as a minimum) to the penalties set out below. Depending on the specific circumstances of any infringement, the steward may increase these penalties.

- 1) 1st infringement: A cash penalty of a minimum \$200;
- 2) 2nd infringement: A time penalty of one hour;
- 3) 3rd infringement: Exclusion from the event.

5.6 Noise

Machines may be required to undergo a static noise test before or at any time during the event. Noise limit as per GCR 5.7 shall apply for the event. Any competitor whose machine,

due to damage or loss of components, ceases to comply with the Road Traffic Act may be required to withdraw from the event.

5.7 Anti-Doping Policy (prohibited substances)

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day.

By order of Motorcycling Western Australia, random drug and/or alcohol testing of participants (i.e. officials, competitors, mechanics, pit crew and any other person associated with the control, direction and operation of the competition) may take place prior to, or at any time during this event.

5.8 Protests and Appeals

Protests and appeals must be lodged in accordance with the provisions within the GCR's including the prescribed fee.

5.9 Code of Conduct

All competitors, Officials and crews are reminded of the Motorcycling Australia By-Law - CODE OF CONDUCT - as stipulated in the (GCR's) which is a guide to appropriate behaviour at all Motorcycle Race Meetings. This CODE OF CONDUCT applies to this Meeting and shall be enforced.

5.10 Complaints

Any complaints, verbal or in writing, shall be given to the Clerk of the Course. The Event Director and the appointed officials shall not receive accept or discuss any complaint during the running of the event.

6. INSURANCE AND PERMITS

6.1 Personal Accident Insurance

Personal accident insurance in excess of that provided through MA, is the sole responsibility of the competitor. It is strongly recommended that competitors give consideration to taking out weekly benefits insurance.

6.2 Vehicle insurance

Vehicle Third Party Insurance and/or Third Party Insurance and Comprehensive Vehicle Insurance is the responsibility of the competitor.

6.3 Ambulance Subscription Scheme

It is **compulsory** for ALL MOTO and QUAD competitors to be a member of an Ambulance Subscription Scheme, as they are liable to pay ambulance costs, and competitors are reminded that some medical expenses are not liable to be paid by Medicare. Proof of current compulsory Ambulance Subscription scheme will be required at pre-event documentation. It is strongly recommended that competitors give consideration to taking out medical benefits coverage. The organisers will not be held liable for additional ambulance costs.

7. MEDICAL SUPPORT

7.1 Ambulances

Fully equipped 4-Wheel Drive paramedic ambulances provide the basis of the ambulance support for the Event. The ambulance officers and paramedics who man the 4WD ambulances are fully trained to handle an emergency in remote areas.

7.2 Sweep & Recovery Vehicle Evacuation

In cases of minor injury, exhaustion, etc, the patient will normally only require minor treatment, first aid, etc, and transport to the overnight stop. In such cases, the doctor or paramedic in the sweep vehicles will provide the treatment and the patient will be transported in either a sweep or recovery vehicle.

8. EVENT ADMINISTRATION, DOCUMENTATION AND SCRUTINEERING

8.1 Documentation and Scrutineering

8.1.1 Pre - Event

All documentation checks will be made prior to the event at Documentation and Scrutineering and will include the checking of licences, ambulance cover and entry information, etc.

Upon receipt of entry, all competitors will receive written notification of documentation requirements and outstanding paperwork that must be completed prior to the event.

All competitors shall present for Documentation and Scrutineering on **Saturday 10th April 2010 between 1400hrs and 1900hrs at the WACC Clubrooms at 265 Hale Rd Wattle Grove**, unless other prior arrangements are made with the Event Director.

Vehicles must be presented in a ready-to-start condition (i.e. with all compulsory, optional equipment – especially navigation equipment (map rollers, odometers etc) on the vehicle and all competitor apparel). Scrutineers will be examining for safety and general compliance with these regulations.

Any motorcycle that does not comply with the provisions of the safety regulations of the Supplementary Regulations, shall not be permitted to start. However time will be allowed on the day to correct and adjust the motorcycle and re present to scrutineering.

First time entrants for navigational rallies can use this time to check their equipment set ups with experienced navigational riders and adjust as needed. There will also be a presentation about rider set up and preparation for a navigational event by experienced riders.

Offroad wheels and tyres are to be fitted and used throughout the event. Use of wheels and other parts other than those presented at Scrutineering may result in the rider being excluded from the event.

8.1.2 During Event

The competitor/entrant is responsible at all times of the Event for the technical conformity of their motorcycle. During the Event, scrutineers appointed by the Organisers may set up monitoring controls at which scrutineering for safety and general compliance with regulations may be undertaken.

The competitor/entrant alone shall be responsible for ensuring, at his own responsibility, that the identification marks attached during pre scrutineering are protected up to the end of the

event. Any fraudulent act that is recorded and, in particular the presentation of re-touched identification marks as being intact, shall also result in exclusion of the competitor, as well as that of any competitor who has aided or abetted the offence. This shall not prejudice any more severe sanctions that may be requested by MA over the competitor or the accomplice.

Particular attention will be paid to defective exhaust systems and other defects that could cause wild fires. Any vehicle found to be un-roadworthy by a Police Department or relevant Road Traffic Authority will be liable to exclusion.

8.1.3 Post Event

On arrival at the final control motorcycles may be placed in a Parc Fermé area for the post event scrutineering and will only be released by the authority of the Clerk of Course.

Venue: Nannup Rally staging area
Date: Sunday 18th April 2010
Time: TBA

Without it being an obligation, a complete and detailed check involving the dismantling of the motorcycle of a competitor ranking in the first places of a class, as well as of any other competitor, may be carried out at the complete discretion of the Steward, either acting on their own initiative or following a complaint, or on the advice of the Clerk of the Course.

