

**CESSNOCK MOTORCYCLE CLUB
PRESENTS**

**THE AUSTRALIAN
POSTIE BIKE
GRAND PRIX**

SUNDAY 18TH OCTOBER 2026



CESSNOCK

**EVENT: CESSNOCK MITSUBISHI
2026 AUSTRALIAN POSTIE BIKE GRAND PRIX**

DATE: Saturday 17th and Sunday 18th October 2026

VENUE: Streets of Cessnock's Central Business District

Track License Number: TBA

Event Contact: Lyndel Butler 0411194315

Event Key Officials: Steward – Steve Squires

Clerk Of Course – Bruce Rankin

Race Secretary - Lyndel Butler

Technical Officer – Matt Degraaf



1. ANNOUNCEMENT

The Cessnock Motorcycle Club, hereafter called the PROMOTER will conduct Cessnock Mitsubishi 2026 Australian Postie Bike Grand Prix for Honda brand CT110 step thru motorcycles with a capacity not exceeding 110cc on the streets of Cessnock's Central Business District, on Saturday 17th & Sunday 18th October 2026.

2. JURISDICTION

2.1 The abovementioned meeting has been authorised by Motorcycling NSW which has issued the Motorcycling Australia Permit Number [Insert Permit Number] and is open to holders of current Motorcycling Australia Senior National License or One Event License.

2.2 The meeting will be held in accordance with the current [GCR's – Manual of Motorcycle Sport and rules](#), These Supplementary Regulations, and any final instructions approved by MNSW. By entering this meeting all parties agree to comply with these rules, regulations, by-laws and instructions.

3. EVENT OFFICIALS

The following officials will be overseeing the meeting:

Steward: Steve Squires

Clerk of Course: Bruce Rankin

Race Secretary: Lyndel Butler

Technical Officer: Matt DeGraaf

4. ENTRIES

4.1 Entries are now open via Ridernet and close 2nd October 2026 at 20:00pm.

4.2 In the case of postponement or abandonment of the meeting, all or any part of the entry fee may be retained by the Cessnock MCC if such retention is approved by MNSW.

4.3 Only entries received on ridernet will all details included will be accepted.

4.4 Entry fees will only be refunded if a rider informs Cessnock MCC in writing, 10 days before the event. A medical certificate is required if a rider withdraws less than 10 days before the event.

5. ENTRY FEE

5.1 Postie Bike GP team: \$480.00 (Team Members: – 2 riders and 3-pit crew (which includes a team manager)

5.1.1 Women's Race: \$140.00 (1 rider and 1 pit crew)

5.2 Payment on Ridernet only.

5.4 Include your email address for any final instructions.

6. PIT AREA PASSES

The pit lane area is only accessible to those team members included on entries i.e.

Two riders and three pit crew per team.

Arm bands will be supplied with an entry package at sign on.

No children under the age of 16 will be permitted in the pit area.

7. INSURANCE

7.1 Those who hold an MA licence current for the duration of the Event, and officials, who are signed on for the Event are covered by MA's National Personal Accident Scheme which provides basic cover for rehabilitation expenses and death and permanent disability benefits. For more information see [Insurance – Motorcycling Australia \(ma.org.au\)](https://ma.org.au).

7.2 Ambulance Insurance is compulsory for licensees. It is strongly recommended that competitors give consideration to taking out weekly benefits insurance.

8. MEDICAL SERVICES

A full medical service will be in attendance for the duration of the meeting by Emergency Services Australia.

9. SCRUTINEERING

10.00am to 6pm: Sign on and Scrutineering. Dyno of all bikes and quarantine at the Pedens Hotel, 196 Vincent St, Cessnock NSW. Enter the car park at the rear of the hotel via Cumberland Street. All bikes must have a full tank of fuel at scrutineering no bikes can be refuelled within the car park.

10. CLASSES OF COMPETITION

The Australian Postie Bike Grand Prix 2026.

Cessnock Cup

Female Postie Race

Bikes must be as follows:

- A) Honda brand CT110 Step through motorcycles
- B) Tyres: are to be standard or of a road legal type. Size not to exceed 2.75 x 17 and to be rated E1/E2/E3/E4 or DOT rated approved or Dunlop TT900GP.
- C) Slicks and/or grooved slicks tyres will not be allowed.
- D) Capacity not exceeding 110cc.
- E) The upper limit set for qualification will be maximum horsepower to the rear wheel is set at 6.3 horsepower hot or cold.
- F) Gearing standard 15-45
- G) Handlebars are to be standard or a similar bar or style (e.g. pro taper XR50) no clip on or bar below top triple clamp.
- H) Exhaust standard – no baffle removed.
- I) Induction: system is to be standard air box, filter, carburettors, piping positioning, choke mechanism in place.
- J) **Drain plug and fill plug to be drilled and lock wired.**
- K) Crankcase breather overflow bottle to be fitted.
- L) Standard 95/98 pump fuel only to be used – no other fuels to be used. May be tested
- M) All bikes entered will be ridden as per the race format provided. Those machines progressing to and finishing in the top 10 of the GP events will be quarantined directly after the event and subjected to a dyno and if needed pulled down by your mechanic and measured by an accredited measurer to ensure that bike complies with Australian Postie Bike GP Rules point 19.

