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MOTO gymkhana

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6TH EUROPEAN CHAMPIONSHIP 24-26 JULY 2020

REGULATION



RIGA - LATVIA



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All questions regarding the information present or absent in this document can be addressed to ec2020@motogymkhana.lv

1. Documents

1.1. Licenses and other documents

- All Participants are to sign a Waiver document, which ascertains that they hold a personal responsibility for all their actions, and are taking part in the Event taking into account all the underlying risks pursuant to the Event.
- When registering all Participants are to provide Emergency Contact information, as to who should be contacted in case an emergency is to occur during the Event with the corresponding Participant.
- The Waiver document will be made within the registration process, as well as a printed copy will be provided against a signature when the Participants arrive at the Event venue.
- Participants who have not signed the Waiver document will not be admitted or allowed to take part in any activities that are planned during the entire length of the Event.
- If the Participant has not reached the age of 18 years old, the Waiver document is to be signed by their legal guardian, who assume the same responsibility as the other Participants. The Legal Guardian has to be present during the entire length of the Event.
- All Participants are to sign a consent form regarding processing of their provided personal information, that the organizers will be using during the course of the Event.
- All Participants are to sign a consent form regarding filming and taking photos during the event that later on might be used publicly.

2. Officials

2.1 Officials

The following officials will be present at the Event. One person may hold more than one official position where this does not compromise safety. Officials will be distinguished with different coloured vests, which they will wear during the whole course of the Event. Red vests for the officials responsible for the running of the event, and yellow vests for the officials who have been invited to support and help-out with various minor activities during the course of the Event.

Head Judge:

- Will have ultimate responsibility for the good running of the event.
- Will have the responsibility over the Marshals – will organize and co-ordinate their work.

Technical Official / Sound Tester:

- Will have the responsibility to check compliance with any machine specification as required by the current document.

Event Secretary:

- Will be responsible for all administration connected with the organisation of the Event.

Starter/Timekeeper:

- Will be responsible to facilitate starting and finishing including recording attack times and any penalties incurred.

Marshall (Observer):

- Will be responsible for taking note of the penalties that Participants have incurred during the corresponding attack.

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3. Motorcycles

3.1 Technical Requirements

The Organizers of the event reserve the right to refuse taking part in the Event for any Motorcycle that does not comply with the current document's technical requirements.

In all cases, all Motorcycles that are registered for the Event have to comply with the minimal safety technical requirements that are described in the current document.

3.2 Brakes

- The Motorcycle has to be equipped with a functioning Brake system.

3.3 Tyres

- Tyres must be road legal, slicks are not allowed;
- Chains and other non-skid devices are not permitted;
- Tyre warmers are permitted.

3.4 Throttle

- All motorcycles must be fitted with self-closing throttles.

3.5 Sound Control

- As required, all motorcycles will be sound level tested;
- The maximum permitted sound level will be 100dBA.

3.6 Ignition Cut-Out or Kill Switches

- All motorcycles shall be fitted with an engine cut-out button;
- If during the Event the Motorcycle will have an elevated idle speed, these Motorcycles have to be equipped with the so-called kill-switch system, which is connected to the Participant with one end and switches off the Motorcycle engine in case the Participant is separated from the Motorcycle.

3.7 Chain Guards

- The manufacturer's original primary drive guards or parts of similar design must remain in place;

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- ‘Lower / Toe chain Guard’ chain protector is recommended but not compulsory unless it was factory fitted as standard.

3.8 Crash cages and other protective elements

- Participants are permitted to install any damage preventing protection (e.g. crash cages), however it has to present a smooth structure with non-sharp corners and all edges being rounded in order to prevent injuries during falls;
- If a protective element has been damaged during a fall and as a result of it does not comply with the requirements mentioned above anymore the Participant has the right to modify/adjust/correct the problem (if possible to do so) or to remove the protective element completely. The Officials reserve the right to ban a Motorcycle from taking part in the Event should the Technical Official / Sound Tester confirm that the protective element has a sharp-corner or non-smooth edge that could potentially be dangerous primarily for the Participant him/herself.

3.9. Mirrors, Turn signals, Head lights

- Such motorcycle parts as turn signals, mirrors, head lights that can easily get damaged and break into hazard-provoking pieces should be covered with tape, so in case of a fall these would remain solid, alternatively these could also be removed completely;
- Each Participant can either tape up the above-mentioned parts him/herself with own tape or can do so at the Technical Control point whilst going through inspection.

