



## **GUIDELINES for operating RIDE PARK DAYS**

Ride Parks Australia is a national program aimed at growing recreational activity at our club's venues. Its purpose is to draw riders from the general public to our tracks and showcase our sporting venues in a safe, family friendly environment.

Ride Park Days (RPD) is a Motorcycling Australia brand of non-competitive ride days aimed at the riding public, including MA members at your track.

This national guideline is a general overview and minimum standard, additional state or venue specific regulations need to be included by the RPA provider.

Ride Park Days are not a substitution for practice days and must not be used as practice days.

### **PERMITS**

RPDs operate under a Non-Competition Permit obtained through Ridernet or your approved RPA provider. There is a permit fee of \$25 for Off Road, Trials and Coaching & \$100 for Speedway, Road and Dirt Track. There are no additional levies.

### **ENTRY COST**

The RPD entry fee is structured as follows: Please note price is recommended retail, final price is responsibility of operator.

Senior Riders: 18+	\$50	(fee breakdown: \$35 Club - \$15.00 MAIL)
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Junior Riders: under 18	\$30	(fee breakdown: \$15 Club - \$15.00 MAIL)
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**\*\* MA annual Licence holders pay same riding fees but are covered under the MA personal accident scheme with their annual license.**

## **RPD MANAGEMENT**

- Ride Park Manager - responsible for overall management of the RPD. Must have First Aid accreditation.
- Sufficient personnel to ensure the proper administration (e.g. rider sign-on) and supervision (e.g. safety or flag marshals) of the event.
- All RPD personnel must sign the disclaimer.

## **LICENCES**

An MA Licence is not required to participate in an RPD, however MA annual licence holders receive personal accident coverage with their annual license.

Riders who do not have an MA licence will have no personal accident insurance cover provided.

## **MEDICAL**

In addition to the Ride Park Manager (who must have First Aid accreditation), there must be first aid services in attendance appropriate to the number of riders so as to ensure continual supervision of all riding activity and that ensures the ability to provide immediate response to a medical incident.

## **CLUB MEMBERSHIP**

*Ride Park Days* are designed to attract riders to our affiliated clubs, therefore club membership is not a condition of participation. An RPD should be seen as the opportunity to hold a well-organised, fun day to show-case your club and convince riders to join your club and take advantage of all the other events where club membership is required.

## **ADMINISTRATION and PAPERWORK**

Ride Park Days unless otherwise agreed are required to use a booking platform, MA currently offer Ridernet or Track Manager. Where events are managed manually, remittance to MA must be provided on a monthly basis. Reporting must include participation numbers.

Using Ridernet or Track Manager makes it easier for the club to administer the RPD because:

- Riders can book and pay online prior to the RPD
- Riders can sign the waiver electronically at the track
- Most reporting is done automatically

Riders will need to sign a standard disclaimer provided by MA which includes a declaration that their machine and personal safety gear is sound. The disclaimer must be completed in full by each rider. All disclaimers must be retained by the club or sent to the Relevant Controlling Body after each event.

Riders must be made aware of RPD Guidelines with either a printed sheet, or noticeboard at sign-on that sets out what they need to know to get riding, including track safety rules and expected standard of behaviour.

Injury reporting should follow the current system for MA activity.

**PROTECTIVE CLOTHING** minimum requirements: \*\*

- Helmet – Any of the following approved standards is acceptable. AS1698, Snell, JIS, FIM, ECE.
- Clothing - Gloves, long sleeve jersey and long pants
- Body Armour - Recommended for Junior riders
- Off-road Boots \*\*\*
- Goggles/eye protection

\*\* Protective clothing of acceptable standards is the responsibility of the rider.

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- be constructed of leather or other similarly durable material; and
- be of a length which must at least overlap the trousers with the rider in a normal seated riding position on the machine.

## **TRACK MANAGEMENT**

Junior and senior riders may ride together. The Ride Park Manager has the authority to remove any rider from the track who is deemed to be riding recklessly, or putting other riders' safety at risk, or whose behaviour falls short of the expected standard set out in the RPD Guidelines.

To comply with Ride Park Days non-competitive status, venues must not use a mass start, or time/score riders in any way which will determine a finish order, and no award for performance can be given.

## **Matched Ability:**

Ride Park Managers are responsible to manage rider safety through groupings based on ability and speed, not rider age or bike capacity. It's important to not think of riders as junior or senior but as a beginner, intermediate or experienced rider and group them accordingly with the flexibility to move riders to other groups as the day progresses or as the Ride Park Manager deems appropriate.

