



## 16

# HISTORIC ROAD RACING

### AN OVERVIEW

The following Rules governing Historic Road Racing motorcycles are written to facilitate the organisation of uniform and fair competition.

The express purpose of these Rules is to ensure the motorcycles are in a condition, which is visually compatible with the period of racing being portrayed. These Rules are to be interpreted so as to ensure that motorcycles are presented in the spirit of the period.

### 16.1 PROTECTIVE CLOTHING – HISTORIC ROAD RACING

16.1.0.1 No competitor may practice, start or compete in any Historic Road Racing competition unless wearing the following protective equipment and clothing:

#### 16.1.1 Helmet

16.1.1.1 An approved and correctly fitting helmet which must:

- a) Carry the Standards Association of Australia "AS 1698" label, or
- b) Be approved under Rule 01.69 & 01.70 of the Road Racing FIM Technical Rules [see Appendix 1].

#### 16.1.2 Clothing

16.1.2.1 A 1-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.

- a) Where jackets or 1-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,
- b) In the case of a jacket and trousers, provision must be made to attach the rear of the jacket securely to the trousers,
- c) The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:
  - i) Shoulders,
  - ii) Elbows,
  - iii) Both sides of torso and hip joint,

and

iv) Knees.

16.1.2.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers or a full kevlar suit.

#### 16.1.3 Footwear

16.1.3.1 Boots with ankle and calf protection which must:

- a) Be constructed of leather or other material of similar or greater durability, but not constructed of rubber,
- b) At least overlap the suit or trousers when the rider is in the normal riding position,
- c) Not have soft leather soles.

16.1.3.2 Sidecar rider and passengers may wear ankle length boots.

#### 16.1.4 Gloves

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

16.1.4.2 Gloves need not be worn by passengers on sidecars.

#### 16.1.5 Goggles and Visors

16.1.5.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn provided:

- a) Eye protectors and spectacles are made of non-shattering material,
- b) Eye protectors which cause visual disturbance are not to be used,
- c) Visors are an integral part of the helmet,
- d) Metal or perspex face shields are not used,
- e) Eye shades or peaks are of a flexible material.

#### 16.1.6 Hair and Jewellery

16.1.6.1 Hair longer than shoulder length must be confined in the helmet or jacket.

16.1.6.2 Body jewellery is to be removed or securely covered with tape prior to competition.

### 16.1.7 Footwear in pits

- 16.1.7.1 Closed footwear must be worn in the pit lane at all times.

## 16.2 CATEGORIES & CLASSES- HISTORIC ROAD RACING

- 16.2.0.1 For the purposes of determining eligibility, machines are categorised as follows:

PERIOD	NAME	DATE RANGES
Period 1	Veteran	Up to 31 <sup>st</sup> December 1919.
Period 2	Vintage	1 <sup>st</sup> January 1920 to 31 <sup>st</sup> December 1945.
Period 3	Classic	1 <sup>st</sup> January 1946 to 31 <sup>st</sup> December 1962.
Period 4	Post Classic	1 <sup>st</sup> January 1963 to 31 <sup>st</sup> December 1972.
Period 5	Forgotten Era	1 <sup>st</sup> January 1973 to 31 <sup>st</sup> December 1982.

### 16.2.1 Classes

- 16.2.1.1 For the purposes of determining eligibility there will be the following classes:

CLASS	CAPACITY	
Ultra lightweight	Solo	Up to 125cc
Lightweight	Solo	132cc to 250cc
Junior	Solo	263cc to 350cc
Senior	Solo	368cc to 500cc
Unlimited	Solo	526cc to 1300cc
Sidecar	Sidecar	Up to 1300cc
Period 2 Junior	Solo	Up to 350cc
Period 2 Unlimited	Solo	368cc to 1300cc
Period 3 Formula 700	Solo	526cc to 700cc
Period 4 Formula 750	Solo	526cc to 750cc
Period 5 Formula 750	Solo	526cc to 750cc

- 16.2.1.2 Competitors are eligible to enter:

- a) the capacity and Era class as shown in the machine's logbook and,
- b) the next capacity class in that Era

### 16.2.2 Log Books

- 16.2.2.1 Log books are mandatory for Historic Road Racing competitions.

- 16.2.2.2 Log books must:

- a) Be produced by the entrant at Scrutineering,
- b) Be available for presentation at any other time during the race meeting,
- c) Contain provision for Scrutineers to

record any alterations or changes to machine.

- 16.2.2.3 Bona-fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA, and the machine complies with a safety inspection.

