

PURPOSE: These **Race Administration Practices** are intended to be a compilation of widely accepted safety practices that track owners/promoters can choose to adopt in whole, in part, or not at all based on their own judgment and experience. They are not intended to be all inclusive and may not apply to every situation or condition that exists at motocross facilities.

COMPLIANCE: Compliance with these generally accepted safety practices is completely voluntary for non-MSA track owner/promoters. In order to comply with Motocross Safety Council membership guidelines, member track owners/promoters must agree to implement all **CRITICAL SAFETY PRACTICES** and at least 50% of the remaining **SAFETY PRACTICES**.

LIABILITY: The Motocross Safety Council and its members assume no liability for any injuries suffered anywhere. Motocross participants and spectators fully assume all risks, including the risk of serious injury and or death by choosing to participate in an ultra-hazardous activity. Track owners and promoters are solely responsible for any liability (actual or implied) incurred by their choice to build and operate motocross-related facilities. The Motocross Safety Council neither certifies nor guarantees that any facility owned or operated by one of its members is safe or free from actual or potential hazards.

GOALS: The primary goal of these guidelines is to enhance the safety of motocross riders, their families, track workers and guests. While no set of guidelines, practices or procedures will totally eliminate accidents and resulting injuries, putting an emphasis on safety and implementing widely accepted safety practices has the potential to:

- Reduce the frequency and severity of motocross-related injuries
- Reduce potential liability to track owners and race promoters by taking positive, demonstrable steps to increase safety and reduce the potential for injuries
- Increase track profitability as more and more riders and parents of riders choose to compete at facilities that follow sound safety practices

CRITICAL SAFETY PRACTICES: The implementation of these practices is highly recommended for all track owners/promoters and is mandatory for Motocross Safety Council member tracks and events.

1. EMERGENCY MEDICAL SERVICES

- 1.1. A licensed “Paramedic” must be present and in a position to visually observe all organized race-related practice sessions and races.
- 1.2. The paramedic(s) must be present prior to the start of any race-related practice session or race and remain within eye-sight of the racing surface during and until all practice sessions and/or races are complete.
- 1.3. The track owner/promoter must insure that all paramedics are currently licensed in the State in which they are working and must obtain a copy of each paramedic’s license.

- 1.4. Track owner/promoters must insure that track emergency medical personnel are equipped with the following:
 - 1.4.1. A working two-way radio operating on the same frequency as race controllers.
 - 1.4.2. A back board equipped with sufficient working straps to secure a patient.
 - 1.4.3. At least one pediatric and adult cervical (C-spine) collar and associated padding and tape to secure a patient with suspected head-neck injuries to a back board.
 - 1.4.4. Adequate off-road transportation to allow emergency medical personnel full and quick access to all areas of the racing facility.
 - 1.4.5. A fully-equipped emergency medical supply kit including appropriate bandages, splints, oral airways, and associated supplies.
- 1.5. A fully equipped and properly staffed ambulance must be on site for all race-related practice sessions and races except in those situations where the track owner can demonstrate that response times to their facility by properly staffed emergency medical service units is **ten minutes or less**.
- 1.6. Should emergency medical personnel become unavailable, all race-related practice and/or races will be stopped until a licensed and properly equipped Paramedic is again present and available in eye-sight of the racing surface.
2. **TRACK SAFETY OFFICER(S)**
 - 2.1. Each track owner/promoter must designate at least one “Track Safety Officer” for each organized race-related practice and/or race.
 - 2.2. Track Safety Officers must be equipped with a working two-way radio operating on the same frequency as race controllers.
 - 2.3. Track Safety Officers must be introduced to riders/parents at the Rider’s Meeting and must make him or herself available to riders/parents during the event for the purpose of receiving safety-related feedback.
 - 2.4. Track Safety Officers will relay any valid safety-related feedback to the track owner/promoter for their consideration.
 - 2.5. Track Safety Officers must wear an orange or yellow vest, shirt or sweatshirt bearing the words “Track Safety Officer” in black letters a minimum of 3” high on the back of the shirt. During incimate weather, the Track Safety Officer should wear a jacket (or vest) bearing the words “Track Safety Officer” in 3” high letters in a color contrasting with the color of the jacket or vest.
 - 2.6. Track Safety Officers are employees of the track owner/promoter who shall be responsible for their conduct and performance.
 - 2.7. Track Safety Officers must attend at least one annual two-hour safety meeting for the purpose of becoming familiar with Motocross Safety Council practices.
3. **RIDER’S MEETINGS:**
 - 3.1. Track owners/promoters will hold well-publicized rider meetings prior to each race.
 - 3.2. Attendance at Rider’s Meetings must be mandatory.
 - 3.3. The names of at least six riders (three minors and three adults) will be called at random at the Rider’s Meeting. Any rider whose name is called that is not in attendance will be automatically penalized by losing one position in one class.
 - 3.4. The following topics must be addressed at all Rider’s Meetings as a minimum:

- 3.4.1. The hazardous nature of motocross and the rider’s responsibility to themselves and their fellow competitors to ride as safely as possible within the context of a competitive racing environment.
 - 3.4.2. The need to obey all caution and medical flags and the penalties for jumping on or passing under yellow or medical flag conditions.
 - 3.4.3. The need to exercise caution in the vicinity of track workers, emergency medical personnel and downed-riders.
 - 3.4.4. Any changes to the racing surface and a review of current conditions (i.e. a new jump or whoop section and the presence of particularly muddy conditions. etc.)
 - 3.4.5. The purpose of the yellow flag sight lap in practice sessions and the automatic complete disqualification penalty for any rider jumping any obstacle on this lap.
 - 3.4.6. The responsibility of each rider/parent to follow all track rules-especially those relating to safety.
 - 3.4.7. The location of the authorized entry and exit points and the penalties for failure to use them.
 - 3.4.8. Pit safety rules and the penalties for failure to comply with same.
 - 3.4.9. An introduction to the Track Safety Officer.
 - 3.4.10. Reference to the Motocross Safety Council website (www.mxsafty.org) and the following available materials:
 - 3.4.10.1. Race Administration Practices
 - 3.4.10.2. Rider’s Code of Conduct
 - 3.4.10.3. Parent’s Code of Conduct
 - 3.4.10.4. Other materials and links
4. **PRACTICE:**
- 4.1. All race-related practice sessions will be organized and separated by class, engine displacement, and or rider ability to minimize speed, size, and ability differential to the extent possible.
 - 4.2. 50cc riders must never be allowed to practice with all motorcycle with an original OEM displacement larger than 51cc.
 - 4.3. The first lap of all practice sessions on race days, and the first practice session of the day on race-related practice days must be a yellow flag lap with all flaggers waving the yellow flag. No jumping is allowed on this yellow flag “Sight” lap. Any riders jumping on this yellow flag sight lap will be automatically disqualified from all racing for that event.
 - 4.4. No practice session will contain more than 42 riders or regardless of rider age, ability level or machine displacement.
5. **PIT SAFETY:**
- 5.1. Track owners/promoters must publish and publicize pit safety rules appropriate for their facility to discourage riding race bikes in and around the pits, pit racing, and the operation of four-wheelers, “Mules” (or similar vehicles), or gold carts by children under the age of 16.
 - 5.2. Pit safety rules should be clearly posted and should be enforced by the any and all track workers during the event.
 - 5.3. Track owners/promoters should established well-publicized penalties for riders and or parents of riders who allow family members or guests to violate track/pit safety rules.

