BAGGER RACING LEAGUE RULES & REGULATIONS – Australia

GENERAL RULES

Homologation

1 For any Competition, MA may require that any Machine, or any part of a Machine, including tyres, be homologated. For homologation details contact MA.

2 Cameras

2.1 Cameras may be fitted to the Motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Technical Officer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

3 PROTECTIVE CLOTHING AND HELMETS

3.1 No competitor may practice, start or compete in any Road Racing Competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

4 MACHINE AND RIDER IDENTIFICATION

4.1 Number Plates

4.1.1 For Road Racing a minimum of two allocated numbers and number plates are required:

a) One on the front, either in the centre of the fairing or slightly off to one side, is mandatory, and either b) or c) below.
b) One across the top of the rear seat section with the top of the number facing toward the rider.
c) One on each side of the fairing or on the lower rear portion of the lower fairing.

4.1.2 Number plates must:

a) Where they are not an integral part of the Machine or streamlining and are under 1.6mm thickness, have rolled or wire edges,
b) In the case of rectangular plates, have corners formed to a 38mm radius,
c) In the case of bolt-on number plates, be made of rigid material with minimum dimensions of 235mm height and 285mm width; and

4.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm border.

4.1.4 If used, side number plates must:

a) Be placed on the fairing flanks in a position where they are not obscured by the rider's legs, or in the mid to rear section of the lower fairing (belly pan),

b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest, on unfaired Machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard,

c) These numbers must be:
   i) Minimum height: 120mm
   ii) Minimum width: 70mm
   iii) Minimum stroke: 20mm
   iv) Minimum space: 10mm

4.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

4.1.6 Advertising is permitted on all Machines but must be at least 25mm clear of the number plate background and the riders' name by either gap or a contrasting colour strip, unless the advertising is an integral part of the back-plate cover.

4.2 Number Plate Figures

4.2.1 Unless otherwise specified in SRs, Road Race discipline Senior number figures must be Arial Rounded MT Bold font the serif on number '1' must be removed.

4.2.2 Figures must be clearly legible, the minimum being:

DIMENSION	MEASUREMENT (mm)
Height	140
Width of each figure	75
Space between 2 figures	25
Space between figures and edge of number panel	12

5 RACE MEETING PROTOCOLS

5.1 Track flags and signals as per Appendix B: Track Flags & Signals of the GCR's.

5.2 Measurement at Events

5.2.1 A Steward of an Event may direct the measurement of the capacity of the engine of any Machine, to be carried out at the conclusion of the Event. Until the measurement is completed the Machine must remain under the control of the RCB.

5.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

5.2.3 An entrant may request that the entrant's Machine be measured and sealed before the Event. As soon as practicable after receiving the request the Measurer for the Event must measure and seal the Machine. Any Machine examined under this sub-rule may, on application by the entrant, at the discretion of the Measurer, be exempted from further examination at the Event.

5.2.4 The 1st, 2nd, 3rd and 4th placed Machines must be impounded for a period of 30 minutes immediately following the Race, pending any protest, and the Race result will be provisional;

a) At the conclusion of that period, if no protest is received, the result will be final,
b) If any such Machine is to be ridden in another Competition within that period, that Machine must be sealed before being returned to the competitor for that Competition,
c) If no protest is received within that period, the seals may be removed.

5.2.5 Any Machine sealed as the result of a protest may only be measured by a Measurer. All Measurer's reports, together with the seals, must be delivered to the RCB within 21 days after the Event.

5.2.6 No prize monies may be paid until Measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

6. Qualifying

6.1 Unless otherwise provided for in the SRs, qualifying for starting grid positions must be held.

6.2 For Events consisting of more than one Race, starting grid positions will be determined by the following methods:

a) For the first Race, by qualifying time,
b) Subject to the SRs, for a subsequent Race in the same Event, by qualifying order or by the order of finishing in the immediately preceding Race.

6.3 In the absence of qualifying the Clerk of Course must allocate starting grid positions.

6.4 Subject to the SRs, the Clerk of Course may permit to start any competitor who has not qualified to start.

7 Starts

7.1 All competitors must, in relation to the start of any Competition, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,
b) Direct a Re-start,

c) Direct a competitor to start from:
    i) The back of the starting grid,
    ii) The pit lane,
    iii) The rear of the field, or
    iv) Such other position as shall be required for the safe, fair and orderly start of the Competition.
d) Exclude a competitor who is late for the start.

7.2 The method of starting will be as prescribed by SRs.

7.3 The start of an Competition occurs:
a) When the order to start is given, or
b) For flying starts, when the starting line is crossed.

8 Starting Grid Format:

8.1 The starting grid format for solo Machines will be as follows:
a) The fastest qualifying Machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,
b) The remaining Machines will be arranged on the grid in descending order of qualifying times,
c) All Machines must start within their nominated grid position parallel to track direction.