- 16.2.2.4 With the exception of machines covered by GCR 16.2.2.3, machines that do not hold a log book cannot compete.

- 16.2.2.5 Log book application forms are available from MA, the MA website [www.ma.org.au](http://www.ma.org.au), or from SCBs.

- 16.2.2.6 To assist in the issuing of a logbook upon completion of the machine, before commencing the building of a machine that consists primarily of replicated parts, plans and specifications must be submitted to MA for interim approval. Application forms for this purpose are available from [www.ma.org.au](http://www.ma.org.au).

## 16.3 NOISE EMISSIONS-HISTORIC ROAD RACING

- 16.3.0.1 Noise emissions must not exceed 102dB(A) unless a lower limit is provided for in the SR or by the circuit hire agreement

- 16.3.0.2 Measurement as shown at GCR 12.10.2

- 16.3.0.3 The FIM guidelines for use of sound level meters must be followed.

- 16.3.0.4 **Provided noise emission levels are not exceeded, exhaust systems may operate without silencers.**

## 16.4 ELIGIBILITY - HISTORIC ROAD RACING

- 16.4.0.1 The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and Parts Manual publication dates are not proof of eligibility.

- 16.4.0.2 Entrants must enter their motorcycles at historic meetings quoting the year of manufacture.

- 16.4.0.3 The eligibility and dating of Historic motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component.

- 16.4.0.4 For all historic competition, the year of the manufacture of a motorcycle is defined as the year of manufacture of the machine or of its latest major component.

- 16.4.0.5 For the purpose of these rules "Year of

manufacture” is defined as the year in which:

- a) For a road based bike the machine or its latest major component was **first generally available for sale and delivery to the purchaser,**
  - b) For a race bike the year in which the machine or the latest major component first appeared in open competition.
- 16.4.0.6 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.
- 16.4.0.7 Major components are:
- a) All engine and gearbox external castings,
  - b) Frames,
  - c) Swingarms,
  - d) Brakes,
  - e) Forks and fork yokes,
  - f) Carburettors.
- 16.4.0.8 All other components shall be considered as minor components.
- 16.4.0.9 Major components that were manufactured outside a specific period, but which are visually indistinguishable from period components shall be eligible for that period.
- 16.4.0.10 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.
- 16.4.0.11 Components, whether major or minor, prohibited from use in any period will be deemed to be prohibited from use in all earlier periods unless specifically permitted under these Rules.
- 16.4.0.12 Minor components may be modified or updated, provided that they remain visually compatible with the period being depicted.
- 16.4.0.13 Components manufactured outside the period are eligible, if permitted under these Rules.
- 16.4.0.14 Fairings, streamlinings and cosmetic components must be based on patterns known and used in the period.
- 16.4.0.15 Worm drive hose clamps on oil lines are permitted.
- 16.4.0.16 All machines, whether standard or modified, must comply with the specifications of the period.
- 16.4.0.17 Everything that is not authorised and prescribed for use under these Rules is

strictly forbidden.

#### 16.4.1 Modification

- 16.4.1.1 The following parts must be removed from any machine before it may be entered in a competition:
- a) Headlamp,
  - b) Tail lamp,
  - c) Traffic indicators,
  - d) Reflectors,
  - e) Horns,
  - f) Rear vision mirrors,
  - g) Centre, rear and side stands, and
  - h) Registration plate and label holder.

- 16.4.1.2 Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of a minimum diameter of 3mm.

#### 16.4.2 Capacities

- 16.4.2.1 Engine capacity must not exceed 1300cc.

#### 16.4.3 Noise Control

- ~~16.4.3.1 All exhaust systems must be fitted with an effective silencer.~~

#### 16.4.4 Engine Cut Out Switch

- 16.4.4.1 All machines must be fitted with an engine cut out switch which must be either a lanyard type or handle bar mounted.

- 16.4.4.2 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids must be lockwired or otherwise secured in the tightened position in a manner approved by the scrutineer. Worm drive hose clips may be used.

- 16.4.4.3 All hoses must be securely fitted and guarded to prevent contact with:

- (a) The ground
- (b) Tyres or other moving parts over the full movement of the suspension

- 16.4.4.4 All machines must be fitted with an oil catch tank of a minimum capacity of 500cc, to be emptied at the end of each race.

- 16.4.4.5 The only liquid coolant permitted is water. No additives allowed.

- 16.4.4.6 A self closing throttle must be fitted.