8.2 Competitor Briefings

Briefings for all entrants, competitors, and support crews will be conducted on:

1. Friday 16th April 2010 at 1700hrs
2. Saturday 17th April 2009 at 2000hrs

at the Official Notice Board Nannup. It is **compulsory** for all competitors to attend and to sign the attendance form.

A competitor maybe excluded from the event for non-attendance.

8.3 Odometer Check

The organisers will provide an odometer check course near to Barnard Park, Busselton. Details to be published on the official Notice Board, from **1200 on Friday 16th April 2010.**

8.4 Road Books

Tulips used in the Road Book will be based on Standard Tulip Information. A description of the Tulips used will be included in each Road Book.

The Organisers will provide to each competitor a copy of the route instructions for the following leg, and any necessary special maps within two hours of the scheduled completion of the last rider from the previous leg. Such instructions shall have the same force as these regulations.

Reconnaissance is forbidden, whatever form that may be.

Any alterations to the schedules or route instructions will be in writing, generally posted on the official noticeboard.

The organisers reserve the right to abandon, alter or postpone the event should in the opinion of the organisers the course or any part thereof becomes impassable.

9. COURSE

The Event is scheduled to start in Busselton on Friday afternoon / evening. This is a demonstration event for the promotion of the Rally Moto Class and the bikes in general. Entrants may trailer their Motorcycles / Quads to Nannup for the start on Saturday morning. The event proper starts in Nannup on Saturday 17th April 2010 and will finish in Nannup on Sunday 18th April 2010. Moto and Quad classes will run to the same time schedule. Competitors failing to complete the course to the satisfaction of the Organisers will be penalised according to the special provisions in these regulations.

The event will consist of one demonstration stage and two (2) days approximately **400km in total length**. A day will consist of a number of sections (both "Selective" & "Road") between specified control points.

9.1 Busselton Parade and Show

It will be compulsory for all riders with their bikes/quads to be present at a parade and show in Busselton on Friday 16th April 2010. All riders will be required to join a parade around the super special night stage on the streets of Busselton to promote the RallyMoto concept. Note that this will not be a competitive element of the event. Dispensation for attendance may be granted on special request by the Event Director or Clerk of Course.

Following the parade all motorcycles and quads are to remain in an enclosed area for viewing by the public until released by the Clerk of Course.

9.2 Structure

Primarily the course will be structured for the Australian Rally Championship event and therefore may not be ideal for Moto and Quad motorcycles.

"Special Stages" will be competitive stages with a *time allowed*, set by the Organisers for late time purposes. Time actually taken to complete the section will be applied as a *penalty time*. The time taken in excess of the *time allowed* will be applied against the *late time limit*. All Selective sections will be conducted on private property and/or closed roads.

"Road" Sections will be non-competitive sections which will take crews from one Selective section to another, and will be on main roads where other road users may be expected. Time *taken in excess* of the time allowed, to the current minute, will be applied against the penalty time and late time limit. Early arrival (i.e. in less than time allowed) will be penalised.

9.3 Cut and Run

If a competitor chooses not to compete in a Selective section (for whatever reason) they may elect to miss that section but will have to miss all subsequent sections of the day. No further time penalties or late time will be applied but the crew will incur the "maximum" penalty for missing a section or sections, which shall be equal to 200% of the "Time Allowed" for that section in the case of the Selective sections, or 150% of the "Time Allowed" for Road sections.

A competitor may rejoin the Event only at the start of the next day.

A competitor may leave the prescribed course only at a major control and never from within a Selective section or a Road section. If a rider elects to "cut and run" (miss a section or sections) he/she MUST report his/her intention to the Clerk of Course by radio or if unable to report the intention to the Clerk of Course they must report at the next official Time Control at the beginning or end of the section from which they are withdrawing.

Failure to report the intention to "cut and run" may result in exclusion from the entire event. Furthermore, a rider may choose to miss a complete leg (eg: to effect repairs), however, the "maximum" penalty of missing sections will be applied.

9.5 Finisher

To qualify as a finisher in the event, a competitor must:

- ◆ Complete the course to the satisfaction of the officials, in total accordance to these regulations,
- ◆ Complete all Selective sections and all Road sections of the event.
- ◆ Have not been excluded from the event by the Steward or Clerk of Course for any breach of regulation.

10. FUEL and REFUELLING

Fuel is the sole responsibility of the competitor.

Only commercially available fuel will be used.

NO REFUELLING IS TO TAKE PLACE IN ANY SERVICE AREAS / MAIN STREET OF NANNUP. THE ONLY AREA PERMITTED FOR REFUELLING IS THE SERVICE STATION IN NANNUP.

You may use your own fuel / fuel containers at the service station or use a credit system, where you leave your credit card details with the station and finalise your bill on completion of the event.

The only exception to this rule is the 'splash and dash'. See 13.3

Motorcycle engines will be switched off during refuelling as per GCR.

Fuel for at **least 120km** (40 km of hard and 80 km of transport riding) will be required to be carried on the motorcycle. The existing fuel tank may be replaced or enlarged. Supplementary fuel tanks may be fitted providing such tank meets the safety requirement of the organisers.

Each competitor will be required to provide at scrutineering **two 10 litre** fuel containers with attached pouring nozzle with the riders name and number clearly attached. Such containers will be used for any Splash and Dash arrangements.

SPLASH AND DASH DETAILS WILL BE LISTED IN FURTHER BULLETINS.