8.2 For grid formations please refer to the relevant MA track specifications.

9 Jump Starts

9.1 Each Machine must remain stationary within its grid position until the start signal is given.
9.2 A jump start occurs when there is any movement from the Machine or the Machine is not in its nominated grid position when the field is in the starters control prior to the start signal being shown.

10 Finishes

10.1 For Races:
a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
    i) To the first to complete the Race, who will, subject to the results of any protests, be the winner, and
    ii) Thereafter to each competitor who:
        • has completed not less than 75% of the Race distance,

- is still competing in the Race on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the Race being the determinant of placings.

b) The finish of the Race occurs when the flag is displayed to the last competitor under GCR 6.12.10.1 a),

c) The finish occurs for each Machine when the foremost part of the Machine crosses the line,

d) Where there are two competitors required to be on one Machine together, both must finish the Race in contact with the Machine. On a solo Machine the competitor must finish the Race in contact with the Machine,

e) In case of a dead heat between competitors for a place:

i) The places and the awards for those places will be combined,

ii) The participants in the dead heat will share the places and awards equally,

iii) The remaining places will be relegated by the number of participants in the dead heat.

11 Stopping Events

11.1 Where an incident causes a Race to be stopped, the Steward or Clerk of Course may declare the Race complete if at least 2/3rds of the Race distance or time, whichever is the less, has been run (only whole laps completed to be counted).

11.2 The results established after the review of the incident by the Clerk of Course and so declared will be based on the finishing order of riders recorded on the same lap as the leader, followed by the finishing order of those completing the previous lap, but may Exclude those competitors who:

a) Are proven to have been the cause of the incident, or

b) Having been involved in the incident, could not continue in the Race.

12 Stopping and Re-Starting or Re-Running Competitions

12.1 The Steward or Clerk of Course who has Excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or

b) In the case of a non-team Competitions, jeopardised the fair chances of one or more of the other competitors in the Competition, may declare the Competition void and order a Re-run.

12.2 If the Competition continues, any competitor unable to cross the finish line as a result of such conduct on the part of the Excluded competitor may be deemed to have finished the Competition in the place:

a) Held immediately before such conduct, or

b) Having regard to any advancement in placing following the exclusion, in some other place.

12.3 A Steward or Clerk of Course may stop a Competition and order it to be Re-run if it would be dangerous for it to continue.

12.4 In any Re-run, and subject to any ongoing review of the incident:

a) Any competitor who:

i) Fell in the stopped Competition as a result of having been fouled,

ii) Intentionally laid down his or her Machine in the interests of safety, or

iii) Left the course in the interests of safety,

iv) Cannot be proven at the time of the Re-run to have been the cause of the incident, may participate subject to item c) of this rule.

b) Any competitor who:

i) Is proven at the time of the Re-run to have caused the Competition to be stopped,

ii) Failed to start in,

iii) Retired from,

iv) Was Excluded from the stopped Competition may not participate.

c) Any competitor who, after review of the incident:

i) Is proven to have caused the Competition to be stopped,

ii) Failed to start in,

iii) Retired from, may be Excluded from the results of the Re-run Competition.

12.5 If the Race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the Race.

b) For all riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the Race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

12.6 Where the Steward or Clerk of Course has stopped a Race due to danger, the following will apply:

a) If the results are calculated to show that less than three laps have been completed by the leader of the Race;

i) The stopped Race will be declared null and void,

ii) The race may be Re-run,

iii) The Re-run Race will be for the full Race distance,
iv) The original grid positions will be used,
v) The place of any Machine unable to take part in the Re-run Race will be left vacant,
vi) Machines may be repaired or replaced provided they have been approved by the Technical Officer.

b) If three laps or more have been completed by the leader of the Race (only whole laps completed to be counted) but less than two thirds of the original Race distance rounded down to the nearest whole number of laps:
i) The Race may be Re-started, but only once,
ii) The Re-start must occur no more than 30 minutes after the Race has been stopped,
iii) The Re-started Race distance will be equal to the balance of the stopped Race distance,
iv) Positions on the grid for the Re-started Race will be determined by the order of competitors at the finish line of the last full lap completed by the leader of the stopped Race,
v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the Restarted Race,
vi) Machines may be repaired or replaced provided they have been approved by the Technical Officer,
vii) The stopped Race and any Re-start will be deemed to be parts of the one Race,
viii) The winner will be the competitor having the highest number of laps at the finish,
ix) Where two or more competitors complete the same number of laps, the winning order will be determined by the time taken by each to complete those laps,
x) If at least 2/3rds of the scheduled Race distance is completed, full points will be awarded,
xi) If less than 2/3rds of the scheduled Race distance is completed, half points will be awarded.