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4. Paddock requirements

Paddock – a space provided to a Participant to park their Motorcycle in between drives, should any technical work or maintenance work be necessary (including however not limited to warming up the tyres). Already when registering for the Event the Participant should indicate whether a Paddock will be required.

- The size of the Paddock for each Participant shall be limited to 3x3m plot. Should a bigger space be required be sure to mention that during the registration process in order for the Officials to take that into account when planning out the Paddock area;
- Should a team of Participants be willing to have their Paddocks adjacent to one another they should inform the Officials as fast as possible (preferably during the online Registration process). The Officials will strive to satisfy the Participant requests for the Paddock location, however do not provide any guarantee that all requests shall be satisfied;
- The entire Paddock area shall be surrounded by security fences and designated drive-in and drive-out lanes shall be marked;
- The Paddock area shall be open and accessible to the registered Participants, who have gone through the entire Sign-in Procedure described in point 8, as of 10 AM on Friday the 24th of July 2020;
- The Paddock reserved for each of the Participants shall be clearly marked, the Officials will indicate which Paddock can be occupied by which Participant during the sign-in process described in point 8;
- Should the Participants be working with any fluids in the Paddock (including oil and other technical liquids) the Paddock should be equipped with a rug, one end of which is rubber, to prevent any of the spilled liquids to touch the surface of the Paddock area. The Officials reserve the right to demand damage from the Participants should any technical liquids be spilled within their corresponding Paddock area;
- It is recommended that each Participant equips his/her Paddock with a Fire Extinguisher, however that is not a mandatory requirement;
- Should the Participant equip his/her Paddock with a tent, the tent base should be strengthened and fixed to the ground, so that in case of strong wind the tent does not leave the designated Paddock area;
- It is forbidden to have open fire in the Paddock area;
- The Officials do not hold any responsibility for the items that are left in the Paddock;
- The Paddock will be made freely available for the Participants to access during the open hours of the Events, outside of the open hours the Participants can access their Paddock only if they are accompanied by an Official;
- Outside of the open hours of the Event the Paddock area shall be closed and a Security Guard shall be placed to control entrance to the Paddock area;
- The Paddock has to be cleared of any items belonging to the Participants by 8PM on Sunday the 26th of July 2020.

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5. Technical Control

- All Motorcycles have to be presented to the Technical Official / Sound Tester.
- Apart from checking the Motorcycle for compliance with the Technical requirements mentioned in point 3 the Technical Official / Sound Tester will also check that the Motorcycle is not leaking any fluids (including however not limited to Oil leaking).
- The Officials reserve the right to ban a Motorcycle from taking part in the Event should the Technical Official / Sound Tester confirm that there is a fluid leak found;
- Whilst the Technical Official / Sound Tester is checking the motorcycle the Participant can use the time to borrow a tape provided by the Organizers (present at the Technical Control point) and tape up the motorcycle parts mentioned in point 3.9. Should there be enough personnel at the Technical Control point the Officials will aid Participants with the taping. The Participant is also allowed to tape up or remove the easily damageable parts before presenting the motorcycle from Technical Control;
- Successful passing of the Technical Control will result in the Technical Official / Sound Tester issuing a Technical Control sticker, which he/she will place on a visible spot on the Motorcycle. Officials are empowered to check the presence of the Technical Control sticker at any time;
- The Technical control can be held before any training session or any other activity that may take part during the course of the Event, to ensure that the Motorcycle adheres to the Technical Safety Requirements, listed in the current document;
- Any Motorcycle that has been damaged in an incident can be recalled by the Technical Officer/ Sound Tester for re-inspection before being ridden again at the event.

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6. Safety

Riders (Participants) must take responsibility for their own safety as well as the safety of others. Participants will place their Motorcycles in the designated Parking area.

The mouth should be kept clear of anything likely to cause blockage of the airway in the event of an incident, e.g. chewing gum

6.1 Medical Services

- During the course of the Event, including official practice sessions and any other activities, qualified first aid personnel will be present;
- Organizers will ensure a sufficient first aid kit being present at the venue, the first-aid kit will be located in the Main Tent of the Event.