11. CONTROLS, TIMING and SIGNS

11.1 Controls

Controls used throughout the Event shall be defined hereunder as:

1. Major controls – the locations will be disclosed in the route instructions. Major Controls are established at the beginning and end of sections for the purpose of recording time of arrival and departure.
2. Passage controls – the location of which may or may not be disclosed in the route instructions. These are established for the purpose of recording details of passage (including time) of vehicles on the correct route. Competing riders are required to stop and have their road card noted by the control official. The organisers also may place an unmanned electronic passage control for the monitoring of motorcycles.
3. Monitoring controls – which may or may not be disclosed in the route instructions, established in a Road section (eg to judge and record details of a riders speed). Monitoring Controls may not necessarily be established at the same location for the passage of all motorcycles in the Event. Failure to stop at a Monitoring Control when directed to do so by an official may render the offending competitor liable to exclusion from the Event. Monitoring Controls may also be situated at Refuel Zones.

11.1.2 Control Closures

Controls will only remain open until the late time limit is reached of the calculated time for the last competitor to start each Leg or the arrival of the sweep vehicle, which will be following the last recorded competitor. Riders arriving at a control after its closure will be deemed to have missed that section.

Once a single section has been missed, the rider will have to miss all subsequent sections of the day. No further time penalties or late time will be applied but the rider will incur the "maximum" penalty for missing a section or sections, which shall be equal to 200% of the "Time Allowed" for that section in the case of the Selective sections, or 150% of the "Time Allowed" for Road sections.

11.2 Starting Order

The starting order for Leg One will be determined by seeding of riders by the Clerk of Course based on performance at previous recent events or other available information. Competitors are required to submit previous competition information to assist with seeding. Competitors that fail to provide such information may not request a reseed.

The starting order will be issued at 1400 hrs on Friday 16th April 2010.

The starting order for Leg Two will be in order of the overall classification at the end of Leg One.

A bulletin will be issued detailing the starting order.

There will be a minimum time gap of three (3) minutes between the time of checking-in to a control to the due start time of the Selective Section to allow the rider to prepare for the start.

A two minute penalty will imposed on any rider failing to start within 60sec of the starting signal.

11.3 Timing

- ◆ Official time: Timing will be by official timepieces, set to Western Standard Time. No protest shall lie against the alleged inaccuracy of any timepiece. The Event will use A to B event timing system.
- ◆ Time allowed: The time limit for a competitor to complete a Selective or Road section without loss of late time. These time allowances will be specified in route instructions, and where exceeded, late time will start to accrue.
- ◆ Recording time of arrival:
- ◆ Finish times on Selective sections will be recorded to the second.
- ◆ Finish times on Road sections will be recorded to the current minute.
- ◆ Booking in early will not be permitted and any infringement will be penalised at the rate of two minutes per minute or part minute early.
- ◆ Late time lost on Selective or Road sections cannot be regained by booking in early at any major control. Neither shall time penalties for early arrival be taken into consideration when aggregating late time.
- ◆ Competitors **will** incur a time penalty for booking in early at the final control of a leg.
- ◆ Irrespective of time lost in any section, crews must report to the next section start so as to leave on time.

11.4 Signs

Control Signs at the Start of a Selective section will be laid out as follows:

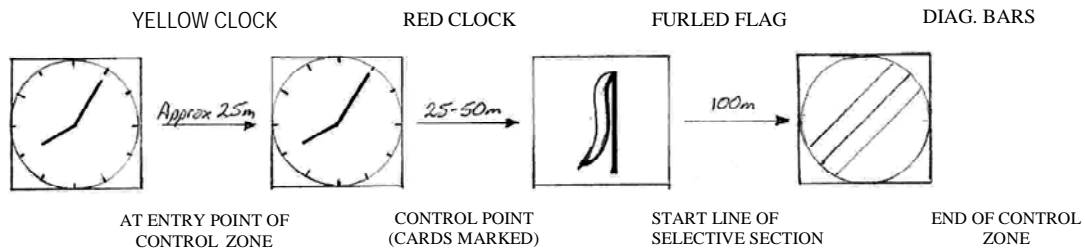
- ◆ Yellow warning sign with clock approx. 25 metres from control point,
- ◆ Red sign with clock at control point,
- ◆ Red sign with flag marking the start of the Selective section, and
- ◆ Red sign with diagonal bars indicating end of control zone,

Control Signs at the Finish of a Selective section will be laid out as follows:

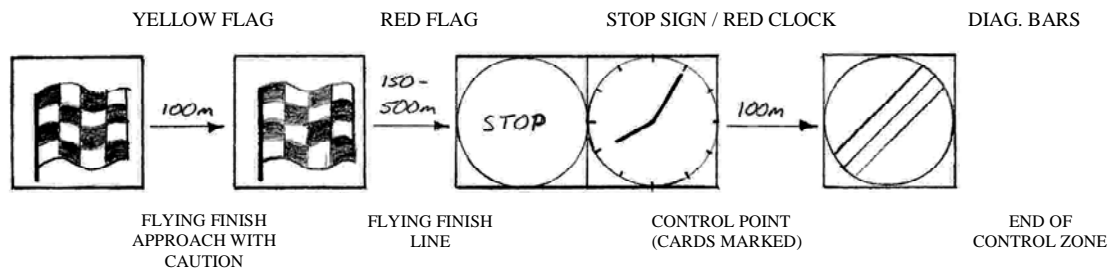
- ◆ yellow chequered flag about 100 metres before flying finish,
- ◆ red chequered flag at the flying finish,
- ◆ red stop and red clock sign at the control point, and
- ◆ beige sign with diagonal bars indicating end of control zone

CONTROL SIGN DIAGRAMS

'START' CONTROL (Start of Selective Section)



'FINISH' CONTROL (Finish of Selective Section)

