



## Competitor Safety Items and Procedures

**Oil Check Procedures:** take place in Pit Lane, conducted by volunteers, during a mandatory stop in Pit Lane after completion of practice sessions or races, or anytime a competitor leaves the track, wishing to return to the Paddock. If a visual oil leak is detected, a Pit Lane Referee removes the Fork leg band & the race bike must be taken immediately to Tech Inspection before being repaired, then Tech inspected after repairs, before it will be allowed on the racetrack.

**Tech inspection requirements concerning fallen race bikes in Sprint Races:** If a rider crashes (defined as the handlebars touching the ground) in a sprint race, they cannot re-enter the track. At the completion of the sprint race, Bike Pick up will be dispatched to remove the Tech Band and return the race bike to the Competitor's Paddock or "Scrutineering Impound" if so instructed by Race Control.

If the bike is in need of repairs, the required work must be completed, then the bike submitted for another mandatory tech inspection. All fallen race bikes (regardless of damage or not) must be presented for another tech inspection before a return to competition is possible. If the bike is OK a new Tech Band will be issued and competition of the race bike can resume.

**Medical Cards:** are all about each individual Competitor and the important things that medical people should be aware of. They are to be worn by all competitors during VRRR race events. Cards are available in Racer Registration and should be filled out by the Competitor. Completed cards are to be placed inside the pocket of the competitor's race leathers, or secured by a string and worn around the neck. Medical cards remain valid unless the competitor's personal information changes, in which case a new card is necessary.

### **Medical requirements concerning fallen Competitors in Sprint Races:**

As a corollary to VRRR 2011 Rules – Part 'A' – (4i); If a rider crashes (defined as the handlebars touching the ground), regardless of the severity of the fall, the VRRR Doctor of the event must assess each competitor that has fallen. The competitor, along with his/her helmet must report to Race Medical for a mandatory evaluation, immediately upon returning to the Paddock. Competitors will not be allowed further participation until Race Control receives verbal approval from the Doctor allowing your continued participation. If the competitor has been denied further participation for the day, they can request a reassessment by the Doctor at a later time, probably the next morning. The approval process by the Doctor remains the same. An overnight rest does not mean they can go racing again without his approval.

NB! "If a rider does not participate in further practice sessions or races, a medical exam by the Doctor is recommended before the rider leaves the track."

Ref: VRRR 2011 Rules, Part 'A' – (4i) – (last sentence)

**Refueling:** at a racetrack is only allowed at 2 locations.

Location (1): in the Paddock.

Location (2): in Pit Lane during an Endurance Race using all the proper safety procedures and fire suppression equipment as outlined in the Endurance Race Rules, **and** in the following circumstance with advanced permission obtained from the Pit Lane Referee, who must notify Race Control of the granted permission.

Competitors who run back to back races using the same bike, may refuel in Pit Lane after their 1<sup>st</sup> race, provided the Endurance Racing Rules regarding refueling are adhered to in every detail.

**Speed limit in Pit Lane:** is maximum 40 KPH – for race bikes and all service vehicles

**Speed limit in the Paddock:** is maximum 10KPH – Please be cautious at all times

**The use of Rookie Vests:** Competitors with less than three race events of racing experience must wear a safety vest to alert other competitors that they are new to racing. Competitors should continue to wear a safety vest until they are comfortable on the racetrack.

Any rider, regardless of experience, who is observed as being much slower than normal within his/her class or does not maintain smooth lines, will be required to wear a safety vest until improvement is consistently demonstrated.

**Passing/Overtaking Slower Riders:** Each overtaking rider is responsible for the decision to pass a fellow competitor and complete the pass in a safe manner. Overtaken riders are responsible to hold their line without sudden moves to the right or left.