11. ENTRIES IN CLASS

Postie Bike GP Limited to 72 teams

Women Postie Race Limited to 36 teams

12. STARTS AND FINISHES

Starts as per Point 36 – Australian Postie Bike GP Rules contents point 10.

Finish as per Point 36 – Australian Postie Bike GP Rules contents point 18

13. FLAGS AND SIGNALS

Flags and Signals procedure as per [GCR's – Manual of Motorcycle Sport](#).

14. RACE FORMAT

1) Postie Bike Grand Prix:

- a) Parade Lap 9.00am Sunday
- b) Followed by a sighting lap for each rider in the team.
- c) Each team will contest a 20-minute practice/qualifying heat in grids of a maximum of 36 teams on track at once.
- d) Team allocation for practice/qualifying sessions will be printed in program and/or final instructions.
- e) Two Qualifying Heats races of 20 laps will be seeded to ensure a fair spread of abilities across heats.
- f) Teams must change rider on a minimum of 3 occasions during the 20-lap heat
 - A single rider must not ride more than 12 of the 20 laps in a heat.

g) The first eighteen (18) teams from each heat, will contest

The Australian Postie Bike Grand Prix 2026) The Cessnock Mitsubishi Australian Postie Bike Grand Prix 2026
Held over 90 minutes plus one lap.

2) Cessnock Cup

Teams placed 19th to 36th in each heat will go through to the

SMW Drilling Services Cessnock Cup

Held over 1 hour plus 1 lap.

3) **Postie Bike Women's Premi Air Hire Wine Country Cup**

a) Limit of 36 entries. Only competing teams can nominate a female rider on their team bike.

b) 1 x 15-minute practice qualifying session to determine start positions for the Postie Bike Women's race.

c) Postie Bike Women's race will be held over 12 laps.

All results will remain "Provisional" until ratified and confirmed by Motorcycling NSW.

15. EVENT SCHEDULE

Saturday 17th October 2026

10.00am to 6pm: Sign on and Scrutineering. Dyno of all bikes and quarantine.

All bikes must have a full tank of fuel at scrutineering no bikes can be refuelled with in the car park area of the hotel

6:00pm to 11:00pm: Welcome Street Party for Teams and Crews to meet the General Public at Peden's Hotel.

Sunday 18th October 2026

09.00am: Parade/sighting laps X 2

09.20am: Group A (36 Teams) 20-minute practice/qualifying

10:00am: Group B (36 Teams) 20-minute practice/qualifying

10:40am: Ladies: 15-minute practice/qualifying

11:20am: Heat One of 36 teams 20 Lap qualifying race for Grand Prix

12:15pm: Heat Two of 36 teams 20 Lap qualifying race for Grand Prix

1.00pm: **SMW Drilling Services Cessnock Cup** up to 36 teams for one hour plus 1 lap

2.30pm: **Postie Bike Female PremiAir Hire Wine Country Cup** 12 laps

3.00pm: **Australian Postie Bike Grand Prix** 36 teams for 90 minutes plus one lap

*All times listed above are subject to change

*Confirmation will be advised at riders briefing on race order

For the purposes of drug and alcohol testing the commencement of the meeting will be deemed to be 10.00am Saturday and 7.30am Sunday, the completion of the meeting for the participant being when the participant has vacated the venue.

16. AWARDS AND PRIZE MONEY

Australian Postie Bike GP Race.

First Prize. \$1,000.00.

Second Prize. \$500.00.

Third Prize. \$250.00.

A giant cheque for first place and prize money cheques will be presented at the presentation following the Grand Prix. The first 10 bikes will be checked on the dyno to confirm bikes comply with the rules within these regulations before any prize money or awards are presented. If a bike does not comply the team will be excluded from the results.

Cessnock Cup

First Prize. \$500.00

Second Prize. \$250.00

Third Prize. \$100.00

Wine Country Cup Female Race

First Prize. \$500.00

Second Prize. \$250.00

Third Prize. \$100.00

17. PAYG

PAYG Withholding affects the payment of prize money. If you do not provide an ABN or declare the sport is a hobby, the Promoter must withhold 46.5% of prize money over \$50.00 which is otherwise payable to you. Tick one of the boxes on the entry form and if appropriate provide your ABN to ensure the full amount of prize money is paid to you.

18. PRESENTATIONS

Presentation of awards will be conducted after the event.
Final information on this will be given at the riders' briefing.