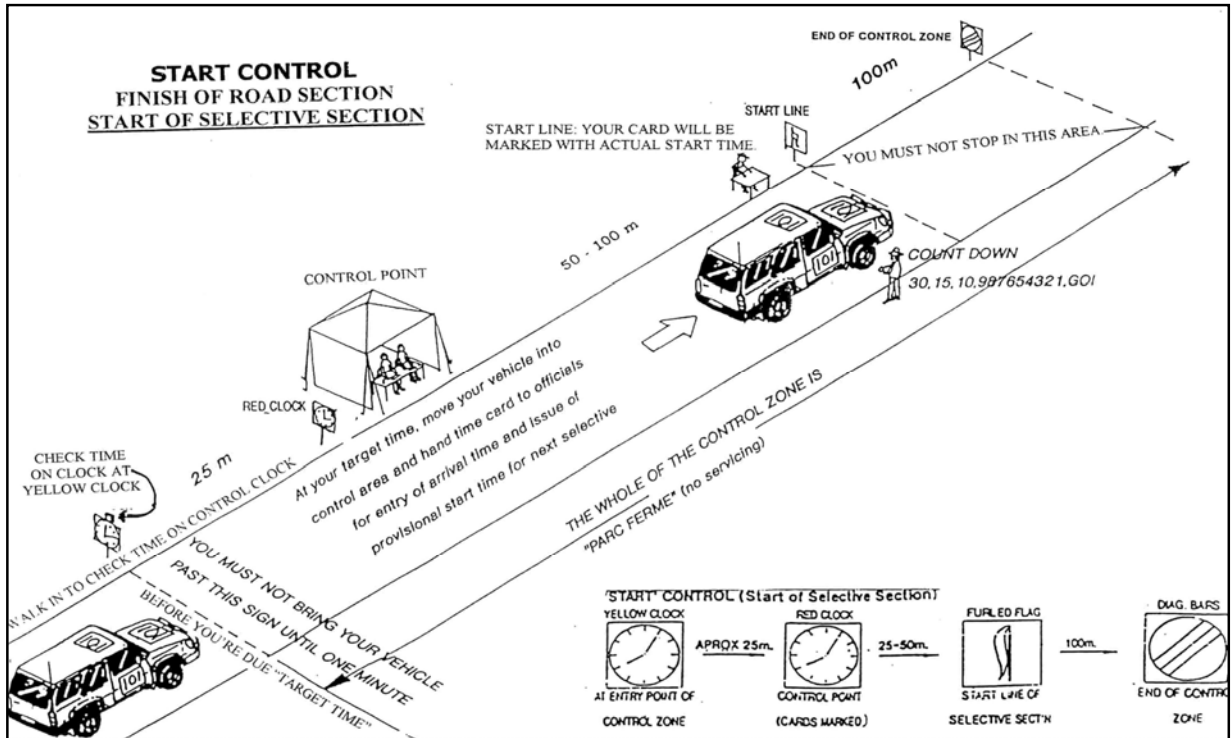


**THE WHOLE OF EVERY CONTROL ZONE IS 'PARC FERME'
- NO SERVICING ALLOWED**

CONTROL PROCEDURE START OF SELECTIVE SECTION

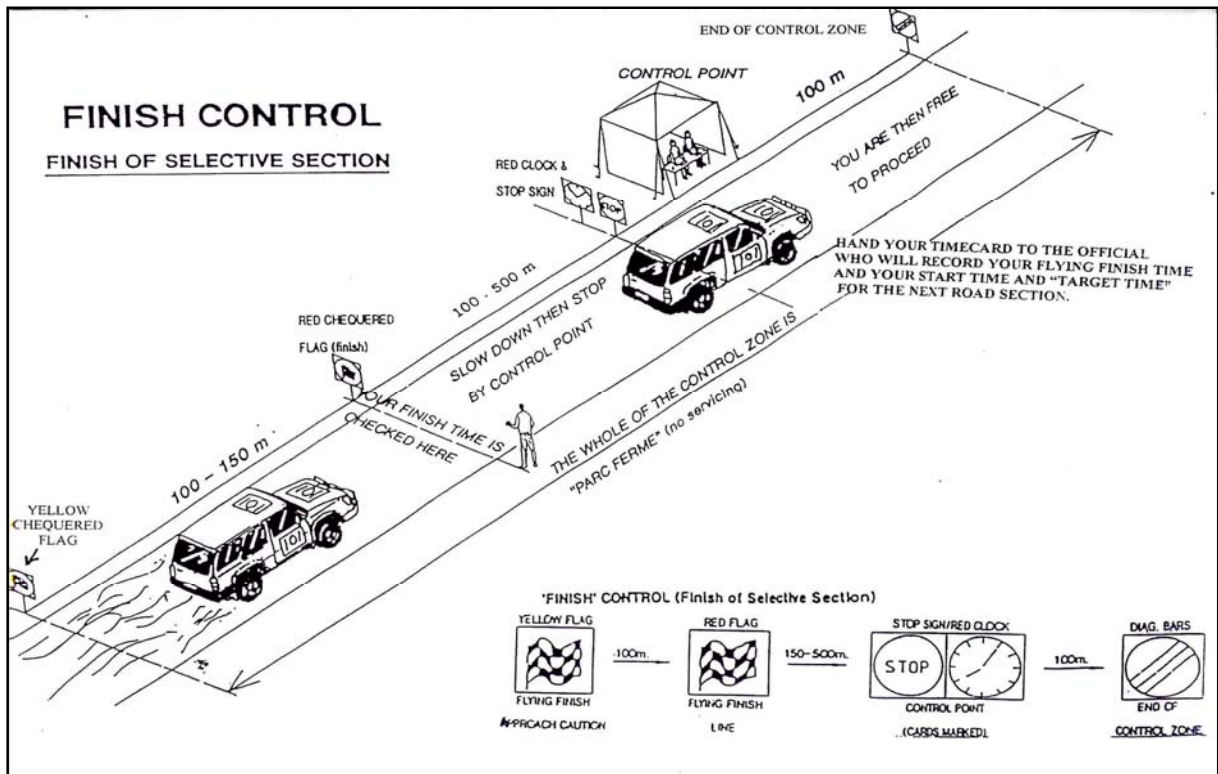
- a) At the finish of a Road section, the control official will enter the actual check-in time of the rider on the time card. Remember! The check in time is either the time the bike enters the control zone (i.e. passes the yellow "clock board ") or the time when the card is handed to the control official, which ever is the sooner. See diagram 'Start Control' following.

