

2019 INFORMATION FOR THE RIDERS/TEAM MANAGEMENT

This document is a guideline to help you understand the general protocols in running the MX Nationals.
This list below is not exhaustive and subject to change depending on circumstances. Please refer to the current GCR's.
Update 04/04/19

Rider Responsibilities

- Riders are responsible to read the final instruction and rider bulletins which will be distributed using Team App. If you do not have this App you should register immediately
- Riders are responsible for keeping their motorcycle in conformity with the rules.
- Riders may be held responsible for the actions of their team members.
- Random sound controls may be carried out, typically on Saturday (refer to the time schedule) and post race Sunday
- Riders using WEM transponders are responsible for returning transponder if leaving early.
- If the rider wants to lodge a protest this must be in done in accordance with the MA GCRs and lodged via the Clerk of Course (CoC)
If you can't find the CoC please report to the WEM truck and he/she will be notified by radio communication.

Rider Gear

- Riders are responsible to select a helmet and apparel which will provide appropriate protection
- An MA approved helmet must be worn at all times when riding a motorcycle which includes the rider and any support persons
- Includes but is not limited to boots, pants, jerseys, gloves, helmet, helmet eject (compulsory for all Championship Classes), goggles, body protection (compulsory for juniors), etc.
- Gloves and goggles must be worn at the start of each practice, sighting lap or race.
- The racing number on the back of the rider must be the same as on the motorcycle unless prior approved. The number must be a contrasting colour and clearly distinguishable from 30 meters
- Long hair must be contained within the helmet.
- All body jewellery is to be taped over or removed during on-track competition.

Riders' Briefing

- Riders briefing attendance is compulsory and briefing time is listed in the Final Instructions.
- Riders briefing at round 1 will be a full induction. All subsequent rounds will have a track specific briefing only
- Riders/teams will receive all relevant information and other Bulletins via Team App as well.

Test Area

- Should you have a problem and need to test a motorcycle you must seek permission from the CoC, this can be done in person or you can ask a WEM staff member to radio the CoC for permission.

Practice and Qualifying

- MX1, MX2 and MXD will have 10 minutes free practice 15 minutes qualifying, (1 practice start will be allowed at the commencement of each free practice)
Support will generally be 10 minutes free practice 10 minutes qualifying (0 practice starts at commencement) unless otherwise notified.
- For 1st lap of each class first practice session, a waved yellow flag will be displayed at all marshal positions around the track. The reason is to indicate exact marshal positions.
- There is strictly no jumping as defined in the definitions at the end of this document
- penalty is relegation of 3 positions (for first offence) from final qualifying position. Subsequent offence in same year - relegation to Last Qualifying gate pick position and \$ 500 fine
- **No unnecessary stopping on the track unless being ordered to by an official. The penalty for stopping on the track (or parking up beside the track) during practice/qualifying will be loss of fastest lap.**
- A whistle will be sound to signify the Mechanics area will close 2 minutes prior to end of qualifying. All bikes still in the mechanics area must leave the area immediately.
- Bike changes may only take place during free practice and it is the responsibility of the rider to return to the Mechanic area **with their transponder** to take the replacement bike. The bike that has failed will be impounded and if no fault is found by the Scrutineer all qualifying times will be forfeited.
- **Cutting the track to gain clear track is forbidden.** Penalty = Loss of 3 positions from final qualifying
- *THE FASTEST 40 QUALIFIERS + 2 RESERVES are eligible to compete in all Motos. Riders from 43rd position onwards WILL NOT be able to start

Start Practice

- An opportunity for 1 x practice starts will be provided to the riders at the start of free practice for Championship classes only. This will be completed with the rider returning to the start line area as directed by Officials
- The first full lap of practice will then commence under waved yellow flags. No jumping is allowed and penalties will apply
- Start practice will be included in the allocated time for free practice
- Start practice is optional.