For the purpose of this Guideline:

- **Beginner:** This group is for riders that include children, parents and participants possibly new to motorcycle riding. It's to be managed at an appropriate speed to cater for the youngest or most novice of riders. The start straight run on a MX Track may present as an appropriate area for parents to teach their children how to ride.

- **Intermediate:** This group is for those who have sound motorcycle ability but possibly not ridden on tracks before. As with all groups, the intermediate group participation should be based on ability regardless of age.
- **Advanced:** The advanced group is ideal for those who frequent ride parks and possibly hold or have held a competition licence.

## Ride Park Track Guidelines

### Introduction

Motorcycling Australia have identified that there are a large number of riders who ride recreationally but find it difficult to access suitable areas to ride.

One example of why recreational riders do not ride our Motocross tracks is because of the number and difficulty of the obstacles on the tracks such as jumps, tabletops and whoops that require reasonably advanced bike skills to ride.

Ride Parks need to provide recreational riders with tracks that suit their riding ability.

It is essential that Park Managers clearly understand the difference between a track that is suitable for use as a practice track for competitive riders and a track that meets the requirements of a Ride Park track. One measure of whether a track is suitable for recreational riders might be that it is less likely to be used for practice by an expert rider.

Facilities with multiple track layouts with family friendly facilities are desired.

### Tracks

MA-licensed tracks meet MA Track Standards but will probably need to be altered to meet these Ride Park Track Guidelines. Non MA-licensed tracks need to be approved by a Motorcycling Australia Insurance Limited (MAIL) representative.

### Notices to Public

All tracks need to include notices to public: motorcycling is dangerous, no animals etc. but should be altered to reflect recreational activity not racing. Current MA public notices would be acceptable with all references to racing removed.

### Disciplines

#### Start of Session - All Disciplines

Each session should commence with bikes entering the track or course one bike at a time with a suitable gap between bikes. Definitely no mass starts of any kind.

#### Track Density – All Disciplines

The maximum number of riders on track should be determined by the MAIL representative as part of a risk assessment.

### **Motocross**

All obstacles on the track need to be assessed with the view that a novice rider should be able to successfully negotiate them with ease. All obstacles that would require advanced riding skills need to be bypassed. This might include multiple jumps, whoops sections and large jumps or tabletops without suitable down ramps. Track Managers need to take into consideration the skill level needed to negotiate an obstacle when considering whether they should be included or avoided during Ride Park Ride Days.

Tracks must be clear of any obstructions within the vicinity of the track which are not essential to the proper function of the track.

### **Lines of Protection:**

There should be in place a line of protection which acts to prevent motorcycles and riders from colliding with spectators or officials and to prevent non authorised vehicles or persons from entering the track during riding. A clearly marked and fenced area should be provided for viewing with no access to the track available from this area.

### **Track Marking:**

- a) The entire length of the track should be clearly defined. Plastic breakable tape may be used.
- b) Earth barriers should be used to mark the inside of corners, however inter-locked tyres not exceeding three tyres in height may be used to mark the inside of a corner. Where tyres are used, they must be inter-locked with each other and must not be dug into the ground. Single tyres are not permitted as track markers.
- c) Truck or tractor tyres are prohibited.
- d) Any marking poles should be flexible and placed at an outward angle from the track.
- e) The use of any rope bunting is banned.
- f) The use of rigid posts (e.g. steel star pickets) is banned.
- g) Marking poles should not exceed 500mm above ground level.
- h) Plastic bollards or breakable wooden pickets leaning away from the direction of traffic are permitted.

**Minimum Track Width:** There is no minimum track width, track should be clearly defined and wide enough for multiple machines to allow for passing.

**Track Line of Sight:** Consideration should be given to the ability to monitor the entire circuit. Roaming marshals can be used to monitor on track activity if the entire circuit cannot be seen from one advantage point. CC TV is also acceptable for this purpose

### **Notes:**

\*Experienced track managers will be aware that the shape of a jump and the landing ramp can have more influence on what happens to bike and rider than the simply the height. Therefore, both ramp shape, and landing ramps should be taken into consideration.

\*\* For some tracks the lay of the land may suffice as a first line of protection.

### **Enduro or Trail Loop**

Where there are obstacles or terrain that would pose a risk to novice riders alternative routes need to be provided.