19. MACHINES AND RIDERS

19.1 All machines entered must comply with the current [CCR's – Manual of Motorcycle Sport and rules](#) for the Australian Postie Bike Grand Prix listed at Point 36 contents point 19

19.2 Change of machine – Team Manager needs to provide this in writing to the Clerk of Course – no later than 30 minutes before the start of the race. The replacement machine used must also have cleared scrutineering

19.3 Noise and/or Fuel Testing and measuring of cylinders may be carried out at any time during this meeting. If any officials see any modification within the pits without prior consent from the Clerk of the Course and the Scrutineer, penalties will apply from time penalties up to exclusion

19.4 On Board Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted

19.5 All bikes to be identified by vin and engine numbers which will be recorded on your scrutineer card

19.4 Protective Clothing and Equipment.

Helmets must meet Australian – European – USA – Japanese – FIM Standards as per page 262 in

[2026 MoMS Chapters 1 to 17 17.03.2026.pdf](#)

Clothing:

A one- or two-piece suit constructed of leather or other material of similar or greater durability. Where suits and jackets are fitted with front opening slide fasteners; a safety strap must be fitted and secured at the neck. Provision must be made to attach the jacket securely to the trousers while competing when wearing a two-piece suit (using zips, press studs, laces etc.), and

The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:

a) Shoulders, b) Elbows, c) Both sides of torso & hip joint, and d) Knees.

A one-piece suit constructed of leather, reinforced nylon, or waxed cotton.

A jacket or jersey made of;

a) Leather, or

b) Close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms, or

c) Waxed cotton. And trousers made of:

a) Leather, or b) Nylon lined motocross type, or

Padded denim motocross type, or

d) Reinforced padded nylon,

e) Padded waterproof waxed cotton. Trousers of other than leather must be non-combustible and be fitted with a lining. Note: Both must leave no part of the body uncovered when the competitor is in the normal riding position.

Boots

Boots with ankle and calf protection which must comply with the following: a) Constructed of leather or other material of similar or greater durability but must not be constructed of rubber, b) The suit and boot must overlap and be secure when the rider is in the normal riding position, and c) Not have soft leather soles.

Back Protector:

A commercially manufactured back protector, except where suits/jackets are fitted with integral back protection. Protection of the back must be continuous and cover the entire back area between the collar and the base of the spine.

Gloves

Gloves of leather or other material of similar or greater durability.

Eye protection.

including spectacles, goggles, helmet visors must comply with the following:

Eye protectors and spectacles are made of non-shattering material,

Eye protectors which cause visual disturbance are not to be used,
Visors must be an integral part of the helmet,
Metal or perspex face shields are not permitted,
Eye shades or peaks must be of a flexible material.
Visors mounted on the helmet or peak may not be used unless:
i) The visor is made of a flexible material that will not shatter on impact,
ii) Any rivets or screws used to mount the mechanism are fitted with their heads flush with the inner or lower surface, provided that where flush finishing is impractical on a peak, round headed screws or pop rivets projecting no more than 3mm from the surface may be used.

20. RIDING NUMBERS

Teams will be allotted with past team numbers accepted first.
If a new team, please phone Lyndel Butler 0411194315 for number before you enter.
All team numbers are between 1 and 99.

Number plates:

- a) Bolt-on number plates to be made of rigid material with minimum dimensions of 235mm height and 285mm width
- b) White background with black numbers. Numbers on Front and Sides of bike.
- c) Number figures must be Arial Rounded MT Bold font. Height 140mm, width of each figure 75mm, space between figures is 25mm

21. GRID POSITIONS

Grid positions for heat races will be determined by the single fastest lap by either team member from practice/ qualifier.

22. RIDERS' BRIEFING

A Riders' briefing will be held prior to the commencement of practice and **ALL** competitors **MUST** attend. Riders' briefing sign-on sheets must be signed by the competitor as confirmation of attendance.

23. CIRCUIT DESCRIPTION

The circuit is approximately 1450 metres in length. See map on our Social Media pages or website.

24. TRACK INSPECTION

All competitors will be given the opportunity to walk and inspect the track prior to any on track participation. This inspection must be done on foot, and competitors are reminded that service vehicles may be in operation on the circuit at this time.

25. FACILITIES

Public facilities within the park opposite the pit area. Port a loo in the pits.

26. NOISE

All machines must have complete standard exhaust systems as per the manufacturer.

27. TYRES

Tyres: are to be standard or of a road legal type. Size not to exceed 2.75 x 17 and to be rated E1/E2/E3/E4 or DOT rated approved or Dunlop TT900GP.

28. ANTI-DOPING POLICY

28.1 All competitors, crew, parents / guardians and officials are advised that drug testing may take place in accordance with MA's Anti-Doping Policy, under the authority of Sport Integrity Australia.

28.2 If any doubts exist over banned substances, it is recommended competitors contact the Drugs in Sport Hotline, ph.: 1800 020 506. When drug testing takes place, the payment of prize money may be delayed at MNSW discretion until the results of the tests are known.

29. DRUG AND ALCOHOL TESTING

All competitors and officials are advised that random drug and alcohol testing may take place during the competition. Refer to MA website for details on the Safety Policy – Drug and Alcohol testing.

30. CODES OF BEHAVIOUR

All competitors, officials and parents are reminded of MA's zero tolerance of poor behaviour, either on or off track. The codification of the behaviours expected of MA members and all who attend or participate in motorcycling is contained within MA's policies, including its Member Welfare Policy and its Social Media Policy, which can be found at Policies - [Motorcycling Australia \(ma.org.au\)](http://Motorcycling Australia (ma.org.au)). Also note point 35.7 Conduct towards official and volunteers

31. FIRE EXTINGUISHERS

All Teams must have a minimum 2kg, dry powder A: B (E) class, working fire extinguisher in their pit area.