Waiting Zone

- Waiting Zone opens 20 minutes before the race start.
- Riders and accredited supports must always enter the track for the start of any session via the Waiting Zone only
- Access is granted to the start line for 4 minutes to the rider, mechanic and manager to view the start area
- With 1 minute to closing of the waiting zone a horn will sound and all riders, mechanics and managers must return to the waiting zone.
- Riders must use the toilets in or next to the waiting zone.
- The Waiting Zone will close 15 minutes prior to race start time. All bikes must be in the waiting zone prior to this closing time. Any late bikes may be excluded from the race depending on reserves and the late arrival will lose all rights to their Qualifying gate pick
- The rider, mechanic and managers are permitted in the waiting zone.
- Technical pass holders are allowed in the waiting zone and behind the start line roll back only if assisting a rider. (Technical pass holders are expected to assist anyone racing the brand of motorcycle they are listed to.)
- Works can be carried out on the bike in the waiting zone.

Bike Changes

Can only be made

- during the free practice time, prior to Qualifying commencing, with the rider and the transponder returning to the mechanics area. The bike will be impounded and must have sustained damage that could cause it to be unsafe/unrideable. OR
- Prior to the closing of the Waiting Zone for your race
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Signal Zone / Mechanics Area

- Riders must always enter the mechanics area by the mechanics area entrance. When a rider "misses" the entrance, the rider must continue in the direction of the course for another lap. Entering the mechanics area by the mechanics area exit will be considered as attempting to gain an advantage by course cutting for which the penalty = Loss of 3 positions from qualifying or race results
- No spare/second motorcycle is allowed in the repair/signalling zone/waiting zone during practice/qualifying, a race or sighting lap. Penalty for violation of this rule = disqualification from the race or qualification session in question.
- Riding in the mechanics area is restricted to walking pace only between the Mechanics In and Mechanics Out signs

Starting gate

- Refuelling is strictly forbidden in the waiting zone or start area unless under instruction of the CoC
- The rider, mechanic and manager may view the start gate in the pre-selection viewing time.
- All riders must leave the start zone and return to the waiting zone when the horn is sounded, (indicating 1 minute to close of waiting zone).
- The start process is considered underway from the close of the waiting zone.
- Riders will be called for start gate selection in groups of 4 upon the closing of the waiting zone in order of qualifying, this must be done in an expedient manner, once a start gate is selected riders cannot change to another start gate, if a rider delays selection the next rider will have right of way. (Once you step onto the grid that's your gate) *Any rider who is absent will forfeit their selection and pick upon their return*
- Riders may receive no outside assistance in selection of their preferred gate once they have been called to pick their start gate

- No tools, water, outside soil etc may be used to prepare the start gate area. Rags are not considered tools.
- Riders may use starting blocks.
- Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before all riders have taken their start position must follow the instructions of the officials.
- Riders with mechanical problems at the starting gate must take their motorcycle off the start grid and not interfere with other riders.
If the rider has been directed to another spot, they must remain there until the gate has dropped; once the gate has dropped, they can resume the race providing the leader hasn't past the nominated point on the circuit which will be advised at riders briefing.
- Motorcycles must be centred in the starting gate. Motorcycles must be at 90 degrees to the gate.

RACE START PROCESS

- 2 minutes before the commencement of sighting lap a key official will give a visible signal
- 1 minute before the commencement of sighting lap motorcycles are to be started and the mechanic is to move back in preparation for commencement of sighting lap.
- When time has expired a green flag will be displayed to commence the sighting lap.
The gates will immediately drop, and the green flag will be held for a full 30 seconds.
The gates will then be reset. If you have not left the start area then you are deemed to have elected not to participate in the sighting lap.
If a rider commences the sight lap then that rider must ride around the entire circuit to return to the start as directed. Any short cuts will be regarded as receiving an advantage and start penalties will apply
- All riders are in the starters hands from the time of commencement of the sighting lap green flag being displayed.
- 4.00 mins after the sighting lap commenced, you will be back on the grid.
A green flag will be walked across the front of the gates to clear Mechanics from the start area.
- With 30 seconds to gate drop the 30 second board will go up.
The 30sec board will be displayed for the full 30 seconds, then turned sideways to indicate 5-7 sec to the start.

