

Approved/revised: 1 March, 2023

1. Objective of Policy

The objective of this Policy is to outline the requirements for a motorsport activity incorporating both *Automobile/s* and *Motorcycle/s*, conducted in a competitive and/or non-competitive manner. This policy has been developed to define the overarching parameters contributing to Motorsport Australia granting its approval of 2+4 Events.

2. Scope of Policy

This Policy applies to all *Organiser/s* of *Event/s* conducted under either a Motorsport Australia *Event* permit or a Motorcycling Australia *Event* permit where *Automobiles* and *Motorcycles* conduct separate *Competitions* or activities as part of the same *Event*.

3. Definitions

Any HEADING is for reference only and has no regulatory effect. A Capitalised or italicised word in this document is defined in the Code or NCR or this document and shall have the following meanings unless stated otherwise:

- (a) **2-4 Event** means an activity including *Automobiles* and *Motorcycles*, forming part of an overall competitive and/or non-competitive *Event*;
- (b) **Existing Event** means a 2+4 *Event* that has previously occurred on at least three (3) occasions. This *Event* may or may not have been sanctioned by Motorsport Australia previously;
- (c) **Geographic Separation** means physical separation of *Automobiles* and *Motorcycles* at all times during an *Event*;
- (d) **Motorcycle** means and includes:
 - (i) Solo - a one-track vehicle with two wheels with the drive through the rear wheel;
 - (ii) Solo two-wheel drive - a one-track vehicle with two wheels with the drive through the front and or rear wheels;
 - (iii) Sidecar - a two-track vehicle with three road wheels, with the drive through the rear wheel of the vehicle;
 - (iv) Cycle car - a three-track vehicle with three wheels that is driven by either one or two wheels;
 - (v) Trike - a three-track vehicle with three wheels that is driven by its rear wheels;
 - (vi) ATV - a two-track vehicle with four wheels driven by the rear or all wheels and on which a rider may be accommodated astride the vehicle having control of the steering by way of handlebars operating the front wheels;
 - (vii) UTV/SxS (Utility Terrain Vehicle/ Side by Side) - a two-track vehicle with four wheels driven by the rear or all wheels and in which a driver and

passenger may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels;

- (viii) A reference to "Machine" means Motorcycle and these terms are interchangeable.
- (e) **Motorcycling Australia** means the national governing sporting body responsible for the control of Motorcycle sports under the governance of the Fédération International de Automobiles (FIM);
- (f) **Motorsport Australia** means the Confederation of Australian Motor Sport Ltd. trading as Motorsport Australia;
- (g) **New Event** means a proposed 2+4 *Event* which is not an Existing Event or lacking lacks historical significance or prior 2+4 *Event* approval.

4. Authorisation of 2 + 4 Events

A 2+4 *Event* may be authorised by Motorsport Australia to take place under the following parameters:

- (a) Existing Events have a proper place in motorsport authorised by Motorsport Australia, subject to operating under this Policy. Existing Events will be permitted to continue under Motorsport Australia sanction, subject to fulfilling the requirements contained in the 2+4 Event Procedure. It is necessary to manage the conduct of 2+4 *Event*/s to minimise the risks to spectators, officials and competitors alike.
- (b) Each New Event must demonstrate that it will be of significant benefit to Australian motorsport and fulfil the requirements of the 2+4 Event Procedure. All New Events will be subject to approval by the CEO of Motorsport Australia.
- (c) Each Motorcycle activity shall be covered by insurances which are separate from Motorsport Australia insurances for all activities. Proof of insurance must be provided to Motorsport Australia prior to Motorsport Australia issuing an *Event Organising Permit*.
- (d) All insurances for the Motorcycle related activities of the *Event* will, where possible, be not inferior to the insurances provided by Motorsport Australia for Automobile activities.
- (e) Each official who is accredited or recognised by Motorsport Australia, and who will also serve as an official for the Motorcycle related activity, must be advised by the *Organiser* of the separation of duties and of insurance conditions, so they are aware of the separate insurances which apply to the *Automobile* and Motorcycle activities. Each official will be advised to direct any claims or enquiries to the appropriate responsible body or persons.
- (f) Each official must acknowledge that they are aware of any differences in the insurances provided at the *Event* by signing a statement to this effect on the official's registration (sign-on sheet).