32. ELECTRONIC COMMUNICATIONS AND SOCIAL MEDIA

All competitors, officials and parents are bound by of MA's Social Media Policy, found at www.ma.org.au, which sets out a framework for acceptable online behaviour where communications involve fellow MA members, volunteers, officials, coaches, sponsors, partners, staff and any other connected persons, penalties may apply for breaches of the policy.

33. ADMISSION CHARGES

General Spectator admission is free; the pit area is restricted to riders and crew only and authorised persons that display correct wrist bands supplied by CMCC.

34. ENVIRONMENTAL RESPONSIBILITY

All teams and riders are responsible for the removal of all items including rubbish from their pit area as they vacate the premises. Penalties may apply as per [CCR's – Manual of Motorcycle Sport](#). Used tyres cannot be left on site. Any rider found to have left tyres in the pit area will be fined for the cost of their disposal.

35. DISCIPLINE SPECIFIC INFORMATION

35.1 Pit Area: Fully enclosed footwear must be worn. No alcohol, smoking, pushbikes and scooters in the pit area until racing has concluded. Persons under the age of 16 years will not be permitted in the pit area. **No Children in pit area**

35.2 Alcohol and Smoking: No Alcohol to be consumed in the pit area as per [CCR's – Manual of Motorcycle Sport](#). **No Smoking** in the pit area

35.3 Circuit: No person shall have access to the circuit, except for the officials and riders of the meeting, unless specified by the Clerk of the Course.

35.4 Environmental Protection: A protective absorbent mat or catch tray must be placed underneath the engine/gearbox and fuel tank of a motorcycle while parked in the pit, paddock or work area.

35.5 Timing Transponders: *All riders will receive a transponder, when not riding this **MUST** be left in your pit tent.*

35.6 Media: Any media contact needs to be approved by the APBGP President.

35.7 Conduct Towards Officials and Volunteers

- a) The Australian Postie Bike Grand Prix relies entirely on the goodwill of volunteers, marshals, officials, and committee members who give their time freely to make this event possible. Competitors, team members, support crew, and spectators must always treat all officials and volunteers with courtesy and respect, both on and off the track.
- b) Abusive, threatening, intimidating, or aggressive behaviour – whether verbal or physical – directed at any official, volunteer, or marshal will not be tolerated under any circumstances. This includes behaviour directed at decisions made by officials, even where a competitor or team disagrees with that decision.
- c) Any competitor, team member, or support crew found to have breached this rule may face one or more of the following, at the discretion of the Clerk of Course and/or Steward:
 - a) A formal warning, recorded against the competitor's entry;
 - b) Exclusion from the remainder of the day's racing or the event in its entirety;
 - c) Forfeiture of entry fees, with no refund;

- d) Disqualification from results already achieved at the event;
- e) Referral to the Cessnock Motorcycle Club committee for further action, which may include suspension from future events.
- d) Where the behaviour involves a minor acting under the supervision of a parent or guardian, the parent or guardian will also be held accountable and may be subject to the same penalties under XX.3.
- e) Officials and volunteers experiencing abusive behaviour should report the incident to the Clerk of Course as soon as practicable, either directly or through their team leader/marshal coordinator. Reports will be treated seriously and actioned promptly.
- f) This rule applies in addition to, and does not limit, any rights or obligations under Motorcycling Australia's Member Welfare Policy or Social Media Policy.

Point 36 Australian Postie Bike Grand Prix Rules:

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1. FURTHER BIKE REQUIRMENTS AND WHAT CAN BE REMOVED.

Please read carefully the following points

- Point 19 Honda CT110 Specifications and Requirements
- Point 21 Specification Sheet from Honda Australia on the CT110
- Point 22 Check list

2. FUEL TANKS AND REFUELING.

Fuel: All fuel standard pump fuel

Refuelling: All refuelling will be carried out in the designated area only

NO REFUELING IN THE PIT LANE AREA

3. NUMBER PLATES:

- a) Bolt-on number plates be made of rigid material with minimum dimensions of 235mm height and 285mm width.
- b) White Background with black numbers

c) Number figures must be Arial Rounded MT Bold font. Height 140mm, width of each figure 75mm, space between figures 25mm

d) Cessnock MCC may supply a sponsor's sticker to be fitted to front plate

4. RIDERS:

a) Teams made up of 2 riders and 3 pit crew.

b) There is a limit of laps a rider can do in one stint that is a minimum of 5 laps (unless in the case of a rider crashing his teammate can take over while he is being checked out for injuries without any penalties) and a maximum of 10 laps.

c) Each rider must have a letter on both sides of his helmet, this must be able to be seen by the official at the pit exit. A or B and a coloured armband Rider A Yellow Rider B Green.

d) Change of Team Rider who is already entered for the meeting in another team can be added to the team on the day; the team manager must complete a "change of rider" form and take this to the Clerk of Course no later than twenty (20) minutes before the start of the race.