6. PARENT CONDUCT:

- 6.1. All parents of minor racers must have access to the MSC “Parents Code of Conduct”.
 - 6.1.1. It can be clearly posted in the sign-up area or some other prominent area or can be handed out in print version.
 - 6.1.2. Parents that are being overly abusive to their child, a track worker, or other competitor or their parent should be asked to terminate such behavior or leave.

7. RIDER SAFETY RULES:

- 7.1. The following rules must be posted on the track/facilities’ website (if available) and in the sign-up area or in the vicinity of the location where scores are posted.
 - 7.1.1. No jumping or passing on yellow flags.
 - 7.1.2. No jumping or passing on medical flags.
 - 7.1.3. No cutting the track.
 - 7.1.4. Riders must practice in their assigned class for which they are properly registered only.
 - 7.1.5. Riders will never enter the track without the knowledge and consent of a track official and will only enter at the designated track entry point.
 - 7.1.6. Riders will never exit the track except at the authorized and designated track exit point.
 - 7.1.7. Riders will not place track workers or downed riders in danger by failing to slow down.
 - 7.1.8. Riders will not intentionally endanger their safety or that of fellow competitor.
 - 7.1.9. Riders will make every effort to insure their motorcycle is properly maintained, is in good working condition, and has an adequate amount of the proper fuel for the practice sessions/race.
 - 7.1.10. Riders must never operate a motorcycle or other powered vehicle while under the influence of alcohol or drugs.

8. TRACK MAINTENANCE:

- 8.1. Track owners/promoters and/or their track builder should make every reasonable effort to provide a racing surface sufficiently free of dust so that all riders can see the racing surface ahead of them.
- 8.2. When using irrigation equipment, track workers should avoid watering the faces and landing areas of jumps to the maximum extent possible to avoid riders from losing control while leaving a jump face or landing.

9. TRACK ACCESS:

- 9.1. Track owners/promoters will provide the following with regard to track access:
 - 9.1.1. Only one clearly marked entrance and one clearly marked exit for participants
 - 9.1.2. Sufficient banners, fencing or other obstacles

10. RIDER SAFETY GEAR:

- 10.1. As a minimum, track owners/promoters will insure that all participants in all race-related organized practice sessions and races are wearing the following safety gear:
 - 10.1.1. A Snell or DOT approved helmet
 - 10.1.2. Motocross style boots
 - 10.1.3. Goggles
 - 10.1.4. Long sleeve shirts

10.1.5. Gloves

11. FLAGGERS:

- 11.1. Track owners/promoters must provide an adequate number of flaggers to observe all jumps with blind landings and other obstacles in which the presence of a flagger is needed to prevent (to the extent possible) a downed rider from being struck or landed on by riders that cannot see the downed rider.
- 11.2. These flaggers must meet the following minimum standards:
 - 11.2.1. Be at least 14 years of age
 - 11.2.2. Be of sufficient maturity and ability to understand the serious nature of the job and have the mental and physical capacity to evaluate and respond to emergency situations by waving a yellow caution flag whenever riders are down or their bike is inoperative on or near the racing surface.
 - 11.2.3. Must have been briefed on the MSC “Flaggers Code of Conduct” and have agreed to practice the flagging practices outlined therein as a minimum.
- 11.3. All flaggers must be in place and equipped with both a yellow (caution flag) and a white flag with a red cross (medical flag) prior to the commencement of race-related organized practice sessions and races.
- 11.4. All flaggers must remain in their assigned positions during and until the conclusion of all race-related organized practice sessions and races.

12. PRACTICE/RACE STOPPAGE:

- 12.1. Any time a rider has suffered a potentially serious injury that requires emergency medical personnel to be present on the racing surface and the remaining riders cannot be safely routed around the downed rider and responding personnel, the race must be red flagged and stopped until the situation is resolved.

13. INSPECTIONS:

- 13.1. All track workers and race controllers must be aware of the racing environment and be told to report any conditions they feel create an opportunity for unnecessary injuries. Conditions such as broken water pipes, sharp metal or wooden objects that could impale a rider or equipment near the racing surface should be reported.
- 13.2. The Track Safety Officer and/or track owner/promoter must perform a visual inspection of the entire racing surface prior to the start of race-related practices and races.
- 13.3. At least twice during the all organized race-related practice days and races.
- 13.4. Race controllers will make every effort to correct identifiable safety hazards near the racing surface as quickly as possible.
- 13.5. The track owner/promoter and/or track builder will routinely inspect the racing surface and obstacles and make adjustments they feel necessary.
- 13.6. Any safety condition reported to the track owner/promoter by the Track Safety Officer or a participant or participant’s representative must be evaluated as quickly as possible to ascertain if they need to be addressed based on the track owner/promoter’s judgment.

SAFETY PRACTICES: In addition to the Critical Safety Practices listed above, track owners may want to consider implementing the following additional safety practices.

1. TRACK SECURITY

1.1. Track owners/promoters should consider hiring uniformed security officers for the purpose of policing pit areas to reduce pit safety violations and report unsafe behavior to track officials.

2. ALCOHOL/DRUG USE POLICY

2.1. Track owners/promoters should consider implementing and publicizing an alcohol and drug use policy that promotes a healthy and safe environment both on and off the track.