### 16.5 REQUIREMENTS- HISTORIC ROAD RACING - SOLO

### 16.5.1 Periods 1 and 2

- 16.5.1.1 At least 1 efficient braking system and a primary drive guard if so driven;
- 16.5.1.2 Round or Oval number plates.
- 16.5.1.3 Unless otherwise contained in the machine's original specifications wheel rim widths must not exceed WM3.

### 16.5.2 Period 3

- 16.5.2.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM3 width on all wheels.
- 16.5.2.2 Oval number plates.
- 16.5.2.3 Front and Rear Brakes:
  - a) Manufactured in the period, or
  - b) Which replicate those manufactured in the period.

### 16.5.3 Period 4

- 16.5.3.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.
- 16.5.3.2 Oval or rectangular number plates.
- 16.5.3.3 Reed valves and crank case induction on 2-stroke engines, but only if the engine of original manufacture was so fitted

- 16.5.3.4 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 aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.**

### 16.5.4 Period 5

- 16.5.4.1 Unless otherwise contained in the machine's original specifications,
  - a) For 125cc to 500cc machines, the wheel rim must have:
    - i) A minimum diameter of 18" (457mm), and
    - ii) A maximum width of 2.5" (63.5mm) front and 4"

(101.6mm) rear.

- b) For Unlimited class the wheel rim must have:
  - i) Minimum diameters of 16" (407mm) front and minimum of 17" (432mm) rear, and
  - ii) A maximum width of 3.5" (89 mm) front and 4.5" (114 mm) rear.
- 16.5.4.2 Period forks:
  - a) Forks of a type manufactured in the period up to a maximum diameter of 41mm,
  - b) Forks which replicate the type manufactured in the period up to a maximum diameter of 41mm.
- 16.5.4.3 Rectangular number plates.
- 16.5.4.4 Front and rear brakes:
  - a) Manufactured in the period, or
  - b) Which replicate those manufactured in the period.
- 16.5.4.5 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 aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.**

## 16.6 PROHIBITED USES - HISTORIC ROAD RACING - SOLO

### 16.6.1 For all periods except period 5:

- 16.6.1.1 Slick or grooved slick tyres.
- 16.6.1.2 Shock absorbers with remote or external reservoirs.

### 16.6.2 Periods 1 and 2

- 16.6.2.1 Reed valves on 2-strokes.
- 16.6.2.2 Gear boxes with more than 4 speeds.
- 16.6.2.3 Hydraulic & telescopic steering dampers.

### 16.6.3 Period 3

- 16.6.3.1 Direct crankcase induction other than rotary disc valve on 2-strokes.
- 16.6.3.2 Reed valves on 2-strokes.
- 16.6.3.3 Non-motorcycle engines and transmissions.

16.6.3.4 Disc brakes.

#### 16.6.4 Period 4

16.6.4.1 Accessory air assisted front forks.

16.6.4.2 Electronic fuel injection.

16.6.4.3 All power jet carburettors and all other carburettors that are fitted with any form of auxiliary/primary jet mounted so as to feed into the air stream prior to the main carburettor body.

16.6.4.4 Mono-shock rear ends.

16.6.4.5 The following machines or their major components:

- a) Kawasaki 900Z1,
- b) Yamaha TZ,
- c) Yamaha RD,

16.6.4.6 Mag wheels (Cast metal wheels).

16.6.4.7 Rear disc brakes, unless originally factory fitted.

#### 16.6.5 Period 5

16.6.5.1 Floating front and rear discs unless:

- a) Manufactured in the period, or
- b) Which replicate those manufactured in the period.

16.6.5.2 The following machines or their major and minor components:

- ~~i) Suzuki Katana,~~
- ~~ii) Suzuki RG500 MKVI,~~
- i) Yamaha TZ250H,
- ii) Yamaha TZ250J,
- iii) 1981 Suzuki RG 500,
- iv) 1982 Suzuki RG 500.

16.6.5.3 Unless contained in the machine's original specifications, all anti-dive devices and external fork damping.

16.6.5.4 Replica fork sliders, calipers and anti-dive must be visually indistinguishable from factory original.

16.6.5.5 Electronic fuel injection.

16.6.5.6 The use of carbon fibre and Kevlar materials, and other materials presented as having the appearance of carbon fibre

### 16.7 PERMITTED USES - HISTORIC ROAD RACING - SOLO

#### 16.7.1 Periods 1 and 2

16.7.1.1 Methanol Fuel.

16.7.1.2 Amal GP, Monobloc and MK1 concentric to 35mm (1 3/8 inch).

16.7.1.3 All period carburettors.

#### 16.7.2 Period 3

16.7.2.1 Methanol Fuel.

16.7.2.2 The following carburettors:

- a) All non-period Amal carburettors up to 40mm, or
- b) Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 38.40mm,
- c) Keihin CR & PW round bore series carburettors up to a nominal 30mm.
- d) Mikuni 40mm VM round slide carburettors
- e) Gardner Type C carburettors up to 40mm.