- b) The rider will be provided with a start time for the Selective section, which will be three (3) minutes after the actual check-in time of the Road section.
- c) The rider moves to the start line where he will be started at the exact minute following a countdown by the official.
- d) Intervals between successive bikes will be a minimum of one (1) minute.



FINISH OF SELECTIVE SECTION

- ◆ The control official will record the flying finish time of the rider as he passes the red chequered flag. See diagram 'Finish Control' following.
- ◆ When the rider stops at the control point the Flying Finish time is recorded on the time card.
- ◆ The control official then enters the start time for the next Road section. This is the competitors Flying Finish time but with the seconds disregarded (e.g. Finish= 15.23.45, then start = 15.23)
- ◆ The competitor leaves at once. **There is no countdown.**



11.5 PASSAGE CONTROL

In order to check that the competitors are on the correct route, passage controls may be set in place. The route instructions may specify their exact location. These locations will be identified by:

- ◆ yellow sign with stamp about 100 metres before the passage control point,
- ◆ red sign with stamp - competitors will be held long enough to have identifying stamp recorded on their time cards, and
- ◆ Beige diagonal stripes (end control).

PASSAGE CONTROLS MAY BE LISTED IN ROUTE INSTRUCTIONS AS **PRPC**
(POSSIBLE ROUTE PASSAGE CONTROL)

11.6 Special Stages

Selective sections are speed tests. Competitors are forbidden to ride in the opposite direction to that of the official route under pain of penalties up to exclusion.

It is forbidden to stop between the yellow warning sign, the red chequered flag at the red Flying Finish and the red stop at the control point. **Riders may not pass another competitor between the red Flying Finish board and the red stop at the control point. Riders stopping in this 'banned' area may be penalised up to exclusion.**

Riders are also forbidden to exceed the speed limit set within a Quiet Zone under pain of penalties up to exclusion.

11.7 Start Procedure for Special Stages

The organisers are using digital display clocks to indicate the competitors start time for each Selective section.

These digital displays will be positioned adjacent to the start line and in clear view of the competitor. The time to start will be indicated on the competitor's time card and it will be the responsibility of the competitor to start as the start time appears on the digital display. A marshal will observe the start and any instances of jump starting will be reported for appropriate action.

11.10 Overtaking / Course Obstruction

Any competitor wishing to overtake another competitor shall give warning of his intention to assist safe passing when necessary.

A competitor about to be overtaken must allow the overtaking rider to do so immediately, by moving to the side of the road/track and, if necessary, slowing or stopping. At any control a rider may request that another rider be permitted to start ahead. Provided there is not more than two minutes between the riders being booked into the control, this request may be granted by the official in charge of the control.

Any rider reported to the Organisers as deliberately baulking, obstructing or shunting another rider will facilitate action to be taken by Clerk of Course or the Steward, with a penalty up to exclusion.

Should a competing motorcycle be stopped and obstructing the passage of a following rider, the following rider may request, and must be given, assistance to pass, unless the rider of the obstructing motorcycle is incapacitated through injury. (Note: Time loss through moving obstructing motorcycles cannot be claimed back from the Organisers).

11.11 Compassionate Time Refund

All refunds of compassionate time for stopping to assist at an accident shall be arbitrated and agreed upon by the Clerk of Course. All applications must be lodged in writing within 4 hours of the end of leg or day.

11.12 Accidents

In the case of accidents, delays may be incurred by the following riders. Upon application these times may be nullified. Adequate written proof of these circumstances must be such as to satisfy the Organisers. Riders claiming time lost through such delays must record the number of the motorcycle/s involved, and if possible, obtain the signature of the assisted riders certifying the time stopped at the location. These details are to be noted on the assisting riders time card.

For legal purposes, any incident resulting in death or injury to stock and/or damage to property (including fences and gates) must be reported to the Organisers in writing (eg. by use of the Incident Report Form in the Route Instructions) as soon as possible by the crew concerned.

Failure to report such an incident may result in the riders being penalised up to 60 minutes per incident, or higher at the discretion of the Steward upon recommendation of the Organisers.

Failure to report an accident involving a member of the public will result in penalties up to exclusion, with the potential for additional penalties at the discretion of the Steward.

11.13 Record of Performance

Details of the performance of each motorcycle throughout the Event shall be recorded on a time card issued for that purpose. A duplicate record of the performance at each control shall be made on a control card. Any amendments to this procedure will be advised in a Bulletin or the route instructions. The Clerk of Course reserves the right to apply penalties at his discretion for the loss of a time card. The deliberate falsification of a time card may result in the competitor being excluded.

11.14 Changes and Alterations

The Clerk of Course in his absolute discretion reserves the right to abandon, alter or postpone the Event should the course or any part of it becomes impassable. The Clerk of Course may neutralise any section, or sections, or the Event, remit any penalties, regroup the field as to running order, re-time any part of the course, or terminate the Event at any time. Any alterations to the schedules or route instructions shall be in writing. At no time shall verbal advice take precedence.

11.15 Towing

In the context of this regulation, towing shall also mean pushing or carrying by outside assistance or other competitor. Towing of a Moto or Quad by another competitor is allowed, but only outside of control zones, it may NOT be towed through a control zone. Instances of dangerous or reckless high speed towing will not be tolerated and will subject both towing and towed motorcycle to penalties up to and including exclusion.