3. BIKE/SAFETY INSPECTIONS

3.1. Track owners/promoters should consider implementing at least random bike safety inspections by track officials at track entry points. These inspections could look for unsafe conditions such as

- 3.1.1.1. Fuel turned off
- 3.1.1.2. Loose front or rear axle nuts
- 3.1.1.3. Loose or missing steering stem or swing arm bolts
- 3.1.1.4. Obviously flat tires
- 3.1.1.5. Obviously loose, damaged or missing spokes
- 3.1.1.6. Missing safety gear (Helmet, goggles, gloves, long sleeve shirt, motocross-specific boots)

3.1.2. Riders missing safety gear or with safety problems on their bikes could be prohibited from entering the racing surface until the conditions are corrected.

4. DEMARKATION OF TRACK CHANGES

4.1. Track owners/promoters should consider marking sections of the racing surface that have been recently changed. Placing an orange flag on either side of the course at the entrance to a section that was recently changed will give riders notice that something has changed and that they need to accommodate for the changes.

5. HOSTING OF SAFETY CLINICS

5.1. Track owners/promoters should consider publicizing and hosting rider safety schools that emphasize proper riding techniques, rider conditioning, and safe riding practices.

6. HIGHLY SEGREGATED PRACTICE SCHEDULES

6.1. Track owners/promoters should give every consideration to holding highly segregated practice sessions that separate riders not only by the displacement of the motorcycles (within a reasonable range) but by the ability of the riders.

6.2. Highly segregated practices would separate the following riders/classes as a minimum:

- 6.2.1. A and B riders only
- 6.2.2. C and D riders only
- 6.2.3. 85s, Superminis, and 150cc four-strokes
- 6.2.4. Small-wheel four-strokes (KLX 110s, etc.) and trail bikes (TTR 125s and below)
- 6.2.5. 65s
- 6.2.6. 50s
- 6.2.7. Girls and Women

- 6.2.7.1. Girls and Women would also be allowed to practice in other practices according to their skill level and the displacement of their motorcycle
- 6.2.7.2. If sufficient numbers of girls and women are not present to justify a separate practice session, they should be assigned practice sessions based on bike displacement and ability
- 6.2.7.3. Note: Highly skilled female riders capable of competing in A and B class events should not be assigned to practice with entry level riders.

7. ENHANCED SAFETY GEAR REQUIREMENTS

- 7.1. Track owners/promoters should consider requiring mandatory additional safety gear such as:
 - 7.1.1. Chest protection
 - 7.1.2. Head and neck protection

8. PUBLICATION OF SAFETY STANDARDS

- 8.1. Track owners/promoters should consider posting track safety rules and practices in prominent places in their facility, on their brochures and/or fliers, and on their website (if available).
- 8.2. Penalties for failure to comply should also be posted and publicized at rider’s meetings and by track announcers (when present) throughout the day.

9. RIDER FEEDBACK MECHANISM

- 9.1. Track owners/promoters should consider implementing some type of rider feedback mechanism that allows riders to provide them with feedback regarding the operation of the facility—to include their perception of any safety conditions that may need attention.
- 9.2. Feedback could be solicited via comment cards

10. NON-RACE RELATED PRACTICES

- 10.1. Track owners/promoters should consider flaggers for non race-related practice sessions
- 10.2. Track owners/promoters should consider having a licensed paramedic present for non race-related practice sessions

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 - 1.4.2. A back board equipped with sufficient working straps to secure a patient.
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2. **TRACK SAFETY OFFICER(S)**
 - 2.1. Each track owner/promoter must designate at least one “Track Safety Officer” for each organized race-related practice and/or race.
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 - 3.4.7. The location of the authorized entry and exit points and the penalties for failure to use them.
 - 3.4.8. Pit safety rules and the penalties for failure to comply with same.
 - 3.4.9. An introduction to the Track Safety Officer.
 - 3.4.10. Reference to the Motocross Safety Council website (www.mxsafty.org) and the following available materials:
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4. **PRACTICE:**
- 4.1. All race-related practice sessions will be organized and separated by class, engine displacement, and or rider ability to minimize speed, size, and ability differential to the extent possible.
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 - 4.3. The first lap of all practice sessions on race days, and the first practice session of the day on race-related practice days must be a yellow flag lap with all flaggers waving the yellow flag. No jumping is allowed on this yellow flag “Sight” lap. Any riders jumping on this yellow flag sight lap will be automatically disqualified from all racing for that event.
 - 4.4. No practice session will contain more than 42 riders or regardless of rider age, ability level or machine displacement.
5. **PIT SAFETY:**
- 5.1. Track owners/promoters must publish and publicize pit safety rules appropriate for their facility to discourage riding race bikes in and around the pits, pit racing, and the operation of four-wheelers, “Mules” (or similar vehicles), or gold carts by children under the age of 16.
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6. PARENT CONDUCT:

- 6.1. All parents of minor racers must have access to the MSC “Parents Code of Conduct”.
 - 6.1.1. It can be clearly posted in the sign-up area or some other prominent area or can be handed out in print version.
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7. RIDER SAFETY RULES:

- 7.1. The following rules must be posted on the track/facilities’ website (if available) and in the sign-up area or in the vicinity of the location where scores are posted.
 - 7.1.1. No jumping or passing on yellow flags.
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 - 7.1.3. No cutting the track.
 - 7.1.4. Riders must practice in their assigned class for which they are properly registered only.
 - 7.1.5. Riders will never enter the track without the knowledge and consent of a track official and will only enter at the designated track entry point.
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8. TRACK MAINTENANCE:

- 8.1. Track owners/promoters and/or their track builder should make every reasonable effort to provide a racing surface sufficiently free of dust so that all riders can see the racing surface ahead of them.
- 8.2. When using irrigation equipment, track workers should avoid watering the faces and landing areas of jumps to the maximum extent possible to avoid riders from losing control while leaving a jump face or landing.

9. TRACK ACCESS:

- 9.1. Track owners/promoters will provide the following with regard to track access:
 - 9.1.1. Only one clearly marked entrance and one clearly marked exit for participants
 - 9.1.2. Sufficient banners, fencing or other obstacles

10. RIDER SAFETY GEAR:

- 10.1. As a minimum, track owners/promoters will insure that all participants in all race-related organized practice sessions and races are wearing the following safety gear:
 - 10.1.1. A Snell or DOT approved helmet
 - 10.1.2. Motocross style boots
 - 10.1.3. Goggles
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10.1.5. Gloves

11. FLAGGERS:

- 11.1. Track owners/promoters must provide an adequate number of flaggers to observe all jumps with blind landings and other obstacles in which the presence of a flagger is needed to prevent (to the extent possible) a downed rider from being struck or landed on by riders that cannot see the downed rider.
- 11.2. These flaggers must meet the following minimum standards:
 - 11.2.1. Be at least 14 years of age
 - 11.2.2. Be of sufficient maturity and ability to understand the serious nature of the job and have the mental and physical capacity to evaluate and respond to emergency situations by waving a yellow caution flag whenever riders are down or their bike is inoperative on or near the racing surface.
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- 11.3. All flaggers must be in place and equipped with both a yellow (caution flag) and a white flag with a red cross (medical flag) prior to the commencement of race-related organized practice sessions and races.
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- 13.2. The Track Safety Officer and/or track owner/promoter must perform a visual inspection of the entire racing surface prior to the start of race-related practices and races.
- 13.3. At least twice during the all organized race-related practice days and races.
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SAFETY PRACTICES: In addition to the Critical Safety Practices listed above, track owners may want to consider implementing the following additional safety practices.