Back to Back Races

- The gate selected by the rider for the first Back to Back (B2B) race will be the same gate for the second B2B race.
- The second B2B race will start 5 minutes from the time the winner of the first B2B crossed the finish line.
- Works may be done for repairs or adjustments on the bike between B2B races in the waiting zone or behind the start pad area. No works may be done on the Start Pad or outside of the designated work areas.
- Please note that no refuelling is allowed.
- **There will be no sighting lap for the 2nd B2B moto**

On Track

- Track inspection times will be listed in the Final Instructions
- No riding on the circuit outside practices, qualifying and races.
- Riders must ride in a responsible manner and not cause danger to other competitors / participants.
- Riders must use every effort to stay inside the original marked track at all times.
- Riders must always ride in the direction of the course.
- Riders who leave the track may continue at greatly reduced speed until they can re-enter the track safely.
- Riders must re-enter at the closest point where they left it, without gaining an advantage.
- No unnecessary stopping on the track unless being ordered to by an official. The penalty for stopping on the track during practice/qualifying will be penalised with the loss of fastest lap.
- Riders riding slowly or returning to the pit lane or paddock should avoid using the racing line and interfering with other riders.
- Riders who return to the paddock during a session **will not** be allowed to re-join that session.
- Assistance on the track by flag marshals or medical staff is allowed only in the interest of safety.
- After having crossed the finish line, riders must continue at a steady speed and clear the finish area as quick as possible. Slowing down abruptly or stopping in the area is not allowed.
- **Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Family or team members should proceed to the Racesafe Medical truck were they will be spoken to by the medical director. (Please don't enter the medical truck until invited).**

Board Signals

- “2 Minute Board” : 2 Minutes to start of sighting lap or session
- “1 Minute Board”: 1 Minute to Start of Sighting lap or session.
- “30 seconds Board”: 30 seconds until the starting procedure enters its final phase.
- “30 Second Board turns side ways”: The starting gate will drop within the **next 5 to 10 seconds**.
- “Last Lap Board”: 1 lap to go before the end of the Race / last lap.
- “Penalty Board” the in-race penalty (IRP) board will be displayed with his/her race number to a rider indicating in-race penalty has been applied. In-race penalties are not protestable in accordance with the GCR's.

Flag Marshals

- Marshals may assist riders by lifting motorcycles and moving them to a safe place.
- Marshals are not allowed to hold a motorcycle for a rider when he makes repairs.
- Marshals are not allowed to assist riders to re-start their motorcycles.

Podium Presentation

- Top 3 riders in the first moto will go directly to the podium.
- After moto 2 the top 3 overall will go to the podium and any other rider directed for TV interview.
- Water for washing and drinking will be provided at the podium
- Team manager of the winning rider can be present.
- The rider leading the point's standings (holder of the red plate / if not in the top 3).

Credentials and Access

- Team Manager, Access, Managers Viewing, start gates (pre viewing only) waiting zone and Mechanics / Signal - Zone
- Technical, Access to Waiting Zone, behind Start Pad roll back and Mechanics / Signal - Zone
- Mechanics Pass, Access to Waiting Zone, Start line and Mechanics / Signal - Zone in class listed on band
- Industry Pass, Access to Mechanics / Signal - Zone
- Credential cards must be displayed at all times along with the correct wrist band

Medical Info

Race Safe medical will provide the medical service at all rounds.

- Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Family or team members should proceed to the Racesafe medical truck were they will be spoken to by the medical director. (Please don't enter the medical truck until invited.)
- The administration of intravenous fluids is not permitted by the Anti Doping Code of FIM except as a part of treatment of a legitimate medical condition. This means that such treatment can only be administered by a doctor either in the medical centre or hospital. If a rider's medical condition is such that it requires the administration of intravenous fluids then the rider will be medically unfit to compete.