16.7.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.

16.7.2.4 Triumph 8- and 9-stud cylinder heads.

16.7.2.5 Reinforced gearbox castings.

#### 16.7.3 Period 4

16.7.3.1 Mechanical fuel injection.

16.7.3.2 Methanol Fuel.

16.7.3.3 Keihin CR Special round slide carburettors up to 33mm bore size.

16.7.3.4 Lockheed 4-fin brake calipers.

#### 16.7.4 Period 5

16.7.4.1 The following machines or their major components:

- a) Kawasaki 900Z1,
- b) Yamaha TZ,
- c) Yamaha RD and LC.

16.7.4.2 Spoked and mag-type (Cast metal) wheels.

16.7.4.3 Slick type racing tyres, cut slicks and racing wets.

### 16.8 REQUIREMENTS - HISTORIC ROAD RACING - SIDECARS & CYCLECARS

16.8.0.1 Ground clearance of no less than 65mm for the whole of the underside of the machine (excluding wheels), measured with the machine handlebars in the straight ahead position, race ready with rider and passenger on board,

16.8.0.2 Left Hand & Right Hand sidecars may compete against each other in Historic Road Racing.

#### 16.8.1 Period 1&2

16.8.1.1 At least 1 efficient braking system and a primary drive guard if so driven.

- 16.8.1.2 Sidecars must:
- Use a frame of a type which could be ridden solo, with an outrigger sidecar chassis of tubular steel construction,
  - Be bolted at a minimum of 4 points.
- 16.8.1.3 Wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.
- 16.8.1.4 Oval number plates.
- 16.8.2 Period 3**
- 16.8.2.1 The height to the top bearing of the steering head must be at least 710mm (28") unladen.
- 16.8.2.2 Wheel rim diameters of at least:
- Front 16" (406mm),
  - Rear 13" (330mm),
  - Sidecar 10" (254mm).
- 16.8.2.3 Wheel rim widths of no more than:
- Front 3" (76mm),
  - Rear 4.5" (115mm),
  - Sidecar 4" (102mm).
- 16.8.2.4 Tyre outside diameters must be at least 22" (560mm) front and rear.
- 16.8.2.5 Oval or rectangular number plates.
- 16.8.2.6 Front and rear Brakes:
- Manufactured in the period,
  - Which replicate those manufactured in the period,
  - Sidecar wheel brake prohibited,
  - Linking of brakes is prohibited,
  - Front brakes are to be hand controlled and rear brakes are to be foot controlled.
- 16.8.3 Period 4**
- 16.8.3.1 Wheel rim diameters of be at least 10" (254mm).
- 16.8.3.2 Wheel rim widths of no more than 6" (153mm).
- 16.8.3.3 Moulded tread type tyres.
- 16.8.3.4 Front and rear brakes:
- Manufactured in the period,
  - Which replicate those manufactured in the period,
  - Sidecar brake permitted,
  - Only mechanical brake bias adjustment permitted,
  - Linking of front and rear brakes prohibited,
  - Linking of rear and sidecar brakes permitted.
- 16.8.3.5 Front exit sidecar chassis configuration only.
- 16.8.3.6 Oval or rectangular number plates.
- 16.8.4 Period 5**
- 16.8.4.1 Wheel rim diameters to be no greater 13" (330mm).
- 16.8.4.2 Wheel rim widths to be no greater than:
- Front 7" (178mm),
  - Rear 9" (229mm),
  - Sidecar 8" (203mm).
- 16.8.4.3 Rectangular number plates.
- 16.8.4.4 Front, rear and sidecar brakes:
- Manufactured in the period,
  - Which replicate those manufactured in the period,
  - Hydraulic bias adjusters permitted,
  - Linking of brakes permitted,
  - Must be fitted with an emergency system operated by a handlebar lever with a simple circuit operating on either front or rear of the motorcycle.
- 16.8.4.5 Front and/or rear sidecar exit configuration.
- 16.8.4.6 Steering / front forks:
- Leading or trailing forks, with front wheel equally supported on both sides,
  - A cycle car with 2 forward wheels that was manufactured in the period or is an exact replica of those manufactured in the period.
- 16.8.4.7 Sidecars must use a frame of circular or non-circular tubular steel construction with a maximum diameter of 102mm (4") at the broadest point, which was manufactured in the period or is a replica of a frame manufactured in the period.
- 16.8.4.8 Methanol Fuel
- 16.9 PROHIBITED USES - HISTORIC ROAD RACING -SIDECARS & CYCLECARS**
- 16.9.1 Period 3**
- 16.9.1.1 Sidecar kneelers.