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2. ALCOHOL/DRUG USE POLICY

2.1. Track owners/promoters should consider implementing and publicizing an alcohol and drug use policy that promotes a healthy and safe environment both on and off the track.

3. BIKE/SAFETY INSPECTIONS

3.1. Track owners/promoters should consider implementing at least random bike safety inspections by track officials at track entry points. These inspections could look for unsafe conditions such as

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- 3.1.1.2. Loose front or rear axle nuts
- 3.1.1.3. Loose or missing steering stem or swing arm bolts
- 3.1.1.4. Obviously flat tires
- 3.1.1.5. Obviously loose, damaged or missing spokes
- 3.1.1.6. Missing safety gear (Helmet, goggles, gloves, long sleeve shirt, motocross-specific boots)

3.1.2. Riders missing safety gear or with safety problems on their bikes could be prohibited from entering the racing surface until the conditions are corrected.

4. DEMARKATION OF TRACK CHANGES

4.1. Track owners/promoters should consider marking sections of the racing surface that have been recently changed. Placing an orange flag on either side of the course at the entrance to a section that was recently changed will give riders notice that something has changed and that they need to accommodate for the changes.

5. HOSTING OF SAFETY CLINICS

5.1. Track owners/promoters should consider publicizing and hosting rider safety schools that emphasize proper riding techniques, rider conditioning, and safe riding practices.

6. HIGHLY SEGREGATED PRACTICE SCHEDULES

6.1. Track owners/promoters should give every consideration to holding highly segregated practice sessions that separate riders not only by the displacement of the motorcycles (within a reasonable range) but by the ability of the riders.

6.2. Highly segregated practices would separate the following riders/classes as a minimum:

- 6.2.1. A and B riders only
- 6.2.2. C and D riders only
- 6.2.3. 85s, Superminis, and 150cc four-strokes
- 6.2.4. Small-wheel four-strokes (KLX 110s, etc.) and trail bikes (TTR 125s and below)
- 6.2.5. 65s
- 6.2.6. 50s
- 6.2.7. Girls and Women

- 6.2.7.1. Girls and Women would also be allowed to practice in other practices according to their skill level and the displacement of their motorcycle
- 6.2.7.2. If sufficient numbers of girls and women are not present to justify a separate practice session, they should be assigned practice sessions based on bike displacement and ability
- 6.2.7.3. Note: Highly skilled female riders capable of competing in A and B class events should not be assigned to practice with entry level riders.

7. ENHANCED SAFETY GEAR REQUIREMENTS

- 7.1. Track owners/promoters should consider requiring mandatory additional safety gear such as:
 - 7.1.1. Chest protection
 - 7.1.2. Head and neck protection

8. PUBLICATION OF SAFETY STANDARDS

- 8.1. Track owners/promoters should consider posting track safety rules and practices in prominent places in their facility, on their brochures and/or fliers, and on their website (if available).
- 8.2. Penalties for failure to comply should also be posted and publicized at rider’s meetings and by track announcers (when present) throughout the day.

9. RIDER FEEDBACK MECHANISM

- 9.1. Track owners/promoters should consider implementing some type of rider feedback mechanism that allows riders to provide them with feedback regarding the operation of the facility—to include their perception of any safety conditions that may need attention.
- 9.2. Feedback could be solicited via comment cards

10. NON-RACE RELATED PRACTICES

- 10.1. Track owners/promoters should consider flaggers for non race-related practice sessions
- 10.2. Track owners/promoters should consider having a licensed paramedic present for non race-related practice sessions

PURPOSE: These **Race Administration Practices** are intended to be a compilation of widely accepted safety practices that track owners/promoters can choose to adopt in whole, in part, or not at all based on their own judgment and experience. They are not intended to be all inclusive and may not apply to every situation or condition that exists at motocross facilities.

COMPLIANCE: Compliance with these generally accepted safety practices is completely voluntary for non-MSA track owner/promoters. In order to comply with Motocross Safety Council membership guidelines, member track owners/promoters must agree to implement all **CRITICAL SAFETY PRACTICES** and at least 50% of the remaining **SAFETY PRACTICES**.

LIABILITY: The Motocross Safety Council and its members assume no liability for any injuries suffered anywhere. Motocross participants and spectators fully assume all risks, including the risk of serious injury and or death by choosing to participate in an ultra-hazardous activity. Track owners and promoters are solely responsible for any liability (actual or implied) incurred by their choice to build and operate motocross-related facilities. The Motocross Safety Council neither certifies nor guarantees that any facility owned or operated by one of its members is safe or free from actual or potential hazards.

GOALS: The primary goal of these guidelines is to enhance the safety of motocross riders, their families, track workers and guests. While no set of guidelines, practices or procedures will totally eliminate accidents and resulting injuries, putting an emphasis on safety and implementing widely accepted safety practices has the potential to:

- Reduce the frequency and severity of motocross-related injuries
- Reduce potential liability to track owners and race promoters by taking positive, demonstrable steps to increase safety and reduce the potential for injuries
- Increase track profitability as more and more riders and parents of riders choose to compete at facilities that follow sound safety practices

CRITICAL SAFETY PRACTICES: The implementation of these practices is highly recommended for all track owners/promoters and is mandatory for Motocross Safety Council member tracks and events.

1. EMERGENCY MEDICAL SERVICES

- 1.1. A licensed “Paramedic” must be present and in a position to visually observe all organized race-related practice sessions and races.
- 1.2. The paramedic(s) must be present prior to the start of any race-related practice session or race and remain within eye-sight of the racing surface during and until all practice sessions and/or races are complete.
- 1.3. The track owner/promoter must insure that all paramedics are currently licensed in the State in which they are working and must obtain a copy of each paramedic’s license.