Towing must always be undertaken in a safe manner.

11.16 Provisional and Final Results

Provisional results will be posted on the Official Notice Board Nannup at the conclusion of the Event at a time to be announced, and subject to the resolution of any protests shall become final 30 minutes after posting.

12. Competitor Safety

If a competitor breaks down during a Selective section they must ensure that they are a safe distance off the course to ensure their safety and to allow sufficient warning to oncoming competitors. Please also ensure that the OK sign is still visible to passing competitors.

12.1 Non-Injury Stoppage on a Competitive Section

In the event of a stoppage by a rider where **no medical assistance is required**, the rider must:

- ◆ Place the OK sign (given out at Documentation) in such a position that it remains clearly visible to all following riders.
- ◆ The rider is to stay as close to their motorcycle as is safe and practical.
- ◆ If able to get the motorcycle going, and able to move it, **do not** leave the stage via another route – proceed for the full length of the stage, in the correct direction.

12.2 Accident involving Injury

Any rider involved in an accident requiring assistance for a trapped or injured rider should:

- ◆ Display the SOS sign (given out at Documentation) in a prominent position, visible to following riders.

- ◆ After the first two following riders have acknowledged the SOS sign, display the OK sign to the rest of the field.

12.3 Any rider coming upon another rider involved in an accident must:

- ◆ **Stop**, if the SOS sign is displayed or if there is no visible sign displayed, and render assistance.
- ◆ If possible, contact Event Command by radio or mobile phone, noting motorcycle number, cumulative distance to the accident site, and if known, general details of injuries sustained.
- ◆ If unable to contact Event Command, write down the accident details, stop the next rider and have them proceed immediately to the next SOS point or Control location with the accident details.
- ◆ At the first practical time, fill in an incident report fully detailing the incident, and pass it to an event official.

Failure to comply with these regulations will result in a report to the Steward. A penalty can be applied at the discretion of the Steward up to exclusion.

13. OUTSIDE ASSISTANCE AND SERVICING

13.1 Outside Assistance

Outside assistance or servicing is banned and is defined as a competitor receiving assistance from another person who is not officially registered with or authorised by the organisers to give such assistance, and a penalty of up to exclusion may be applied.

Assistance or servicing may be given by a competitor to another competitor who is participating in the event. Casual assistance by officials of the event may be given to crews, but not on either a regular or pre-planned basis. Supply or carriage of parts, fuel, spare tyres, etc, by official vehicles is prohibited.

The carrying of any equipment, or provision of any support whatsoever (including personal luggage) for a rider by a person not competing in the event, or not officially authorised to do so by registration as service personnel or a service vehicle, will be deemed to be outside servicing.

Riders who have withdrawn from the event must remove their motorcycles competition numbers and may not service or assist other riders during the course of a leg from then on without permission from the organisers.

Servicing by crews will not be permitted in Parc Fermé or control areas, except that in control areas lights may be cleaned and drinking water bottles refilled. Service personnel and mechanics/team managers are permitted to service vehicles only at overnight compounds, or official service zones during a leg.

Under pain of a three minute time penalty, riders are permitted to "live off the land" during the running of a leg, whereby it is permitted to receive assistance from such as a motor dealer, welding works, farm or other workshop in order to repair the motorcycle sufficiently to enable completion of the current leg. However to avoid further sanctions, all such instances must be reported to an official within 30 minutes of the rider arriving at the end of leg. Such report to fully explain the circumstances of the assistance and names & contact numbers of the outside parties involved. Under no circumstances can such assistance be the result of any arrangements or enquiries made prior to the commencement of that leg. Should the circumstances of the outside assistance not be reported in time, be deemed to have been non essential or the result of prior arrangements, the Clerk of Course will present the details to the Steward who may impose a penalty, including exclusion.

After reporting to the end of leg control, a rider may lodge application with the Clerk of Course for the motorcycle to be taken to a nearby workshop for the purposes of making repairs. Approval for such work may be granted at the absolute discretion of the Clerk of Course who will ensure that such work is supervised by a nominated official. Under no circumstances can such work be the result of arrangements made prior to the commencement of that leg of the event.

13.2 Service Personnel

Service personnel may not work on a competing motorcycle or in any way assist any competitor during the course of a day's competition outside the boundaries of the overnight compounds or the official service zones.

Service personnel and/or service vehicles are not permitted to meet by pre-arrangement with any competing motorcycle during the course of a leg's competition, with the sole exception of the official service zones.

The positioning of a service vehicle or any service personnel in any other position, which would facilitate a rendezvous with a competing motorcycle, will be deemed as a breach of this regulation. Any breach of this regulation will be reported to the Steward who may impose penalties up to exclusion.

All service vehicles will be restricted to travel on specific routes, and will not at any time be allowed to travel on the special stages or enter any control area. Service vehicles detected on any roads other than those authorised will be deemed to be in breach of these regulations and will be reported to the Clerk of Course who may impose a penalty up to and including exclusion of the relevant competitor(s), the offending service vehicle and/or personnel from further participation in the event. Only in extraordinary circumstances may a variation to this regulation be authorised, and then only by the Clerk of Course or his nominated Deputy.

13.3 Service Zones and Refuel Zones

Servicing and refuelling of a competing motorcycle by service crews may be carried out only at official service and refuel zones which will be listed in the road books.

Refuel Zones, will also be included in the itinerary. Service is NOT permitted at Refuel Zones within the designated boundaries as indicated by refuel zone signs, only refuelling operations may take place within these zones except for the consumption of food and water by the competitor/s, the replenishment of food and water is also permitted.