- 16.9.1.2 Non-motorcycle engines and transmissions, except where originally fitted.
- 16.9.1.3 Disc brakes.
- 16.9.2 Period 4**
- 16.9.2.1 The following machines or their major components:
- Kawasaki 900Z1,
  - Yamaha TZ,
  - Yamaha RD.
- 16.9.2.2 Electronic fuel injection.
- 16.9.2.3 Power jet carburettors.
- 16.9.3 Period 5**
- 16.9.3.1 Liquid cooled 4-stroke motorcycle engines.
- 16.9.3.2 Rear engine sidecars.
- 16.9.3.3 Steerable sidecar wheels.
- 16.9.3.4 Monocoque construction.
- 16.9.3.5 Banking sidecars.
- 16.9.3.6 Electronic fuel injection.
- 16.9.3.7 Floating front discs unless:
- Manufactured during the period; or
  - Which replicate those manufactured during the period.
- 16.9.3.8 The following machines or their major and minor components:
- ~~Suzuki Katana,~~
  - Suzuki RG500 MKVI,
  - Yamaha TZ250H.
- 16.9.3.9 Unless contained in the machines original specifications, all anti dive devices and external fork damping.
- 16.9.3.10 Replica fork sliders, calipers and anti dive must be visually indistinguishable from factory original.
- 16.10 PERMITTED USES - HISTORIC ROAD RACING - SIDECARS & CYCLECARS**
- 16.10.1 Period 3**
- 16.10.1.1 Methanol fuels.
- 16.10.1.2 The following carburettors:
- All Amal carburettors up to 38mm,
  - Dellorto SSI and Dellorto concentric non-pumper carburettors up to 38mm,
  - Keihin CR & PW round bore series carburettors up to a nominal 30mm,
  - All period carburettors.
- 16.10.1.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.
- 16.10.1.4 Triumph 8- and 9-stud cylinder heads.
- 16.10.1.5 Non-motorcycle wheels and brakes providing they meet existing dimensional criteria.
- 16.10.1.6 Reinforced gearbox castings.
- 16.10.2 Period 4**
- 16.10.2.1 Methanol fuels.
- 16.10.2.2 Mechanical fuel injection.
- 16.10.2.3 Non-motorcycle wheels and brakes providing they meet existing dimensional criteria.
- 16.10.2.4 Hydraulic brake master cylinders of cylindrical appearance.
- 16.10.2.5 Keihin CR Special round slide carburettors up to 33mm bore size.
- 16.10.2.6 Lockheed 4-fin brake calipers.
- 16.10.3 Period 5**
- 16.10.3.1 Slick type racing tyres, cut slicks and racing wets.
- 16.10.3.2 Motorcycle engines that were manufactured in the period.
- 16.10.3.3 Methanol Fuel
- 16.11 FUEL- HISTORIC ROAD RACING**
- 16.11.0.1 Fuel for historic Road Racing must be:
- Methanol (with the exception of Period 5 solo machines),or,
  - Unleaded that is no more than **100** RON,
  - Which contains no additives other than those added at the point of manufacture except for lubricating oil,
  - Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".
- 16.11.0.2 Leaded fuel, providing that:
- The fuel is purchased from suppliers approved by Environment Australia,
- 16.12 AUSTRALIAN HISTORIC ROAD RACING CHAMPIONSHIPS**
- 16.12.0.1 The minimum number of entries to constitute a class for an Australian Historic Road Race Championship is:
- 10 or more bona-fide entries for all solo classes.
  - 6 or more bona-fide entries for sidecar classes.
- 16.12.0.2 A bona-fide entry is defined as a full entry received quoting:
- A current MA National or National 1 event licence for the rider,
  - An MA Historic Logbook number for the machine entered

- c) Current contact details for the entrant,
- d) An entry fee paid, and
- e) The entry not withdrawn prior to the commencement of the race meeting.

