



QVMX Scrutineering Regulations

It is the duty of QVMX and its officials to check all Bikes and riders Helmet's before they are allowed on the track. Please ensure that your bike complies as this is for your own safety as well as your fellow competitors. It's easier to turn up with a track ready bike rather than to try and comply in the short time between scrutineering and racing.

It is the duty of the Rider that they have inspected their riding gear and by entering and or competing in the event the rider has confirmed that they have inspected their riding gear and passed it as suitable for competing in a Motorcycling Australia or Motorcycling Queensland sanctioned event.

Scrutineering Regulations:

1. QVMX Scrutineer official has the right to refuse any bike that does not comply with the following regulations or in his professional opinion is not fit for competing.
2. Helmets:
 - a. Helmets must comply with Motorcycling Australia standards outlined in the current Manual for Motorsport.
 - b. Approval Labels outlined in Appendix 1 of the Manual for Motorsport policy;
 - i. Australia AS1698
 - ii. European ECE 33- 05 'P', 'NP' or 'J'
 - iii. USA SNELL M2010
 - iv. Japan JIS T 8133: 2007
3. Please ensure that your bike is clean for inspection.
4. Muffler - Bike MUST have an effective muffler.
 - a. Bike must meet the 95 decibel MQ standard noise test.
 - b. For Rocksberg events bike must meet the Council 100 metre ride by 70 decibel noise test.
5. Tyres – must be in good condition.
 - a. Tyres must not be perished, cracked or severely worn.
 - b. Tyres must able to hold air pressure for meeting duration.
6. Brakes - must be fully functional
7. Brakes must be able to be applied as per manufacturer's specifications.
 - a. Brakes must not drag and release braking pressure effectively.
8. Throttle - Must be a self-returning throttle
 - a. Throttle must be freely operational ensuring that the throttle can freely return to fully closed position.
9. Foot Pegs – Must have self-returning foot pegs.
 - a. Foot pegs must retract towards frame with hand pressure applied.
 - b. Foot pegs must return to horizontal position freely.
10. Engine:
 - a. Working kill switch.
 - b. Engine Kill switch must stop the engine.
 - c. Engine must not have excessive fluid leaks.

11. Rims / Wheels / Tyres:
 - a. Rims and or Tyres must not have excessive run out in horizontal plane.
 - b. Rims and or Tyres must not have excessive run out in vertical plane.
 - c. No rusty, loose, missing or broken spokes.
 - d. Spokes must effectively hold the rim under competition forces
12. Fuel:
 - a. No fuel leaks.
 - b. Fuel lines to be secured.
13. Handle Bars:
 - a. Ball ends on levers.
 - b. Plugged handlebar ends
14. Cables:
 - a. Cables are to be secured in place, not flapping around.
 - b. Cable routing to ensure that cables can operate freely and not interfere with the operation of the bike.
15. Bearings / Bushings:
 - a. Head Stem Bearings to be serviceable and no discernible sideways movement.
 - b. Wheel Bearings to be serviceable and no discernible sideways movement in wheel on inspection.
 - c. Swing Arm bearings / bushings to be serviceable and no discernible sideways movement in swing arm OR wheel on inspection.
16. Frame:
 - a. Side stands must be removed.
 - b. Bark busters or similar protection devices must be removed.
 - c. Frame must not have any cracks.
 - d. Plastics / fenders / numberplates must be securely fastened.