Refuel Zones may only take place in the service station at Nannup and at the designated Refuel Zone for the Splash and Dash. This area will be clearly marked and your fuel will be made available there when required. A full explanation of the Splash and Dash will provided at the riders brief.

13.4 Service and Support Vehicles

Riders must provide their own service vehicles.

Service vehicles may not have trailers fitted at the Nannup main street service location. Trailers must be disconnected and left at the Rally camping or staging areas.

14. OFFENCES, BREACHES AND PENALTIES

14.1 Offences/Breaches requiring a Hearing by the Steward

Riders alleged to have committed the following offences shall upon being found guilty of a breach be subject to such penalty as the Clerk of Course may impose (eg: fines, time penalties, exclusion from a group or class, exclusion from the Event):

- ◆ Misrepresentation of details relating to the eligibility of competing motorcycle and/or competitor,
- ◆ Failure to comply with the Organisers safety requirements,
- ◆ Failure to obey any reasonable instruction of an official,
- ◆ Deliberate baulking or shunting of a competitor, or obstruction of the course,
- ◆ Wilful damage to, or interference with public or private property,
- ◆ Wilful interference with course markers,
- ◆ Falsification of entries on time card,
- ◆ Exceeding statutory speed limit by more than 15%, as recorded by the Organisers or reported to the Organisers by the relevant authorities,
- ◆ Acting in a manner detrimental to the interests of the Event or motor sport in general,
- ◆ Failure to report to the Organisers an accident involving a member of the public,
- ◆ Failure of a competitor to wear a safety helmet, after due warning by an official,
- ◆ Failure to stop at a monitoring control when directed to do so,
- ◆ Carriage and/or consumption of intoxicating liquor, or prohibited drugs,
- ◆ Carriage of firearms,
- ◆ Booking in early at the end of Road sections,
- ◆ Failure to close a gate to the satisfaction of the Organiser,
- ◆ Removal of a vehicle from an impound without the written permission of the Organiser,
- ◆ Servicing outside nominated service areas,
- ◆ Failure to report intention to “cut and run” to the major control at the start or finish of the section from which the competitor is withdrawing, and
- ◆ Receiving outside assistance from ANY registered service crew other than in a designated service area.
- ◆ Other breaches of the relevant MA regulations.

14.2 GENERAL PENALTIES

The following penalties will be applied by the Clerk of Course and / or Steward. The omission of any particular offence, breach or penalty in this article does not imply that it does not apply.

Clause	Penalty
Carriage or consumption of alcohol during day/s competition	Up to Exclusion
Carriage of firearms	Up to Exclusion
Failure to attend compulsory briefings	Up to Exclusion
Changing of motorcycle categories	1 hour
Failure to carry water as specified	Up to Exclusion
Carrying fuel in a back-pack or on person	Exclusion
Replacement of rider	Exclusion
Incorrect placement of racing plate; or missing racing plate	15min
Absence or falsification of identification mark	Up to Exclusion
Lateness at arriving to a section	1min/min or part minute
Failure to follow course in road book	Up to Exclusion
1 st infringement of traffic regulations	\$200
2 nd infringement of traffic regulations	1hr
3 rd infringement of traffic regulations	Exclusion
Unsafe transport or towing of a motorcycle	3hr
Receiving outside assistance or servicing	Up to Exclusion
Failure to report “Live off the Land” servicing	1hr
Receiving outside assistance or servicing	Up to Exclusion
Breach of refuel regulation	Up to Exclusion
Unauthorised alteration on time card	Up to Exclusion
No entry on time card; failure to hand in time card	30 min
Loss of time card	15min
Presenting time card without presence of competition vehicle	Up to Exclusion
Failing to advise intention to Cut & Run	Exclusion
Entering control zone incorrectly 1 st offence	1hr

2 nd offence	Up to Exclusion
Failure to follow instruction of official	Up to Exclusion
Reporting early at end of Road section	2min/min or part min
Reporting late at end of Road section	1min/min or part min
Penalty time on Selective Section	time taken to second
Exceeding late time on third occasion	Exclusion
Missing Passage Control, missing PC stamp on Time Card	30 min
Short Cutting course to gain advantage	Up to Exclusion
Traversing in opposite direction on Selective Section	Exclusion
Remaining on Start Line for more than 60 seconds after start signal given	2 min
Refusal to leave Selective startline at time & position allocated	Up to Exclusion
Failure to observe closed park (Parc Fermé) regulations	Up to Exclusion
Rider unable to present motorcycle with engine running	1min/min late
Late scrutineering without prior arrangement	\$100
Fraudulent act	Up to Exclusion
Deliberate Interference with course markers	Exclusion
Failure to close a gate when required to do so	Up to Exclusion
Failure to observe quiet zone	
1 st offence	30min
2 nd and subsequent office	60min

15 MOTO and QUAD - GENERAL PRESCRIPTION

15.1 COMPULSORY ITEMS or EQUIPMENT

15.1.1 Fuel Storage

Fuel for at least 40 kilometres hard riding plus 80 kilometres of normal riding will be required to be carried on the motorcycle/quad. No protest shall lie against the failure of any motorcycle/quad to cover the minimum distance of 120km whatever the nature of the terrain. The existing fuel tank may be replaced or enlarged. Normally, the tank should be fitted between the rider's crotch and the steering stem, but approval will be given by the organisers to alternate or supplementary fuel tanks being fitted, provided such tanks meet the safety requirement as may be determined by GCR 12.8.2.1. Where a larger tank is fitted the original seat may be modified (if possible), or alternatively a different or special seat is permitted. The carrying of fuel in a back-pack or by any other method on the rider's person is **FORBIDDEN** and the penalty is exclusion. Fuel **MUST NOT** be carried in any external container mounted on the fuel tank in front of the rider.