5. PIT LANE SPEED:

Pit lane speed is 1st gear idle. Breach of this rule will result in a Ride Through penalty, as per point 15.

6. PIT LANE CREW:

Each team is permitted only 5 team members (3 crew and 2nd rider) in the pit lane area at any one time.

No person under the age of 16yrs or not a crew member is permitted at any time.

At rider changes: the bike must be in neutral and fully stopped to constitute a change.

A breach of any of the above will result in a Ride Through penalty, as per point 15.

7. STOPPING ON THE TRACK.

a) In case of a breakdown on the track, the rider must immediately move the motorcycle off the track, so that it does not hinder the other riders. The rider may proceed to make a repair with the means at their disposal if not directed by the track marshals to move.

b) If the rider wants to take the motorcycle back to the pits, they must push it in the direction of the race, keeping to the verge of the track and following marshal's directions to the closest exit point.

c) The rider pushing his motorcycle in the pit lane may be assisted by two mechanics.

8. CHANGING OF MOTORCYCLE PARTS:

a) During the practices, defective parts may be replaced, or a team can change bikes if demonstrated to scrutineers the bike initially entered has failed mechanically. The replacement machine used must also have cleared scrutineering.

b) During the race, all defective parts may be replaced except for the frame and engine and gearbox.

c) **At no stage can a motor or gearbox be changed.**

9. NEUTRALISATION OF THE RACE.

If, during the race, an incident (climatic conditions or any other cause) puts safety at risk and renders it impossible for the normal progress of the competition, the Clerk of the Course may decide to neutralise the race. This will be fully explained at the riders briefing.

10. START PROCEDURE:

The following procedures and timetable will apply:

Countdown to Pit Exit opening for sighting lap.

02.45 pm - '5 minute' board displayed at Starter's Stand. Horn sounds. '5 minute' board displayed at pit exit.

02.50pm - Pit exit opened. Green flag and horn sounds, the first rider will make his/her way around the track and line up in grid position and stop engines. During this time the pit exit is open, pit crew only have free access to the grid. Minor adjustments to the machines may be made.

Under no circumstances shall refuelling or the addition of any liquids occur on the grid.

PIT EXIT CLOSING

02.55pm - Horn sounds. Pit exit closed.

COUNTDOWN TO RACE START

02.55pm – ‘5 minute’ board displayed. Horn sounds from Starter’s Stand. Grid access closed.

02.59pm – ‘1 minute’ board displayed. Horn sounds.

02.59.30 – ‘30 second’ board displayed. Horn sounds.

03.00pm – The National flag will be rapidly dropped to signify the start of the event.

Should any team be unable to start their machine, the following procedure will apply:

03.00.20 seconds – a green flag will be waived by the starter.

Marshals will then attempt to push start any machine that has not left the grid. This assistance will continue for approximately 30 seconds, after which the machine will be pushed into the pit lane. Under no circumstances are persons other than course marshals and the rider to touch the machine before it has started or before it has been pushed into the pit area.

03.00.45pm – pit exit opened. Any competitors remaining in pit lane are now free to join the event.

Competitors are advised that any breach of any of the above procedures will result in a penalty being imposed by the Clerk of Course.

11. BEHAVIOUR DURING PRACTICE AND RACE.

a) Riders must obey the flag signals, the light signals, and the boards, which convey instructions.

The Clerk of Course will penalise any infringement to this rule.

b) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: fine – ride through – time penalty – disqualification.

c) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track, then they may re-join it at the place indicated by the marshals or at a place which does not provide an advantage to him/her.

a) Any infringement of this rule during:

i) Practices will be penalised by the cancellation of the lap time concerned.

ii) During the race, by a ‘ride through’, the riders must return to pit lane keeping to the left-hand side of pit lane. Then stopping at the pit exit where the pit marshal will advise when he or she may re-enter the race.

iii) While on a ‘Ride Through’ penalty a rider may not receive any assistance from his/her team.

b) Further penalties such as fine or disqualification may also be imposed.

c) Any repairs or adjustments whilst on/or alongside the racetrack must be made by the rider working alone with absolutely no outside assistance in a place directed by the marshals. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made.

The marshal may then assist him to re-start the machine. If the bike can be taken back to the pits, then the team can repair the bike for a re start after the bike has been re-scrutineered. The lap of the stoppage will not be counted.

d) If the rider intends to retire then he must park his motorcycle in a safe area as indicated by the marshals.

e) If the rider encounters a problem with the machine, which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his/her machine in a safe place as indicated by the marshals.

f) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

g) Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change tyres. All such work must be carried out in the pit lane on the working apron in front of the boxes. Heavy work can be done inside the pit-box.

h) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by two mechanics.

i) Riders are not allowed to transport another person on their machine or to be transported by another rider on their machine (exception: Another rider or by another rider on the parade lap or after the chequered flag).

j) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

k) No signal of any kind may pass between a moving machine and the rider’s team, or anyone connected with the machine’s team entrant or rider, except for the signals of the time keeping transponder, legible messages on a pit board, or body movements by the rider or team.

l) A speed limit of 1st gear idle will be always enforced in the pit lane during the event. Riders must respect the speed limit from where the sign 1st gear is placed up to where the sign 1st gear crossed out is placed.

i) Any rider found to have exceeded the limit during the practice will be subject to a fine of \$200.

ii) Any rider who exceeds the pit lane speed limit during a race will be penalised with a ‘ride through’ penalty.

m) Stopping on the track during practices for start practice is forbidden.