6.2 Clothing

- All riders must wear a crash helmet when riding a Motorcycle. The crash helmet should be Street-Legal, which means that is permitted to be worn taking part in daily traffic circumstances. If the crash helmet is equipped with a flip-front, the front should be closed during the attack. In all cases, the visor can remain open;
- The crash helmet should be free of any peripheral devices, this includes however not limited to video-recording devices, audio-devices, etc. The riders are permitted to use the above-mentioned devices as long as they are not attached to their heads;
- All riders must wear appropriate protective clothing and gloves, including protective clothing for elbows, shoulders and knees, as well as appropriate motorcycle boots that have a shaft height that extends over the ankle.

6.3 Fire Extinguishers

- During the course of the Event at least two First Extinguishers should be placed at the Venue. A corresponding sign should be placed to indicate the location of the Fire Extinguisher.

6.4 Riding in the Paddock and outside of the Course

- Riding the Motorcycle outside of the designated areas should be kept in between the range of 5-10 km/h not to endanger other Participants or visitors (within their powers the Organizers shall place speed-control signs, nonetheless the Participants should remember that the driving speed outside the course should be chosen taking into consideration own safety and the safety of others). The crash helmet should be worn at all time when riding a Motorcycle. Officials reserve the right to fine any Participant that does not wear a helmet when riding a Motorcycle.

6.5 Course access






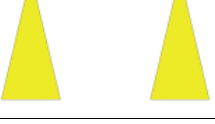

- Strictly no personnel, other than signed on officials, are permitted on any of the courses while motorcycles are operating.

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7. Course Set-up

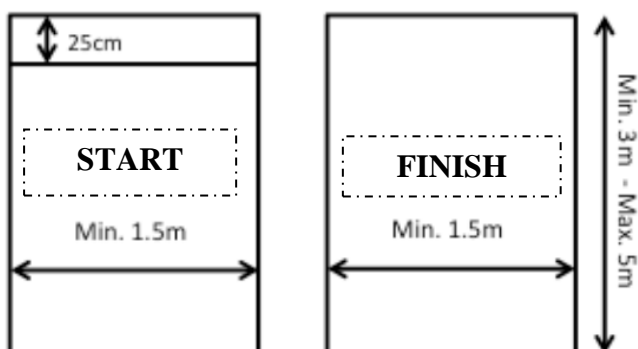
7.1 Pylons

- Pylons (cones) must be 40 cm (forty) high to minimise the risk of contact with any Motorcycle controls.
- Pylons will be colour coded to designate the direction of travel – Adachi© System.

	Red Pylon	Right Turn
	Blue Pylon	Left Turn
	Red Pylon with a yellow band	Right turn greater than 270 °
	Blue pylon with a yellow band	Left turn greater than 270 °
	Yellow Pylon	Elements that does not have a specific riding direction left/right
	Yellow Pylon Pair	Ride between
	Yellow Pylon pair with a line in between	Front wheel must touch the line

7.2. Start and Finish boxes

- The Start and/or the Finish boxes will be marked with yellow Pylons as in the diagram below.



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8. Competition Format

8.1. Registration/Sign-in

- All Participants are to register before the Event, by filling in an Internet-based form and providing the information that is requested by the Organizers to plan-out the Event;
- The number of Participants that can take part in the Event is limited, therefore Participants are urged to register as early as possible.
- The Organizers foresee a possibility to allow registration on the spot (first day of the Event) however only in case the limit of Participants will not be reached in the online registration. The Organizers will inform shortly before the event (via social media) should the possibility to Register on the spot be available;
- The Fee for the Event (3 days) is 70 EUR to be transferred via bank. Each registered Participant will receive a personal invoice, which will also contain the bank details. The invoice should be paid no later than the due date specified on the invoice;
- During the first day of the Event registered Participants are to present themselves to the Main Tent of the Event and receive a serial number and an identification element with the same number (vest (bib) or motorcycle sticker);
- Should a vest (bib) be used as an identification element every Participant will have to pay a 20 EUR wager, which will be reimbursed when the Participant has handed in the identification element after the end of the Event. In case a sticker will be used as an identification element the wager does not have to be placed;
- The identification element is obligatory for the Competition part of the Event (including the warm-up phase), however can be omitted during the training days;
- In cases when two or more Participants share the same Motorcycle, their starting numbers will be at least 10 numbers apart in the starting sequence.

8.2 Competition attacks

- Each rider undertakes two timed attacks of a competition course;
- The fastest time (including any penalties) from the two attacks is used for determining the overall result.
- An electronic timing equipment will be used to determine the results of the Competition. Should the timing equipment be damaged or malfunction during the Competition at least 2 (two) Time Keepers with a manual timing equipment should be present in order to register the time of the attack;
- The timing of every attack will be communicated to the Participants before their next attack and before the final award ceremony.