15.1.2 Safety Helmets

Safety helmets must be worn at all times when the motorcycle is in motion. The helmet must carry the standards decals approved under rule 01.70 of the FIM Technical Rules, as follows:

Recognised International Helmet Approval Marks:

Europe ECE 22-05 'P', 'NP', 'J'
USA SNELL M2005
Japan JIS 8133 2000

Recognised Australian Helmet Approval Mark:

Recognised approval marks are shown in the 2010 Manual of Motorcycle Sport Appendix 1 page 249.

15.1.3 Map Reader

Route instructions for motorcycles will be printed on paper 148mm wide to suit a standard 'Acerbis' map reader or similar equipment. Note that as there are no 'cross-country navigation' sections in the event, GPS equipment is not required.

15.1.5 Protective Clothing

Riders are required to wear protective clothing as approved by MA in GCR's 11.1.1 for use in Enduro & Reliability Trials.

The following standards should be regarded as a minimum only:

- ◆ Leather or approved boots which provide protection to ankles and calves. Should leather trousers and one-piece leather suits not provide full cover to calves, boots must be of a length to cover calves so that no part of the flesh is left uncovered when the rider is in competition. Soft leather sole boots and rubber boots are not acceptable.
- ◆ Jackets shall be of leather, reinforced nylon or waxed cotton which leaves no part of the flesh uncovered when the rider is in a racing position. One piece suits of leather, waxed cotton or reinforced nylon may be used as an alternative. The rider may wear a jersey in lieu of a jacket. Jerseys must be of a close knit fabric of natural or synthetic fibre and shall be a snug fit. Trousers should be snug fit leather or similar durable synthetic or natural material so that no flesh is left uncovered whilst the rider is in the racing position. Trousers other than leather shall be a recognised type of motorcycle trouser.
- ◆ Protective gloves of leather or other material of similar or greater durability must be worn.

15.1.6 Protective Eyewear

Riders shall be required to wear eye protection and/or goggles. Spectacles and sunglasses must be of a shatter proof material.

15.1.7 Portable Fuel Containers

All competitors are required to present at scrutineering one (1) 10 litre jerry can with pouring spouts attached with their name and competition number clearly labelled. These jerry cans will be used at the splash and dash refuel locations. This must be an approved fuel container.

15.1.8 Identification

At pre-event scrutineering the organisers shall supply compulsory motorcycle identification numbers and sponsor decals. Entrants are to ensure that there is sufficient space provided for affixing of race numbers above the headlight and on each side panel with white backgrounds. Sponsor decals shall be attached at official's discretion. These shall be attached to the motorcycle in a manner approved by the organisers and shall be maintained in good order and condition throughout the event.

15.2 OPTIONAL EQUIPMENT

Competitors are advised to strongly consider the following equipment:

15.2.2 Navigational Equipment

Navigational equipment and additional instruments may be fitted. The fitment of an accurate odometer is strongly recommended. However map rollers are compulsory and will be checked at scrutineering prior to the event.

15.2.6 Horn

An audible horn is **recommended** on all motorcycles. In addition it is recommended that audible warning devices (horns) over and above that provided by the motorcycle manufacturer be fitted, and should be considerably louder than the standard horn.

15.2.7 Protection

Protection may be provided for headlamps, handlebars, sumps, and levers for clutch, gears and brakes.

15.2.9 Back Packs / Hydration Packs

If back packs are worn by a rider it is **recommended** that they have quick release buckles for easy removal in case of an accident.

15.3 NON-COMPULSORY ADVERTISING ON MOTORCYCLES

Riders shall be free to affix any advertising on their motorcycles provided that it:

- ◆ Is authorised by the FIM Rules and the laws of Australia. (Note: All tobacco advertising is prohibited by Government law in Australia)
- ◆ Is not contrary to public decency and customs
- ◆ Does not intrude on those areas which are reserved for the plates or sponsor signage



WA Trail & Enduro Motorcycle Club

Presents



Rider No



2010 Quit Forest Rally Moto

Paid

RIDER'S DETAILS

NAME: _____

ADDRESS: _____

Email address: _____

PHONE: (H) _____ (W) _____ (M) _____

DATE OF BIRTH (If under 18): _____

MWA LICENCE No: _____ Club Membership No _____

MOTORCYCLE DRIVER'S LICENCE No: _____

Emergency contact in case of accident NAME _____ (P/M) _____

Medical allergies: _____

I have Ambulance Coverage I do not have Ambulance Coverage and agree to pay any costs associated with Ambulance Transportation as a result of

MOTORCYCLE DETAILS

MAKE _____ CAPACITY _____

REGISTRATION NUMBER _____ Motorcycle Stroke = _____ mm

ENTRY DETAILS

E1 0-250cc E3 Over 550cc - Open

E2 Over 250cc - 550 Q1 0cc - Open cc 4 Stroke

Entries will not be accepted unless the indemnity on the back of this form is completed. By signing this entry form I declare that the motorcycle detailed above is registered and I have the correct class of motorcycle licence.

Entry Fee: = \$500.00

NOTE: Late Entry Fee (@ Event Directors discretion) \$100.00

The above entry fee is for both Motos and Quads

POST ENTRY FORMS TO

**The Event Secretary
QUIT Forrest Rally Moto
10 Vista Grove
Mt Nasura WA 6112**

PAYMENT DETAIL You may pay by Cheque, Money Order or Bank Transfer (BSB 306 055 A/C 4197937)

If you are paying by Bank Transfer please enter the date of the transaction / /

ENTRY FEE \$500.00

TOTAL PAID \$

Please Circle

I am paying by: Cheque / Money Order / Bank Transfer (perferred)

Make Cheques and Money Orders payable to the **WA Car Club**