

2022 A4DE TECHNICAL BULLETIN #1

BIKE DETAILS – (VIN, engine number etc.)

Many riders have incomplete or incorrect bike details and transponder number in Ridernet when they entered such as TBA, VIN number incomplete or missing, etc.

This information is required to be accurate for you to ride as this information is provided to VicRoads to allow you to ride on Victorian roads in a competition (A4DE). If your information is incorrect at scrutineering, you won't be permitted to ride as VicRoads will not have your correct information and it is too late to change it with VicRoads.

Please check your bike details in Ridernet and if incomplete or incorrect per the below list please email the A4DE secretary a4de-secretary@dmcc.com.au the following details:

MA License No. (to match info with rider)

Bike Make

Bike Model

Bike Capacity

Bike Colour

Bike VIN Number

Bike Engine Number

Bike Rego Number (if you have requested a UVP, just use "UVP" as rego)

Transponder number (if you are hiring a transponder use "hire" as number)

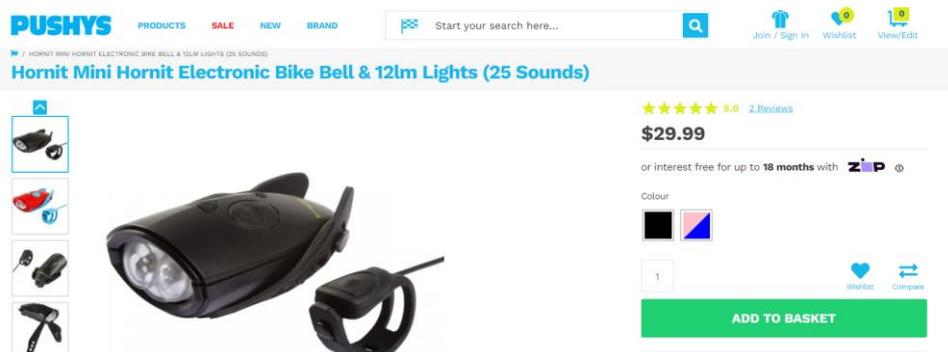
Please have this information sent in by Friday 22nd April

HORN

To comply with Victorian Recreation registration as the minimum standard requirement, the horn shall be electrically operated from the motorcycle alternator or a battery and must be operable without taking your hand from the handlebars and be able to be audible from 50m with the motorcycle engine running.

The horn shall remain on the motorcycle for the duration of the event.

A bicycle horn such as the below is acceptable as it is battery operated, operated from a button that is handlebar mounted and is audible from 50m with the motorcycle engine running.



<https://www.pushys.com.au/hornit-mini-hornit-electronic-bike-bell-and-12lm-lights-25-sounds.html>

The images below show where the horn button shall generally be placed on the handlebar and an approved type of horn. The horn button can be depressed using your thumb with your hand still on the grip.



MIRROR

The mirror shall be mounted on the right-hand side of the handlebars and can be a bicycle type mirror and doesn't need to be a motorcycle type mirror, the mirror shall remain on the motorcycle for the duration of the event.

The above images show types of approved mirrors and mounted on the RHS of the handlebars.

STOP LIGHT

Motorcycles shall have an operating stop light connected to the front or rear braking system to comply with Victorian recreation registration requirements.

FRONT and REAR LIGHTS

Motorcycles shall be fitted with an operating front and rear light; the lights shall be powered by the engine, battery powered lights are not acceptable and shall operate for the duration of the event to comply with Victorian recreation registration requirements.

Lights will be checked each morning at the start control and riders will not be permitted to proceed for the day until lights are operational.

It is suggested that riders check their lights the previous afternoon at the final work period before entering the final control and park ferme.

NUMBER PLATE

Motorcycles will be checked at scrutineering for the number plate being mounted to the rear mud guard. The rear mudguard shall have an extension that faces towards the ground to comply with Victorian recreation registration requirements, MX style rear guards without an extension **will not** be accepted.

Number plates will be checked each morning at the start control and riders will not be permitted to proceed for the day unless the number plate is mounted on the rear guard.

It is suggested that riders check their number plate the previous afternoon at the final work period before entering the final control and park ferme, if it is missing you have time to retrieve the plate and hopefully the sweeps have picked it up and returned to the paddock.

The images below show an acceptable rear guard with extension and correct orientation and mounting of the number plate.



The images below show an acceptable rear guard with extension and accepted mounting of the number plate.



The images below show an **unacceptable** rear guard with no extension and **unacceptable** mounting location of the number plate.



The images below show an acceptable rear guard with extension but an **unacceptable** mounting location of the number plate



HELMETS

To comply with Victorian Road Traffic standards, helmets shall comply with Vic Roads requirements as follows:

Helmet standards

- Riders and passengers must wear an approved helmet that meets one of the following standards as set out in [Victorian Government Gazette No. G 31 Thursday 6 August 2015 \(pp. 1720-1721\)](#) [↗](#)
 - **AS 1698-1988**
 - **AS/NZS 1698:2006** (or any later version of that standard)
 - **ECE 22.05** (or any later version of that standard).
- If a face shield or visor is fitted to the helmet, it must meet the same requirements specified in the standard for the helmet to which it is attached.
- All helmets must be marked to show that they comply with the relevant Australian Standard or ECE 22.05.
- The marking requirements vary according to which standard the helmet meets and the date on which it was manufactured (if made in Australia) or the date on which it was imported into Australia (if not made in Australia).