- 1.4. Track owner/promoters must insure that track emergency medical personnel are equipped with the following:
 - 1.4.1. A working two-way radio operating on the same frequency as race controllers.
 - 1.4.2. A back board equipped with sufficient working straps to secure a patient.
 - 1.4.3. At least one pediatric and adult cervical (C-spine) collar and associated padding and tape to secure a patient with suspected head-neck injuries to a back board.
 - 1.4.4. Adequate off-road transportation to allow emergency medical personnel full and quick access to all areas of the racing facility.
 - 1.4.5. A fully-equipped emergency medical supply kit including appropriate bandages, splints, oral airways, and associated supplies.
- 1.5. A fully equipped and properly staffed ambulance must be on site for all race-related practice sessions and races except in those situations where the track owner can demonstrate that response times to their facility by properly staffed emergency medical service units is **ten minutes or less**.
- 1.6. Should emergency medical personnel become unavailable, all race-related practice and/or races will be stopped until a licensed and properly equipped Paramedic is again present and available in eye-sight of the racing surface.
2. **TRACK SAFETY OFFICER(S)**
 - 2.1. Each track owner/promoter must designate at least one “Track Safety Officer” for each organized race-related practice and/or race.
 - 2.2. Track Safety Officers must be equipped with a working two-way radio operating on the same frequency as race controllers.
 - 2.3. Track Safety Officers must be introduced to riders/parents at the Rider’s Meeting and must make him or herself available to riders/parents during the event for the purpose of receiving safety-related feedback.
 - 2.4. Track Safety Officers will relay any valid safety-related feedback to the track owner/promoter for their consideration.
 - 2.5. Track Safety Officers must wear an orange or yellow vest, shirt or sweatshirt bearing the words “Track Safety Officer” in black letters a minimum of 3” high on the back of the shirt. During incimate weather, the Track Safety Officer should wear a jacket (or vest) bearing the words “Track Safety Officer” in 3” high letters in a color contrasting with the color of the jacket or vest.
 - 2.6. Track Safety Officers are employees of the track owner/promoter who shall be responsible for their conduct and performance.
 - 2.7. Track Safety Officers must attend at least one annual two-hour safety meeting for the purpose of becoming familiar with Motocross Safety Council practices.
3. **RIDER’S MEETINGS:**
 - 3.1. Track owners/promoters will hold well-publicized rider meetings prior to each race.
 - 3.2. Attendance at Rider’s Meetings must be mandatory.
 - 3.3. The names of at least six riders (three minors and three adults) will be called at random at the Rider’s Meeting. Any rider whose name is called that is not in attendance will be automatically penalized by losing one position in one class.
 - 3.4. The following topics must be addressed at all Rider’s Meetings as a minimum:

- 3.4.1. The hazardous nature of motocross and the rider’s responsibility to themselves and their fellow competitors to ride as safely as possible within the context of a competitive racing environment.
 - 3.4.2. The need to obey all caution and medical flags and the penalties for jumping on or passing under yellow or medical flag conditions.
 - 3.4.3. The need to exercise caution in the vicinity of track workers, emergency medical personnel and downed-riders.
 - 3.4.4. Any changes to the racing surface and a review of current conditions (i.e. a new jump or whoop section and the presence of particularly muddy conditions. etc.)
 - 3.4.5. The purpose of the yellow flag sight lap in practice sessions and the automatic complete disqualification penalty for any rider jumping any obstacle on this lap.
 - 3.4.6. The responsibility of each rider/parent to follow all track rules-especially those relating to safety.
 - 3.4.7. The location of the authorized entry and exit points and the penalties for failure to use them.
 - 3.4.8. Pit safety rules and the penalties for failure to comply with same.
 - 3.4.9. An introduction to the Track Safety Officer.
 - 3.4.10. Reference to the Motocross Safety Council website (www.mxsafty.org) and the following available materials:
 - 3.4.10.1. Race Administration Practices
 - 3.4.10.2. Rider’s Code of Conduct
 - 3.4.10.3. Parent’s Code of Conduct
 - 3.4.10.4. Other materials and links
4. **PRACTICE:**
- 4.1. All race-related practice sessions will be organized and separated by class, engine displacement, and or rider ability to minimize speed, size, and ability differential to the extent possible.
 - 4.2. 50cc riders must never be allowed to practice with all motorcycle with an original OEM displacement larger than 51cc.
 - 4.3. The first lap of all practice sessions on race days, and the first practice session of the day on race-related practice days must be a yellow flag lap with all flaggers waving the yellow flag. No jumping is allowed on this yellow flag “Sight” lap. Any riders jumping on this yellow flag sight lap will be automatically disqualified from all racing for that event.
 - 4.4. No practice session will contain more than 42 riders or regardless of rider age, ability level or machine displacement.
5. **PIT SAFETY:**
- 5.1. Track owners/promoters must publish and publicize pit safety rules appropriate for their facility to discourage riding race bikes in and around the pits, pit racing, and the operation of four-wheelers, “Mules” (or similar vehicles), or gold carts by children under the age of 16.
 - 5.2. Pit safety rules should be clearly posted and should be enforced by the any and all track workers during the event.
 - 5.3. Track owners/promoters should established well-publicized penalties for riders and or parents of riders who allow family members or guests to violate track/pit safety rules.

6. PARENT CONDUCT:

- 6.1. All parents of minor racers must have access to the MSC “Parents Code of Conduct”.
 - 6.1.1. It can be clearly posted in the sign-up area or some other prominent area or can be handed out in print version.
 - 6.1.2. Parents that are being overly abusive to their child, a track worker, or other competitor or their parent should be asked to terminate such behavior or leave.

7. RIDER SAFETY RULES:

- 7.1. The following rules must be posted on the track/facilities’ website (if available) and in the sign-up area or in the vicinity of the location where scores are posted.
 - 7.1.1. No jumping or passing on yellow flags.
 - 7.1.2. No jumping or passing on medical flags.
 - 7.1.3. No cutting the track.
 - 7.1.4. Riders must practice in their assigned class for which they are properly registered only.
 - 7.1.5. Riders will never enter the track without the knowledge and consent of a track official and will only enter at the designated track entry point.
 - 7.1.6. Riders will never exit the track except at the authorized and designated track exit point.
 - 7.1.7. Riders will not place track workers or downed riders in danger by failing to slow down.
 - 7.1.8. Riders will not intentionally endanger their safety or that of fellow competitor.
 - 7.1.9. Riders will make every effort to insure their motorcycle is properly maintained, is in good working condition, and has an adequate amount of the proper fuel for the practice sessions/race.
 - 7.1.10. Riders must never operate a motorcycle or other powered vehicle while under the influence of alcohol or drugs.