- n) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.
- o) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track during practice sessions, warmups, and races.
- p) Any rider whose machine spills oil on the track causing interruption of practice, warm up or race twice in the same event will be penalised or fined by the Clerk of Course.

12. MEDICAL CARS

The medical cars, if they are to go on the track, will have lights on. Overtaking of these cars or other vehicles (e.g., ambulance), is not permitted. All bikes must fall-in single file behind and remain in order with no overtaking.

13. INTERRUPTION OF A RACE

If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all flag marshals' posts around the circuit. Riders must immediately slow down and return to the pit lane. Places for restart will be as the lap before the red flag.

14. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

If a race has to be re-started this will be done as quickly as possible. When all teams have returned to pit lane, the Clerk of the Course will announce a new start time and procedure. The intermediary placings will be made available to teams before the following part of a race can be started. Riders will take their place behind the Safety Car according to the intermediate order in a single line. Overtaking is forbidden. The Safety Car will make a complete lap and will leave the track before the starting line.

15. RIDE THROUGH PENALTY PROCEDURE BULLETIN

If, at any time during the event, a 'ride through' penalty is imposed on a competitor, the following procedure will apply:

- i) The following boards will be displayed to the appropriate competitor from the start/finish line;

RIDE THROUGH

RIDER
No.

- ii) The same boards will be displayed to the pit lane immediately after they have been displayed to the appropriate competitor.
- iii) The competitor must enter the pit lane after the next lap and then proceed directly through pit lane, while observing the relevant speed limit, to the pit exit to be directed back onto the race circuit.

15. Continued: Note the following.

The ride through penalty is not permitted during a Safety Car period.

* Upon receiving a 'ride through' penalty, a competitor must proceed directly to the pit lane at the completion of the following lap and must not stop at his or her pit area or be attended to by any member of his or her pit crew.

* The 'ride through' penalty boards will be displayed until the competitor enters the pit lane or for a maximum of three laps. If a competitor fails to stop after the third time the boards have been displayed, these penalty boards will be withdrawn, a black flag will be displayed, and the competitor will be excluded from the event.

* In the event that a 'ride through' penalty is imposed on more than one rider at a time, the procedure detailed above will be applied to one competitor at a time, and in the order that the original offence occurred. This means that there could be a delay of several laps from the time of the breach of the rules until the display of the penalty boards.

* If the above 'ride through' procedure is breached in any way, a further 'ride through' penalty will be imposed on the competitor in question.

16. WITHDRAWING FROM THE EVENT.

Should a team take their bike into their pit space during the race and move outside this area with the bike the team is deemed to have withdrawn from the event.

17. SAFETY CAR PROCEDURE.

If, at any time during the race, it becomes necessary to put a service vehicle of any type on the circuit, the following procedure will apply:

- a) All flag points will display the following 'Safety Car' board. With a stationary yellow flag. The yellow flag will be waved at the point preceding the incident.
- b) If a Medical vehicle is required on track they will be advised via radio of the location of the last bike and can enter the track when past their point of track entry.
- c) The Safety car will stop at pit exit ready to enter the circuit and collect the lead bike via the pit exit with flashing amber lights on its roof and travel at approximately 40 to 60 kph.
- d) Competitors must form up in a single file (approximately 3 bike lengths apart) behind the safety car. Overtaking is not permitted while ever the 'Safety Car' boards are displayed unless directed to by the safety car
- e) The pit entry will remain open while the safety car is on the circuit, and competitors are free to enter the pits at any time. However, the pit exit will be closed each lap as the safety car approaches pit lane and will remain closed until the bulk of the field has passed the pit exit. It will be opened then to allow those in the pit lane to join the rear of the field.
- f) When the safety car is no longer required on the circuit, it will switch off its flashing lights and exit the circuit to the rider's left via the pit entry road.
- g) No overtaking is permitted between the safety car exiting the track and the riders crossing the finish line (timing transmitters will be the determining factor – penalty will be a ride through)
- h) Racing will restart with the waving of a green flag at the start/finish line. No overtaking is permitted until after you cross the finish line/pass the green flag.

General points to note:

- * The safety car will only be used if absolutely necessary; it is in the best interests of all competitors that these procedures are followed exactly.
- * Whenever the safety car is on the circuit and any yellow flags are displayed, competitors should be aware that other service vehicles (fire tender, ambulance, etc.) and trackside personnel may also be on the circuit; extreme caution should be always exercised by all competitors.
- * Any violation of the safety car procedure will result in a "ride through" penalty being imposed.

18) FINISH OF RACE DETAILS.