13 Change of Machine during a Competition

13.1 During any Competition, other than an attempt at a record, no Machine may be exchanged for another unless permitted under these GCRs or any SRs.

14 Radio Communication

14.1 Radio communications with riders is not allowed and will be classed as outside assistance.

15 Scoring

15.1 The results for each competitor in each Competition will be determined by the allocation to that competitor of points in accordance with the following table:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	20	12	9
3	18	13	8
4	17	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

15.2 If points are tied for any position in a Competition which is conducted over more than one Race, the tying competitor who has the higher finishing position in the final Race of the Competition will be awarded the position.

15.3 If points are tied for any position in a Series, the tying competitor who has the greatest number of higher placings in the Series will be awarded the position.

15.4 An alternative points scoring system may be approved for an MA Series Event.

15.5 If a tie-on points occurs for any position in an Event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the Event will be awarded the position.

TECHNICAL REGULATIONS

16 ENGINES

16.1 Reciprocating Engines

16.1.1 The formula for calculation of capacities and classes:

Cubic capacity = (D2 x 3.1416 x C x N) / 4

Where: D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

16.2 Engine Capacity Tolerances

16.2.1 The actual engine capacity of a Machine competing in a capacity class, may not exceed the prescribed capacity for that class by more than 2%.

17 FRAMES AND PARTS

17.1 General

17.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed

17.1.2 Radiator and oil cooler protection guards may be fitted providing there is no modification to the radiators, oil cooler or bodywork.

17.1.3 Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.

17.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminum or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely (eg: bolted, bonded, welded).

17.1.5 GPS and or Infra-red lap timers may be fitted. GPS lap timers that are also capable of collecting data from the existing OEM sensors in their original position for the make and model of Machine may be fitted unless stipulated in the SRs.

17.1.6 A lanyard operated ignition cut-out switch, operating on the primary circuit, may be fitted.

17.1.7 Key start ignition barrels and associated cables may be removed.

17.1.8 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Technical Officer.

17.1.9 Where flexible oil lines other than those supplied as standard equipment by the original Machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. Worm drive hose clamps may not be used.

17.1.10 All engine, gearbox, fuel and radiator breather hoses and tubes, including the radiator overflow bottle vent must;

a) Exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked, or
b) Exhaust into an oil catch tank with a minimum volume of 300ml which must be empty prior to each Competition.

17.1.11 Motorcycles must be equipped with an oil catch tank or sealed airbox:

a) With a minimum volume of 300cc,
b) Which must be empty prior to each Competition.

17.1.12 The only liquid coolants permitted are water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.

17.1.13 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications. All Machines manufactured without a lower fairing, must be fitted with an integral lower fairing dam which must be constructed to trap and hold engine oil and/or coolant:

a) For liquid cooled 4-stroke Machines, a capacity volume of at least 3 litres, or 2/3rds the capacity of the machine's oil or coolant, whichever is the greater,
b) For air-cooled Machines fluid catchment areas are to hold a capacity of fluid greater than or equal to the oil capacity of the engine unit,
c) Belly pans are to be fitted with no less than two holes, each of 25mm minimum, which may only be opened in wet Race conditions.

17.2 Streamlining

17.2.1 All streamlining fitted to Motorcycles must be free of any sharp edges on exposed extremities.

17.2.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

17.2.3 All forward streamlining attached to solo and sidecar Machines must have a minimum of three attachment points:
a) At least one supporting the forward section of the shell, and
b) One on each side supporting the rear portion of the shell.

17.2.4 Identification plates must have corners and edges smoothed.

17.2.5 Streamlining must leave the front wheel and mudguard exposed.

17.3 Brakes

17.3.1 At least two efficient brakes must operate independently of each other on the front and rear wheels.

17.3.2 Motorcycles may be equipped with commercially available brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in the case of a collision with another Machine, unless mandated in SRs. Brake lever protection is strongly recommended.

17.3.3 Brake pad retainer pins may be replaced with aftermarket pins of similar material to OEM part with no modification to brake caliper.

17.4 Fuel Tanks

17.4.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

17.5 Exhaust Systems

17.5.1 Exhaust systems must:
a) Be fitted with silencers,
b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread.

17.6 Centre and Side Stands

17.6.1 Centre and side stands must be removed for all types of Competition.

17.7 Footrests

17.7.1 Footrests must be well rounded and designed to ensure that no dangerous edges are created due to wear.

17.8 Handlebars

17.8.1 The ends of the handlebars or twist grip sleeves must be securely plugged to present a flush or rounded end.

17.8.2 Throttle controls must be self-closing.

17.9 Kick Start Levers

17.9.1 Kick start levers, other than transverse, must be folding.

17.10 Drive Chain Protection

17.10.1 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel. Countershaft sprocket covers may be removed.