8. TRACK MAINTENANCE:

- 8.1. Track owners/promoters and/or their track builder should make every reasonable effort to provide a racing surface sufficiently free of dust so that all riders can see the racing surface ahead of them.
- 8.2. When using irrigation equipment, track workers should avoid watering the faces and landing areas of jumps to the maximum extent possible to avoid riders from losing control while leaving a jump face or landing.

9. TRACK ACCESS:

- 9.1. Track owners/promoters will provide the following with regard to track access:
 - 9.1.1. Only one clearly marked entrance and one clearly marked exit for participants
 - 9.1.2. Sufficient banners, fencing or other obstacles

10. RIDER SAFETY GEAR:

- 10.1. As a minimum, track owners/promoters will insure that all participants in all race-related organized practice sessions and races are wearing the following safety gear:
 - 10.1.1. A Snell or DOT approved helmet
 - 10.1.2. Motocross style boots
 - 10.1.3. Goggles
 - 10.1.4. Long sleeve shirts

10.1.5. Gloves

11. FLAGGERS:

- 11.1. Track owners/promoters must provide an adequate number of flaggers to observe all jumps with blind landings and other obstacles in which the presence of a flagger is needed to prevent (to the extent possible) a downed rider from being struck or landed on by riders that cannot see the downed rider.
- 11.2. These flaggers must meet the following minimum standards:
 - 11.2.1. Be at least 14 years of age
 - 11.2.2. Be of sufficient maturity and ability to understand the serious nature of the job and have the mental and physical capacity to evaluate and respond to emergency situations by waving a yellow caution flag whenever riders are down or their bike is inoperative on or near the racing surface.
 - 11.2.3. Must have been briefed on the MSC “Flaggers Code of Conduct” and have agreed to practice the flagging practices outlined therein as a minimum.
- 11.3. All flaggers must be in place and equipped with both a yellow (caution flag) and a white flag with a red cross (medical flag) prior to the commencement of race-related organized practice sessions and races.
- 11.4. All flaggers must remain in their assigned positions during and until the conclusion of all race-related organized practice sessions and races.

12. PRACTICE/RACE STOPPAGE:

- 12.1. Any time a rider has suffered a potentially serious injury that requires emergency medical personnel to be present on the racing surface and the remaining riders cannot be safely routed around the downed rider and responding personnel, the race must be red flagged and stopped until the situation is resolved.

13. INSPECTIONS:

- 13.1. All track workers and race controllers must be aware of the racing environment and be told to report any conditions they feel create an opportunity for unnecessary injuries. Conditions such as broken water pipes, sharp metal or wooden objects that could impale a rider or equipment near the racing surface should be reported.
- 13.2. The Track Safety Officer and/or track owner/promoter must perform a visual inspection of the entire racing surface prior to the start of race-related practices and races.
- 13.3. At least twice during the all organized race-related practice days and races.
- 13.4. Race controllers will make every effort to correct identifiable safety hazards near the racing surface as quickly as possible.
- 13.5. The track owner/promoter and/or track builder will routinely inspect the racing surface and obstacles and make adjustments they feel necessary.
- 13.6. Any safety condition reported to the track owner/promoter by the Track Safety Officer or a participant or participant’s representative must be evaluated as quickly as possible to ascertain if they need to be addressed based on the track owner/promoter’s judgment.

SAFETY PRACTICES: In addition to the Critical Safety Practices listed above, track owners may want to consider implementing the following additional safety practices.

1. TRACK SECURITY

1.1. Track owners/promoters should consider hiring uniformed security officers for the purpose of policing pit areas to reduce pit safety violations and report unsafe behavior to track officials.

2. ALCOHOL/DRUG USE POLICY

2.1. Track owners/promoters should consider implementing and publicizing an alcohol and drug use policy that promotes a healthy and safe environment both on and off the track.

3. BIKE/SAFETY INSPECTIONS

3.1. Track owners/promoters should consider implementing at least random bike safety inspections by track officials at track entry points. These inspections could look for unsafe conditions such as

- 3.1.1.1. Fuel turned off
- 3.1.1.2. Loose front or rear axle nuts
- 3.1.1.3. Loose or missing steering stem or swing arm bolts
- 3.1.1.4. Obviously flat tires
- 3.1.1.5. Obviously loose, damaged or missing spokes
- 3.1.1.6. Missing safety gear (Helmet, goggles, gloves, long sleeve shirt, motocross-specific boots)

3.1.2. Riders missing safety gear or with safety problems on their bikes could be prohibited from entering the racing surface until the conditions are corrected.

4. DEMARKATION OF TRACK CHANGES

4.1. Track owners/promoters should consider marking sections of the racing surface that have been recently changed. Placing an orange flag on either side of the course at the entrance to a section that was recently changed will give riders notice that something has changed and that they need to accommodate for the changes.

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- 6.2.7.1. Girls and Women would also be allowed to practice in other practices according to their skill level and the displacement of their motorcycle
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7. ENHANCED SAFETY GEAR REQUIREMENTS

- 7.1. Track owners/promoters should consider requiring mandatory additional safety gear such as:
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8. PUBLICATION OF SAFETY STANDARDS

- 8.1. Track owners/promoters should consider posting track safety rules and practices in prominent places in their facility, on their brochures and/or fliers, and on their website (if available).
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9. RIDER FEEDBACK MECHANISM