The finish of the event will occur in accordance with the following: -

On the first occasion that the leading competitor crosses the start/finish line after the time schedule of that race has been completed, the 'last lap' board will be displayed to that competitor and then all other competitors. One lap later, the chequered flag will be displayed to the leading competitor and will remain displayed for five minutes. To be classed as a finisher, every competing machine must: -

- a) Complete a distance equal to or greater than 75% of that completed by the class leader, and
- b) Receive the chequered flag by crossing the start/finish line within five minutes of the race winner.

Competitors and teams should note that despite how many laps you have completed, you must cross the finish line within five minutes of the winner to be classed as a finisher.

- c) Top ten bikes will be quarantined straight after the finish line and taken to an enclosed location to be re-dyno to make sure compliance with Point 20 and this will be adhered to.

19) HONDA CT110 SPECIFICATIONS AND REQUIREMENTS

The bike must present to the scrutineers as OEM standard as manufactured in every aspect including having the rear standard rack and engine bottom crash plate all attached, with the items removed as per Point 22 below Check list and /or with the following exceptions.

The following exceptions are the **only visible modifications allowed**:

- * Tyres are to be standard or of a road legal type. Size not to exceed 2.75 x 17 and to be rated E1/E2/E3/E4 or DOT rated approved or a Dunlop TT900GP. Slicks and/or grooved slicks will not be allowed. The tyres will be a dot rating.
- * Teams can paint the bike any colour they wish and add any logos or graphics they wish provided the choice would not offend the average person.
- * Teams may improve the front suspension of the bike provided all improvements are housed within the standard fork tube and sliders.

* Handlebars are to be standard or a similar bar or style (e.g. pro taper XR50) no clip on or bar below top triple clamp.

* Number Plates:

- Teams must supply **BLACK number figures** on white backgrounds on both side and front number plates
- Arial Rounded MT Bold Font Height 110mm, width of each figure 60mm, space between figures 25 mm.

The key wording is:

*"All other parts of the motorcycle must remain **UNMODIFIED.**"*

*Which means the bikes must remain **OEM STANDARD.***

20) DYNO –TESTING STANDARD

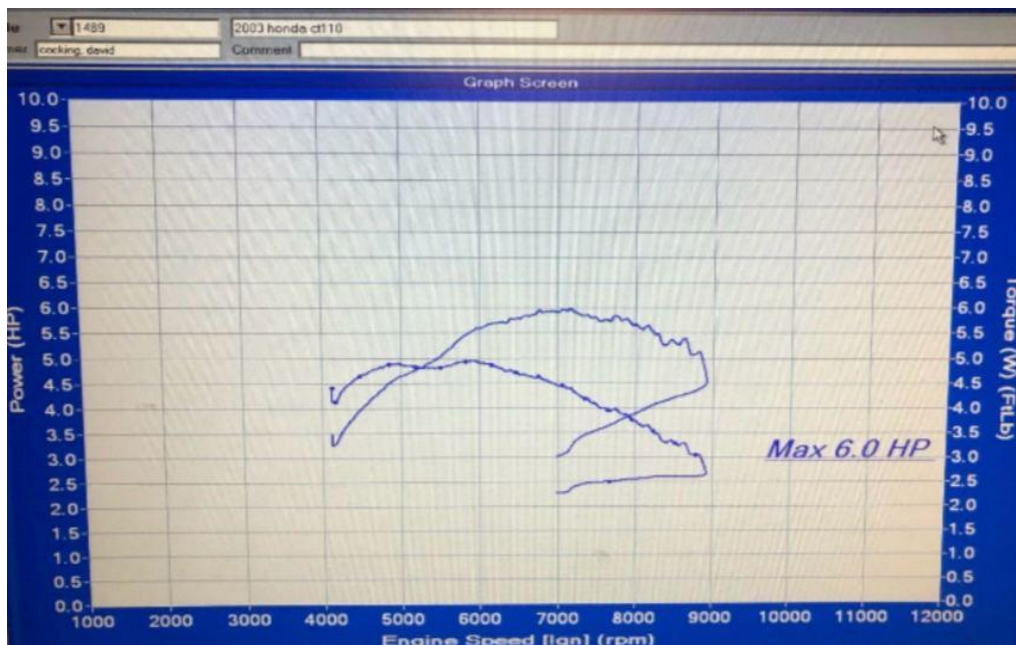
All bikes competing in the Australian Postie GP must complete the dyno testing prior to the event and must comply with the following parameters:

- Bike engine must be warmed to operating temperature prior to testing.
- 30 psi pressure in the rear tyre
- Maximum 6.3 hp
- Maximum torque 6 lbs
- Minimum RPM for test 8000

Conducting the test:

- The test will be conducted in an enclosed area with a dyno operator, motorcycle club official and a scrutineer only (not open to the public).
- A minimum of 2 runs on the dyno will be conducted but at the discretion of the dyno operator and scrutineer may run to a maximum of 4 to stabilise the bike performance.
- Any bike failing the dyno test will be allowed a rerun, the 2nd test will be slotted into the testing schedule as soon as possible any further tests the bike will go to the end of the line.