#### 16.12.1 Format

- 16.12.1.1 The Australian Historic Road Race Championship will be conducted as a single meeting at a venue selected by the Historic Road Race Commission.
- 16.12.1.2 The Australian Championship shall consist of no more than 3 races per period per class.
- 16.12.1.3 Race distances will be determined by

the Historic Road Race Commission, in consultation with the Promoter.

#### 16.12.2 Log Books

- 16.12.2.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 16.2.2.3.
- 16.12.2.2 Log book application forms are available on [www.ma.org.au](http://www.ma.org.au) or from SCBs.
- 16.12.2.3 Log book applications may not be processed if lodged within 6 weeks of the Championship.

## Kirk McCarthy Memorial Award

The Kirk McCarthy Memorial Award was established in 2005 by the McCarthy Family in conjunction with a number of industry partners to honour Kirk McCarthy and his achievements in motorcycling.

The award program is aimed at assisting young riders to contest the Australian Superbike Championship (ASC).

Each year, one rider will be selected from the applications received for the Kirk McCarthy Memorial Award. The successful rider will receive financial and product support to contest the following year's ASC.

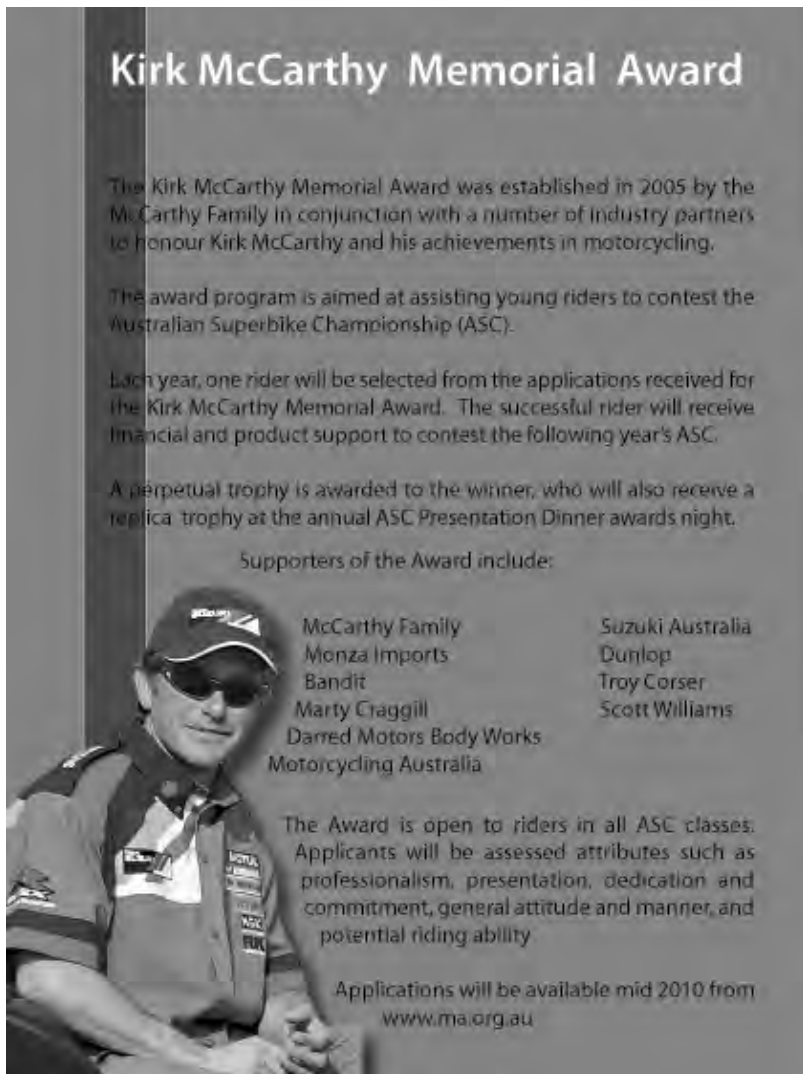
A perpetual trophy is awarded to the winner, who will also receive a replica trophy at the annual ASC Presentation Dinner awards night.

Supporters of the Award include:

McCarthy Family	Suzuki Australia
Monza Imports	Dunlop
Bandit	Troy Corser
Marty Craggill	Scott Williams
Darred Motors Body Works	
Motorcycling Australia	

The Award is open to riders in all ASC classes. Applicants will be assessed attributes such as professionalism, presentation, dedication and commitment, general attitude and manner, and potential riding ability.

Applications will be available mid 2010 from [www.ma.org.au](http://www.ma.org.au)



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