- 9.1. Track owners/promoters should consider implementing some type of rider feedback mechanism that allows riders to provide them with feedback regarding the operation of the facility—to include their perception of any safety conditions that may need attention.
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- 1.2. The paramedic(s) must be present prior to the start of any race-related practice session or race and remain within eye-sight of the racing surface during and until all practice sessions and/or races are complete.
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 - 1.4.2. A back board equipped with sufficient working straps to secure a patient.
 - 1.4.3. At least one pediatric and adult cervical (C-spine) collar and associated padding and tape to secure a patient with suspected head-neck injuries to a back board.
 - 1.4.4. Adequate off-road transportation to allow emergency medical personnel full and quick access to all areas of the racing facility.
 - 1.4.5. A fully-equipped emergency medical supply kit including appropriate bandages, splints, oral airways, and associated supplies.
- 1.5. A fully equipped and properly staffed ambulance must be on site for all race-related practice sessions and races except in those situations where the track owner can demonstrate that response times to their facility by properly staffed emergency medical service units is **ten minutes or less**.
- 1.6. Should emergency medical personnel become unavailable, all race-related practice and/or races will be stopped until a licensed and properly equipped Paramedic is again present and available in eye-sight of the racing surface.
2. **TRACK SAFETY OFFICER(S)**
 - 2.1. Each track owner/promoter must designate at least one “Track Safety Officer” for each organized race-related practice and/or race.
 - 2.2. Track Safety Officers must be equipped with a working two-way radio operating on the same frequency as race controllers.
 - 2.3. Track Safety Officers must be introduced to riders/parents at the Rider’s Meeting and must make him or herself available to riders/parents during the event for the purpose of receiving safety-related feedback.
 - 2.4. Track Safety Officers will relay any valid safety-related feedback to the track owner/promoter for their consideration.
 - 2.5. Track Safety Officers must wear an orange or yellow vest, shirt or sweatshirt bearing the words “Track Safety Officer” in black letters a minimum of 3” high on the back of the shirt. During incimate weather, the Track Safety Officer should wear a jacket (or vest) bearing the words “Track Safety Officer” in 3” high letters in a color contrasting with the color of the jacket or vest.
 - 2.6. Track Safety Officers are employees of the track owner/promoter who shall be responsible for their conduct and performance.
 - 2.7. Track Safety Officers must attend at least one annual two-hour safety meeting for the purpose of becoming familiar with Motocross Safety Council practices.
3. **RIDER’S MEETINGS:**
 - 3.1. Track owners/promoters will hold well-publicized rider meetings prior to each race.
 - 3.2. Attendance at Rider’s Meetings must be mandatory.
 - 3.3. The names of at least six riders (three minors and three adults) will be called at random at the Rider’s Meeting. Any rider whose name is called that is not in attendance will be automatically penalized by losing one position in one class.
 - 3.4. The following topics must be addressed at all Rider’s Meetings as a minimum:

- 3.4.1. The hazardous nature of motocross and the rider’s responsibility to themselves and their fellow competitors to ride as safely as possible within the context of a competitive racing environment.
 - 3.4.2. The need to obey all caution and medical flags and the penalties for jumping on or passing under yellow or medical flag conditions.
 - 3.4.3. The need to exercise caution in the vicinity of track workers, emergency medical personnel and downed-riders.
 - 3.4.4. Any changes to the racing surface and a review of current conditions (i.e. a new jump or whoop section and the presence of particularly muddy conditions. etc.)
 - 3.4.5. The purpose of the yellow flag sight lap in practice sessions and the automatic complete disqualification penalty for any rider jumping any obstacle on this lap.
 - 3.4.6. The responsibility of each rider/parent to follow all track rules-especially those relating to safety.
 - 3.4.7. The location of the authorized entry and exit points and the penalties for failure to use them.
 - 3.4.8. Pit safety rules and the penalties for failure to comply with same.
 - 3.4.9. An introduction to the Track Safety Officer.
 - 3.4.10. Reference to the Motocross Safety Council website (www.mxsafty.org) and the following available materials:
 - 3.4.10.1. Race Administration Practices
 - 3.4.10.2. Rider’s Code of Conduct
 - 3.4.10.3. Parent’s Code of Conduct
 - 3.4.10.4. Other materials and links
4. **PRACTICE:**
- 4.1. All race-related practice sessions will be organized and separated by class, engine displacement, and or rider ability to minimize speed, size, and ability differential to the extent possible.
 - 4.2. 50cc riders must never be allowed to practice with all motorcycle with an original OEM displacement larger than 51cc.
 - 4.3. The first lap of all practice sessions on race days, and the first practice session of the day on race-related practice days must be a yellow flag lap with all flaggers waving the yellow flag. No jumping is allowed on this yellow flag “Sight” lap. Any riders jumping on this yellow flag sight lap will be automatically disqualified from all racing for that event.
 - 4.4. No practice session will contain more than 42 riders or regardless of rider age, ability level or machine displacement.
5. **PIT SAFETY:**
- 5.1. Track owners/promoters must publish and publicize pit safety rules appropriate for their facility to discourage riding race bikes in and around the pits, pit racing, and the operation of four-wheelers, “Mules” (or similar vehicles), or gold carts by children under the age of 16.
 - 5.2. Pit safety rules should be clearly posted and should be enforced by the any and all track workers during the event.
 - 5.3. Track owners/promoters should established well-publicized penalties for riders and or parents of riders who allow family members or guests to violate track/pit safety rules.

6. PARENT CONDUCT:

- 6.1. All parents of minor racers must have access to the MSC “Parents Code of Conduct”.
 - 6.1.1. It can be clearly posted in the sign-up area or some other prominent area or can be handed out in print version.
 - 6.1.2. Parents that are being overly abusive to their child, a track worker, or other competitor or their parent should be asked to terminate such behavior or leave.

7. RIDER SAFETY RULES:

- 7.1. The following rules must be posted on the track/facilities’ website (if available) and in the sign-up area or in the vicinity of the location where scores are posted.
 - 7.1.1. No jumping or passing on yellow flags.
 - 7.1.2. No jumping or passing on medical flags.
 - 7.1.3. No cutting the track.
 - 7.1.4. Riders must practice in their assigned class for which they are properly registered only.
 - 7.1.5. Riders will never enter the track without the knowledge and consent of a track official and will only enter at the designated track entry point.
 - 7.1.6. Riders will never exit the track except at the authorized and designated track exit point.
 - 7.1.7. Riders will not place track workers or downed riders in danger by failing to slow down.
 - 7.1.8. Riders will not intentionally endanger their safety or that of fellow competitor.
 - 7.1.9. Riders will make every effort to insure their motorcycle is properly maintained, is in good working condition, and has an adequate amount of the proper fuel for the practice sessions/race.
 - 7.1.10. Riders must never operate a motorcycle or other powered vehicle while under the influence of alcohol or drugs.

8. TRACK MAINTENANCE:

- 8.1. Track owners/promoters and/or their track builder should make every reasonable effort to provide a racing surface sufficiently free of dust so that all riders can see the racing surface ahead of them.
- 8.2. When using irrigation equipment, track workers should avoid watering the faces and landing areas of jumps to the maximum extent possible to avoid riders from losing control while leaving a jump face or landing.