All competitors have a right to racing space on the racetrack. Racing space is defined as having sufficient area on the racetrack to allow competitors to maintain control of their race bikes in close proximity to one another during racing conditions. Respect each other's space; it avoids accidents. Changes in direction to disrupt the path of a competitor attempting to pass, may be interpreted by race officials as an attempt to deprive fellow competitors of their right to 'racing space'

**Entering the Pits & On-track Trouble (hand signal & procedure):** Before entering Pit Lane from the racetrack, riders shall signal their intent by raising an arm well in advance of the intended exit. Although the raised arm is the **preferred** signal, an extended leg is also recognized as an acceptable signal.

The same signal should be used for any mechanical problems on the racetrack. With an arm raised HIGH overhead, competitors should move to the side of the track and park their bike well off the asphalt surface. Don't worry about the race bike; it will be picked up.

Competitors should move to a safe area behind a wall or barrier or if none is available, move well away from the track & any oncoming bikes. Competitors' movements will be under surveillance by Corner Marshals. If medical assistance is required, competitors should lie down & raise their arm as high as possible, help will be on the way.

**Start Grid procedure:** It is each competitor's responsibility to know his or her starting position and to go to that position on the start grid. Different tracks may require competitors to place their front tire at the line marker in the box if there is one, or on the number, Alternately, a situation where the rows are only designated by a numbered cone & the rows are set up in a 4 3 4 configuration may be used. From the grid sheet competitors should note their row number and position on the row noting whether they are in a 3 or a 4 bike row.

They will then be expected to space safely across the row to allow both themselves and the rider behind a clear view of the starter and a space in the row ahead.

Engines must be running and the transmission in neutral, until the Race Starter signals the race is about to begin.

If a competitor stalls their motor or has any type of problem that causes a delay, they must raise their arm HIGH to signal a problem. There is a possibility they may be instructed to move off the Grid to a safe location, until the race has started. Grid Marshals will then attempt to get them started.

Spot checks may be randomly done on grid positions. If it is found a competitor has selected an incorrect position that gives an unfair advantage over other competitors, they could be penalized.

Competitors wishing to start their race from the back of the Grid may do so; it is advisable to inform a Pit Lane Referee of their intent in advance of their race, so that Race Control & Scoring & Timing are made aware of the change.

**Multiple Wave Starts & related procedure:** Multiple wave starts will be used to start races when deemed necessary.

Competitors need to carefully review the posted Grid Sheets for the number of multi wave starts which will take place for their race # in the daily program.

Start Grid Marshals will hold the 2<sup>nd</sup> & 3<sup>rd</sup> wave competitors in place on the Start Grid with the use of a steady **RED FLAG**.

2<sup>nd</sup> & 3<sup>rd</sup> wave competitors should have their transmissions in neutral with their clutch hand raised to the level of their helmets. When the wave in front of them has left the Grid, the Start Grid Marshal holding the red flag directly in front of their group will move off to the side. They should then focus their attention on the Race Starter holding the red flag; their race is about to begin.

**Sighting & Cool Down laps:** are not done at race speed. A **sighting lap** is the competitor's opportunity to warm up tires, observe the location of Corner Marshal Flagging locations, to assess the track surface for any major issues & assess the mechanical fitness of their race bike prior to the start of their race. If something does not seem normal with the bike, they should abort the intended race & enter Pit Lane to investigate further. Pit Lane officials are there to assist. If everything is OK, competitors will be allowed to start their race from Pit Lane.

**Cool Down Lap:** After competitors have received the checkered flag signal at the start/finish line, their race is over. No passing is allowed, as riders ahead may have not yet received the checkered flag to complete their race. Racers should continue around the racetrack at reduced speed and signal their intent to enter Pit Lane before leaving the racetrack. All competitors must come to a full stop in Pit Lane for the mandatory oil leak inspection before entering the Paddock.

**Children:** Parents and Guardians are responsible for the supervision & safety of their children. All children are to wear helmets when bicycle riding and skateboarding.

**Pets:** are to remain in an enclosed space or leashed at all times.

**Consumption of alcoholic beverages:** by competitors & crewmembers is not allowed until the racing program is finished each day. Excessive use of alcohol during the evening before a race day may result in a competitor being banned from racing on the following day.