5. Authorisation

The Motorsport Australia CEO will be responsible for authorising each 2+4 *Event*.

6. Procedure

- (a) The following requirements:
- (i) Outline the manner in which an *Organiser* will structure specific elements of 2+4 Event/s in order to obtain Motorsport Australia approval of 2+4 Event/s; and
 - (ii) Identify the minimum standards required for the 2+4 Event/s design and management in order to provide a Safety 1st environment for the *Event*.
- (b) The **application process** for all 2+4 Event/s is as follows:
- (i) Application must be made in writing to the CEO of Motorsport Australia, accompanied by the *Event Organising Permit* Application Form submitted in accordance with the NCR. The application for a 2+4 Event will:
 - A. Request Motorsport Australia approval;
 - B. Detail the scale and scope of the proposed *Event*;
 - C. Illustrate its benefit to Australian motorsport;
 - D. Indicate the intent of the *Organiser* to fulfil the requirements of the 2+4 Event and Procedure Policy;
 - E. Include an event management plan (Operational) and a risk management plan; and
 - F. Include a clearly labelled map/plan of the venue, identifying clear Geographic Separation between *Automobiles* and Motorcycles on the activity area / course and in the paddock areas.
- (c) **Proof of Insurance/Organising Permit** for the Motorcycle activity must be provided to Motorsport Australia. This documentation must be received by Motorsport Australia prior to the release of the Motorsport Australia *Event Organising Permit* sanctioning the *Automobile* activity.
- (d) The following basic arrangements are established as the **minimum criteria** for all 2+4 Event/s:
- (i) Both *Automobiles* and Motorcycles are to have separate Organising Permits covering their respective activities;
 - (ii) A time check is to be conducted for all officials and competitors. Official race time is to be maintained in race control;
 - (iii) Activities for *Automobiles* and Motorcycles are to occur at separate times;
 - (iv) The track safety installations for both *Automobile/s* and Motorcycle/s must be in place and or removed if different between *Automobile/s* and Motorcycle/s prior to each discipline commencing their respective session;

- (v) All competitions for *Automobile/s* and *Motorcycle/s* are conducted under the relevant rules for competition and *Event Permit* conditions;
 - (vi) Acceptance that some officials may hold the suitable accreditation to officiate at both *Automobile* and *Motorcycle* Competition/s and that they be permitted to do so provided those officials are conversant with the differing *Competition Permit* and insurance requirements and provisions;
 - (vii) Officials who elect to undertake duties for both *Automobile* and *Motorcycle* activities will be subject to two different insurance arrangements. Ideally, and where possible, separate officials should control the *Automobile* and *Motorcycle* activities;
 - (viii) Officials must be formally advised by the *Organiser* of the differing insurance parameters of Motorsport Australia and the relevant body permitting the *Motorcycle* activity before committing themselves to support the activities. Officials must acknowledge that they are aware of any differences in the insurances provided at the *Event* by signing a statement to that effect on the sign-on sheet.
- (e) **Geographic Separation** in the pit/paddock area is to be achieved to the greatest degree possible as follows:
- (i) All *Automobile/s* are to physically be located in one discrete area and *Motorcycle/s* in another;
 - (ii) Where garages are available *Automobile/s* shall have access to a specified group of garages and the *Motorcycle/s* assigned to another group;
 - (iii) *Automobile/s* and *Motorcycle/s* must be kept in their respective areas when not undertaking scheduled activities and any routes between the garage and activity area must be clearly identified so that no transporting through the other vehicles' area should be necessary;
 - (iv) Where possible Scrutineering is to be conducted in the respective dedicated garage areas.
 - (v) Some track layouts may make Geographic Separation very difficult in accordance with the requirements specified above. Where clear physical separation is not possible the *Organiser/s* are to exercise maximum control to minimise the risk.

7. Related Rules, Policies or Procedures

- (a) Motorsport Australia Safety 1st Policy.
- (b) Motorsport Australia Insurance Policy.
- (c) Motorsport Australia online Event forms published at www.motorsportaustralia.org.au

8. General

- (a) The Policy Manager is the Manager, Track Inspection and Race Operations to whom any questions in relation to this Policy should be directed.
- (b) This Policy will be reviewed every 2 years if not sooner.

Policy Creation Date	Dec 2020
Policy Review Date	March 2023
Policy Review Date	March, 2025