9. TRACK ACCESS:

- 9.1. Track owners/promoters will provide the following with regard to track access:
 - 9.1.1. Only one clearly marked entrance and one clearly marked exit for participants
 - 9.1.2. Sufficient banners, fencing or other obstacles

10. RIDER SAFETY GEAR:

- 10.1. As a minimum, track owners/promoters will insure that all participants in all race-related organized practice sessions and races are wearing the following safety gear:
 - 10.1.1. A Snell or DOT approved helmet
 - 10.1.2. Motocross style boots
 - 10.1.3. Goggles
 - 10.1.4. Long sleeve shirts

10.1.5. Gloves

11. FLAGGERS:

- 11.1. Track owners/promoters must provide an adequate number of flaggers to observe all jumps with blind landings and other obstacles in which the presence of a flagger is needed to prevent (to the extent possible) a downed rider from being struck or landed on by riders that cannot see the downed rider.
- 11.2. These flaggers must meet the following minimum standards:
 - 11.2.1. Be at least 14 years of age
 - 11.2.2. Be of sufficient maturity and ability to understand the serious nature of the job and have the mental and physical capacity to evaluate and respond to emergency situations by waving a yellow caution flag whenever riders are down or their bike is inoperative on or near the racing surface.
 - 11.2.3. Must have been briefed on the MSC “Flaggers Code of Conduct” and have agreed to practice the flagging practices outlined therein as a minimum.
- 11.3. All flaggers must be in place and equipped with both a yellow (caution flag) and a white flag with a red cross (medical flag) prior to the commencement of race-related organized practice sessions and races.
- 11.4. All flaggers must remain in their assigned positions during and until the conclusion of all race-related organized practice sessions and races.

12. PRACTICE/RACE STOPPAGE:

- 12.1. Any time a rider has suffered a potentially serious injury that requires emergency medical personnel to be present on the racing surface and the remaining riders cannot be safely routed around the downed rider and responding personnel, the race must be red flagged and stopped until the situation is resolved.

13. INSPECTIONS:

- 13.1. All track workers and race controllers must be aware of the racing environment and be told to report any conditions they feel create an opportunity for unnecessary injuries. Conditions such as broken water pipes, sharp metal or wooden objects that could impale a rider or equipment near the racing surface should be reported.
- 13.2. The Track Safety Officer and/or track owner/promoter must perform a visual inspection of the entire racing surface prior to the start of race-related practices and races.
- 13.3. At least twice during the all organized race-related practice days and races.
- 13.4. Race controllers will make every effort to correct identifiable safety hazards near the racing surface as quickly as possible.
- 13.5. The track owner/promoter and/or track builder will routinely inspect the racing surface and obstacles and make adjustments they feel necessary.
- 13.6. Any safety condition reported to the track owner/promoter by the Track Safety Officer or a participant or participant’s representative must be evaluated as quickly as possible to ascertain if they need to be addressed based on the track owner/promoter’s judgment.

SAFETY PRACTICES: In addition to the Critical Safety Practices listed above, track owners may want to consider implementing the following additional safety practices.

1. TRACK SECURITY

1.1. Track owners/promoters should consider hiring uniformed security officers for the purpose of policing pit areas to reduce pit safety violations and report unsafe behavior to track officials.

2. ALCOHOL/DRUG USE POLICY

2.1. Track owners/promoters should consider implementing and publicizing an alcohol and drug use policy that promotes a healthy and safe environment both on and off the track.

3. BIKE/SAFETY INSPECTIONS

3.1. Track owners/promoters should consider implementing at least random bike safety inspections by track officials at track entry points. These inspections could look for unsafe conditions such as

- 3.1.1.1. Fuel turned off
- 3.1.1.2. Loose front or rear axle nuts
- 3.1.1.3. Loose or missing steering stem or swing arm bolts
- 3.1.1.4. Obviously flat tires
- 3.1.1.5. Obviously loose, damaged or missing spokes
- 3.1.1.6. Missing safety gear (Helmet, goggles, gloves, long sleeve shirt, motocross-specific boots)

3.1.2. Riders missing safety gear or with safety problems on their bikes could be prohibited from entering the racing surface until the conditions are corrected.

4. DEMARKATION OF TRACK CHANGES

4.1. Track owners/promoters should consider marking sections of the racing surface that have been recently changed. Placing an orange flag on either side of the course at the entrance to a section that was recently changed will give riders notice that something has changed and that they need to accommodate for the changes.

5. HOSTING OF SAFETY CLINICS

5.1. Track owners/promoters should consider publicizing and hosting rider safety schools that emphasize proper riding techniques, rider conditioning, and safe riding practices.

6. HIGHLY SEGREGATED PRACTICE SCHEDULES

6.1. Track owners/promoters should give every consideration to holding highly segregated practice sessions that separate riders not only by the displacement of the motorcycles (within a reasonable range) but by the ability of the riders.

6.2. Highly segregated practices would separate the following riders/classes as a minimum:

- 6.2.1. A and B riders only
- 6.2.2. C and D riders only
- 6.2.3. 85s, Superminis, and 150cc four-strokes
- 6.2.4. Small-wheel four-strokes (KLX 110s, etc.) and trail bikes (TTR 125s and below)
- 6.2.5. 65s
- 6.2.6. 50s
- 6.2.7. Girls and Women

- 6.2.7.1. Girls and Women would also be allowed to practice in other practices according to their skill level and the displacement of their motorcycle
- 6.2.7.2. If sufficient numbers of girls and women are not present to justify a separate practice session, they should be assigned practice sessions based on bike displacement and ability
- 6.2.7.3. Note: Highly skilled female riders capable of competing in A and B class events should not be assigned to practice with entry level riders.

7. ENHANCED SAFETY GEAR REQUIREMENTS

- 7.1. Track owners/promoters should consider requiring mandatory additional safety gear such as:
 - 7.1.1. Chest protection
 - 7.1.2. Head and neck protection

8. PUBLICATION OF SAFETY STANDARDS

- 8.1. Track owners/promoters should consider posting track safety rules and practices in prominent places in their facility, on their brochures and/or fliers, and on their website (if available).
- 8.2. Penalties for failure to comply should also be posted and publicized at rider’s meetings and by track announcers (when present) throughout the day.

9. RIDER FEEDBACK MECHANISM

- 9.1. Track owners/promoters should consider implementing some type of rider feedback mechanism that allows riders to provide them with feedback regarding the operation of the facility—to include their perception of any safety conditions that may need attention.
- 9.2. Feedback could be solicited via comment cards

10. NON-RACE RELATED PRACTICES

- 10.1. Track owners/promoters should consider flaggers for non race-related practice sessions
- 10.2. Track owners/promoters should consider having a licensed paramedic present for non race-related practice sessions