17.11 Wheels and Tyres

17.11.1 Wheels constructed of carbon fibre or carbon composite are not permitted, manufacturers whose production Machines are equipped with this type of wheel must as part of the homologation process nominate one front and one rear replacement alloy wheel of the same dimensions as the OEM wheel. The nominated wheel must not be constructed of magnesium or be lighter than the OEM wheel. Any replacement wheel must be pre-approved by MA.

17.11.2 Tyres must comply with the following:

a) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground,

b) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep**.**

17.11.3 Right angle and aftermarket Schrader valves are permitted.

17.12 Mudguards

17.12.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

17.12.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

CLASS TECHNICAL REGULATIONS:

Super-Street Bagger

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycles.
EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN
The Bagger Racing League's decision to introduce the Super-Street class stems from a desire to make motorcycle racing more accessible to enthusiasts at all levels. This class is designed for riders who are passionate about the sport but may not have extensive racing experience or the budget for high-end modifications. The emphasis is on skill, strategy, and the sheer joy of competitive racing.

The Super Street class limits the changes Racers can make to their motorcycles. This not only levels the playing field but also puts the focus on rider skill and strategy. The idea is to create a thrilling and competitive environment where riders can showcase their abilities without breaking the bank on expensive modifications. By providing an accessible and thrilling platform for riders with limited modifications, the league is reshaping the landscape of entry-level racing.

Harley-Davidson

1. **M8 Maximum displacement 131 Cubic Inches, maximum 68mm Throttle body**,
2. **Twin Cam any engine size, with up to a 58mm throttle body**
3. **OEM Harley-Davidson sized wheels, 17" wheels are permissible**
4. Can only modify stock Swingarm for oil pan clearance
5. Harley conventional front end or OEM USD front end permissible
6. Drop in fork cartridges allowed
7. No rear sets (mid controls allowed)
8. OEM inner and outer fairing
9. OEM fuel tank
10. Brakes can be updated
11. Air cleaner upgrade
12. Exhaust upgrade
13. Chain drive allowed
14. Safety wire plugs
15. Belly pan
16. Stock swingarm
17. NO turbos

Indian Challenger

1. Mid controls
2. Bars
3. Revalve forks
4. Up to 14" rear shocks
5. 17” Wheels
6. Safety wire plugs
7. Belly pan
8. Stock swingarm
9. Stock fairing inner and outer
10. Air Cleaner upgrade
11. Exhaust upgrade
12. Stock displacement

Numbers and number plates

1. The background colors and figures (numbers) for Baggers may be any color but must be strongly contrasting.

Fuel

1. As per Appendix C of the GCR’s

Sound

1. As per Appendix C of the GCR’s

Tires

1. Commercially available road legal tyres of any brand must be used.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
2. All motorcycles must display a vehicle identification number punched on the frame body (a proper ‘legal VIN’)
3. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

ATU – American Twins Unlimited

ATU EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycles.

Disclaimer, rules are subject to change at any time to ensure fair and safe racing. These rules have been generated for the sake of everyone's safety.

American Twins Unlimited Class allows for all BRL Class's to compete.

The class also welcomes Victory Motorcycles, as well as other aftermarket American V-twin based custom Makes / Builds. This includes custom frame builds.

Max engine size is 131",

Wheel Sizes Front and Rear 17-19",

Brakes,

1. Dual front brakes are highly recommended.
2. Front brake master cylinder may be altered or replaced.
3. Front brake calipers may be altered or replaced.
4. Rear brake master cylinder may be altered or replaced.
5. Rear brake calipers may be altered or replaced.
6. Brake pads or shoes may be altered or replaced.
7. Brake hoses and brake couplings may be altered or replaced.
8. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
9. Brake discs may be altered or replaced. Only Steel (max. carbon content 2.1wt.%) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
10. ABS systems must be removed or disabled if still on motorcycle.
11. Front brake lever must have a guard.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be RED.
4. Front brake lever must have a guard.
5. Cracked or broken handlebars are prohibited.
6. Control levers must have minimum 0.25-inch diameter ball ends.
7. All handlebar ends must present no cutting hazard.
   a. No open-ended bars. Recommend installing bar ends or closed ended grips.

Footrest and foot controls

1. Footrests, hangers/brackets, and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must be the general shape and dimension of the originally fitted and homologated part.
2. Fuel tanks with tank breather pipes must be fitted with no-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
3. Material is free.

Fuel

1. As per Appendix C of the GCR's

Seat

1. Seat may be altered or replaced

Sound

1. As per Appendix C of the GCR's

Tires

1. Commercially available road legal tyres of any brand must be used.

The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

1. Any type of lubrication, brake or suspension fluid may be used.
2. Gaskets, seals, and gasket material.
3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
5. Thread repair using inserts of different material such as helicoils and tineserts.
6. External surface finishes and decals.