Marking requirements for helmets that meet AS 1698-1988 or AS/NZS 1698:2006

- For helmets that comply with AS 1698-1988 or AS/NZS 1698:2006 (or any later version of AS/NZS 1698:2006) **and which are manufactured in, or imported into, Australia before 1 July 2012**, the helmet must be marked with an official standards mark certifying compliance with the relevant standard.
- For helmets that comply with AS 1698-1988 or AS/NZS 1698:2006 (or any later version of AS/NZS 1698:2006) **and which are manufactured in, or imported into, Australia on or after 1 July 2012**, the helmet must be marked with **the symbol of a body accredited by the Joint Accreditation System of Australia and New Zealand (JAS-ANZ)**, certifying compliance with the relevant standard.
- Accredited companies that certify motorcycle helmets can be found on the [JAS-ANZ website](#) [↗](#).

Example labels



SAI Global



BSI





Global-Mark.com.au®
ID Number 100777

Global-Mark

Marking requirements for helmets that meet ECE 22.05

For helmets that comply with ECE 22.05, the helmet must bear a label displaying **an international approval mark**.

The mark will be in the form of a circle surrounding the letter "E", followed by the distinguishing number of the country that has granted approval. The number to the right of the "E" may vary from one model of helmet to another.

The mark must be accompanied by

- the approval number under which approval was granted
- a dash and either the symbol "J", "P" or "NP", depending on whether the helmet:
 - does not have a lower face cover (J)
 - has a protective lower face cover (P)
 - has a non-protective lower face cover (NP)
- a dash followed by the production serial number for the helmet concerned.
- An example of the arrangement of the approval mark is shown below.



051406/J-1952

Depending on the country of manufacture the E number will be different, for example E4 is for Netherlands, E11 for United Kingdom.

DISTANCE BETWEEN FUEL STOPS

Riders are reminded that as per the supplementary regulations, refuelling depots (distance between service controls) on some sections will be a maximum of 75km, contrary to 2022 MA MOM 11.14.11.1(m) Thus, motorcycles must carry sufficient fuel for 75km. (This is due to refuelling not being permitted on public land.)

As Erica Forest District terrain is predominantly tighter trails with low average speeds, getting 75km from a tankful for all current model bikes is not an issue.

For example, a Yamaha YZ125, KTM 300 carby model usually can make 75km in the Erica terrain.

As most days are under 200km including special tests for about 7 hours riding, this gives riders an indication of the average speed.

ENVIROMATS

All refuelling shall be done over an enviromat, the enviromat shall be a minimum size of 800x1300mm.

Each competitor must supply one (1) environment mat that is approved to use for hydrocarbon spills. All service crews, mechanics and riders will be required to use an environment mat when replenishing all fuels, oils and chemicals (including the oiling of chains) in order to stop ground contamination. (Plastic, cloth and non-rubber backed carpet etc is not sufficient to stop ground contamination should spillage occur.)

Failure to comply is reason for a yellow or red card, which means penalty or exclusion for the rider.

An event approved enviromat is available online per the following link.

https://www.nisbets.com.au/jantex-entrance-mat-large/gh059?vatToggle=incvat&gclid=1&gclid=EAlaIqObChMlk4aLq_GY2wIVDA4rCh1ZTAi_EAYAYABEgJcTfD_BwE&utm_mmc=PLA-_-986965357-_-48375963283-_-GH059&catargetid=120155510000417690&cadevice=c

SUMP OIL and USED TYRES

The A4DE will have available a bulk container for sump oil.

Used filters and other oil change disposable items shall be bagged and removed from the park ferme/site by the rider.

Rubbish bins will not be provided, and riders/crew need to bag their rubbish and remove from the site for disposal.

Do not leave used tyres at the site, riders shall remove their used tyres from the site for disposal.

FUEL

Fuel drums at service controls shall not be greater than 10L in capacity, a 20L drum with 10L is not acceptable. Failure to comply is reason for a yellow or red card, which means penalty or exclusion for the rider.

Erica and Rawson do not have fuel available for sale, the nearest fuel is Moe, Tyers or Traralgon.

FIRE EXTINGUISHERS

Each pit area/Quikshade shall have a minimum 1kg fire extinguisher suitable for flammable liquids located within 4m of the bike refuelling in all service controls and work areas. Failure to comply is reason for a yellow or red card, which means penalty or exclusion for the rider.

TRAIL - TYRES

The Erica trails are predominately clay with little rock except for a short section on day 3 which is rocky and most DMCC riders who ride the Erica area use soft to medium tyres. Very low tyre pressures when its wet and higher tyre pressures when dry.