Riders Paddock

- All parking time will be listed in the final instruction
- If arriving early ie. Night before please leave the riders paddock area before 8:30am, paddock must be clear of all vehicles by 8:30am unless directed by WEM to stay in their position.
- There will be no van or privateer access prior to 11:30am no exceptions
- The only vehicles allowed in the riders paddock are those transporting motorcycles
- All other vehicles must park in designated area. Fines will apply for vehicles parked in the riders paddock unless approved by WEM and carrying parking pass.
- Awning setup all pegs outside your awnings must be capped.

- Teams must comply with OH&S standards when setting up.
- Riders and teams must leave the riders paddock in a clean manner, should a rider or team leave a mess a cleanup fee will be charged. (You must remove your old parts and tyres)
- Noise curfew no generators or noise after 10pm

Flag Signals

- **Yellow flag, stationary:** Caution, ride cautiously, racing may continue passing permitted.
- **Yellow flag, waved:** Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted. (The waved yellow flag takes precedence to the stationary yellow flag).
- **Medical flag:** Medical staff on the track, proceed with extreme caution, ride at walking pace, roll each jump, wheels on ground, no overtaking till the next sector or pass a green flag. **(The medical flag takes precedence to the stationary and waved yellow flags unless it is held by a sole flag marshal using a waved yellow and holding the medical flag above their head to communicate to Medical Services and officials that they are required to attend the scene**
- **Penalty Medical Flag - relegation of 10 positions. Not protestable, statement of fact.**
- **Blue flag Stationery:** Race leaders are coming,
- **Blue flag Waved:** Warning, you are about to be lapped. Hold your line.
- **Black flag + Board** with a rider's number: Rider in question to stop and leave the track using the repair and/or signalling area or access from the circuit to the paddock within 1 lap of the display of the board.
- **Green flag:** Course clear
- **Red flag:** All riders must stop racing and go to the area indicated by Officials.
- Riders must obey the official flags and board signals.
Whenever there are multiple officials displaying different flags in the same area, the superior flag always takes precedence over the other flag(s), (ie. yellow waved flag takes precedence over yellow stationary flag, medical flag over all yellow flags)

Definitions

Course Cutting

Riders must use only the marked track. However, if they accidentally leave the track, they may continue at a greatly reduced speed until they can re-enter the track safely. They must re-enter, without gaining an advantage, at the closest point to where they left the track.

Ride Cautiously

Do not hit anyone or anything. Stay well clear of the problem. No racing moves should be attempted at the place of the incident.

A significant reduction in speed must be observed;

~~The lead rider in your group on track is the gauge of speed with that speed significantly reduced and held constant. Hold your position on track and do not gain advantage in the sector nor increase speed until you have reached the next sector or pass a green flag. All bikes must travel at this same speed as others in that group. The lead rider in your group may on track is the gauge of speed with that speed significantly reduced and held constant.~~

All riders are responsible for their own speed which must be significantly slower.

The lead rider should reduce speed sufficiently that the entire group can transport through the Controlled Sector safely and without incident.

The slowest rider determines the speed of all bikes behind. This includes lapped or about to be lapped competitors. All racing is suspended whilst in the Controlled Sector until you have reached the next sector or pass a green flag Hold your position on track and do not gain advantage in the Controlled Sector.

Jumping

Anything with a down ramp or that can be doubled/tripled etc. You will be deemed to have jumped if your front

wheel lands on or past any part of the down ramp whilst the rear wheel is still in the air.

Walking pace

A speed that you can stop in an instant, have full control over your machine and able to avoid any unforeseen circumstance.

At this speed you will be unable to have your wheels leave the ground and you will continue on at that speed until you have reached the next sector or pass a green flag

Outside Assistance

- Assistance with starting or repairing motorcycle unless authorised by the CoC
- Riders receiving signals outside of the signalling area by the mechanic.
- Riders consulting with others along the track or control zones.
- Riders receiving any assistance along the track, except from an Official in the interest of safety.
- Radio communication is forbidden