Below is an example of a dyno test conducted in a standard Honda CT 110



On the next page are the specification sheets from Honda Australia on the CT110.

Point 21 Specification Sheet form Honda Australia on the CT110

CT110

1985-2012

ENGINE		
Bore / Stroke (Capacity)	52.0 x 49.5 mm (105 cc)	
Engine Oil:		
- capacity after draining	0.9lt (900 cc)	
- viscosity and classification	10W-40	SE or SF
- type		
Valve Clearance (cold):		
- intake	0.05mm	0.002 in.
- exhaust	0.05mm	0.002 in
Valve Timing:		
- intake (open / close)	5° BTDC	20° ABDC
- exhaust (open / close)	25° BBDC	5° ATDC
Stem-to-Guide Clearance:		
- intake	0.010 - 0.040 mm	0.0004 - 0.0013 in.
- exhaust	0.030 - 0.055 mm	0.0012 - 0.0022 in.
Cylinder Compression	12.0 kg/cm ²	171 psi
Cylinder-to-Piston Clearance	0.01 - 0.04 mm	0.0004 - 0.0016 in.
CARBURETION		
Carburettor ID#	PD10H	
Float Level	10.7mm	0.42 in.
Main Jet	# 72	
Slow Jet	# 38	
Jet Needle Clip Position	3 rd clip position	
Idle Speed (±100 rpm)	1500 rpm	
Air Screw Initial Setting	2 1/8 turns out	
IGNITION		
Spark Plugs:		
- standard	NGK: DR8ES-L	ND: X24ESR-U
Spark Plug Gap	0.6 – 0.7mm	0.02 – 0.03 in.
F-Mark	10° BTDC @ 1500 rpm ±100 rpm	
- pulse generator coil	0.7V minimum	
Ignition Type	Capacitor Discharge Ignition	
TIRES		
	front	rear
Air Pressure	175 kpa (24 psi)	225 kpa (32 psi)
Sizes	2.75-17-41P	2.75-17-41P
SUSPENSION		
Front Fork Fluid:		
- oil capacity after draining	90 cc	3.04 oz.
- oil type	Pro Honda Suspension Fluid SS-8 (10W)	

22. CHECK LIST.

To help make things clear to all, the following check list may help.

Check off List for Bike		Checked
Front Wheel	Standard	
Front Forks	Standard: may improve the front suspension of the bike provided all improvements are housed within the standard fork tube and sliders.	
Front Guard	Standard and remain on bike	
Handlebars	Standard: or a similar bar or style (e.g. pro taper XR50) no clip on or bar below top triple clamp.	
Stop Button	Retain original or fit a universal button. It must be positioned near the right-hand grip	
Side Stand	Original or Triangle compact stand acceptable. Must be removable before race. Milk crates not permitted.	
Foot Pegs	Must be covered in rubber for rider safety	
Levers	Standard (not broken and have knobs on end.)	
Seat	Standard	
Back Rack	Must be in place unmodified. Air intake must be via rear rack as manufactured.	
Mirrors Lights Blinkers	removed removed removed	
Head Light Taillight Taillight bracket	removed removed removed	
Battery and wire harness	May be removed if not required	
Side covers	Remain on bike	
Speedo	removed	
Back Guard	Standard	
Back Wheel	Standard	

Gearing sprockets	To remain Standard, i.e. 15 front – 45 rears.	
Tyres	Tyres are to be standard or of a road legal type. Size not to exceed 2.75 x 17 and to be rated E1/E2/E3/E4 or DOT rated approved or Dunlop TT900GP. Slicks and/or grooved slicks will not be allowed.	
Exhaust system	Standard – no baffle removed.	
Induction: System Engine Air Filter	Is to be standard air box, filter, carburettor, piping positioning, choke mechanism in place. Standard 110cc the upper limit set for qualification maximum horsepower to the rear wheel is set at 6.3hPA horsepower hot or cold Standard	
Carburettor Brakes	Standard Standard	
Brakes Lines Other Point Engine Crash Bar	Standard No lightening of the frame or any components of the bike. Not to be removed	
Paint Advertising	Any Colour Is permitted on all machines, but must be at least 25mm clear of the number plate background	
Number Plates	For Front a) Bolt-on number plates; be made of rigid material with minimum dimensions of 235mm height and 285mm width. b) White Background with black numbers c) Number figures must be Arial Rounded MT Bold font. Height 140mm, width of each figure 75mm, space between figures 25mm For Sides of Bike a) Teams must supply number figures Arial Rounded MT Bold Font Height 110mm, width of each figure 60mm, space between figures 25 mm.	
Frame	No modifications , which means no drilling holes in the frame to lighten it or cutting off any part of the bike frame.	
Drain plug and fill plug to be drilled and lock wired. Crankcase breather overflow bottle to be fitted. GCR's 6.17.1.15 will not apply at this event Standard bowser fuel only to be used – no race fuels allowed e.g.: elf, avgas etc		
Entering a Spare Bike: The bike must be scrutineered. It can only be used if Bike 1 breaks down. Spare Bike must have a B on the riding number – 50mm high		