8.3. Start procedure

- The Participants will attempt the Course in the order as per the serials numbers received in the registration process. The Participants will start one after the other; however, there will be a maximum of two Participants at the same time on the Course track;

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- Riders must warm their tyres on the warm-up course prior to their Course attack;
- From the warm up course, the Participants will be called forward to the figure-of-eight box (GP8) where they will continue to ride until called into the start box (two whistles).
- Riders must be ready to be called forward without delay. Failure to make it to the Start box when called will result in a disqualification for the corresponding Attack. The only exception to this rule is when the Head Judge has been informed in advance that the Participant will be delayed due to a technical problem that can be solved quickly (in situations as described, the Participant will be called only when all the other Participants have ended the corresponding Attack);
- The Participant will start on the Course track with approximately a minute interval, and the Overall Starting Procedure can be summarized as follows:
 - The Participant is allowed to enter the warm-up course approximately six minutes before their Start time;
 - The Participant is allowed to enter the GP8 warm-up course approximately two minutes before their Start time;
 - The Participant will be signalled (two whistles) to proceed from the GP8 warm-up course to the Start line;
 - When one Participant is invited to proceed to the GP8 warm-up course the next Participant can enter the warm-up course;
 - When one Participant has left the GP8 warm-up course the next Participant can enter the GP8 warm-up course.
- If the Participant stalls in the Start Box but has already triggered the timing equipment the Attack is considered to have commenced and the rider should continue with the Attack;
- If a rider is called forward and accidentally triggers the timer whilst positioning their motorcycle and **prior to being given the start signal** (one whistle) this will be classified as a jump start.
- After the Attack the Participant shall return to the designated Motorcycle Parking Area using the route that has been marked by the Organizers;

8.4. Course Rules

- The course and route will be provided on a diagram issued to each rider only on the Competition day;
- The Participants will have 45 minutes to explore the Course track by foot;
- No practice attempts are allowed on the course;
- The course will be ridden in the order shown on the course diagram. All obstacles on the course will be attempted;
- Putting a foot down is allowable only in those obstacles that have a 'Foot OK' indication alongside the obstacle on the course diagram;
- The Finish box must be entered at the end of the course and the motorcycle must be completely stopped within the boundaries as marked
- If the Participant has fallen and the next Participant is approaching before the first Participant is able to continue the Attack, the time for the second Participant will be

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stopped, he will return back to the Start Box and will attempt the Course one more time (as described in the Overall Starting Procedure), however only when all the Participants have ended the corresponding Attack.

- Time penalties for the following errors are added to the overall time for the attack. Course Marshals will indicate a penalty has been incurred by raising a flag
- The course Marshal's decisions can be challenged during the Competition, after the Competition the decisions are final and non-disputable. Protests against Marshal's decisions should be presented within 15 minutes after that corresponding Attack. The final decision is made by the Head Judge.

White flag (+1 second):

- Touching a pylon;
- Foot or arm down (not longer than 1 second);
- Jump start.

Red flag (+3 seconds):

- Going outside of the finish box borders;
- Lengthy (longer than 1 second) touching of the asphalt with one's foot, or using the feet to mover around, or multiple foot downs within one element;
- Bike or rider falling outside the marked area of the finish box.

Red plus white flag – disqualification from the attack

- Wrong pursuit of the Course, including
 - Riding an obstacle in the wrong direction;
 - Missing an obstacle;
- Riding outside of the Course borders;
- Not stopping in the finish box;
- If the Participant has fallen and does not wish to continue the attack.

Additional information regarding penalties:

- Falls do not result in extra time penalty. If during the fall the Participant hits / knocks down the pylons or any other Course element – there will be no extra time penalty;
- In order to avoid falling the Participant can lean on the asphalt with hands or feet, as well as touch and/or knock down the pylons – these actions will result in additional time penalties only if the Participant has managed to save himself/herself from falling and continues the Attack;
- During the Attack, any part of the Motorcycle can touch the surface of the Course track – no additional time penalty will be awarded;
- If the Participant has fallen in the Finish Box in a way that no body part or motorcycle part sticks outside of the Finish Box borders – no penalties are attributable.
- If the Participant has made a mistake in the Course route, and then returns to pursue the element correctly – such case would not result in neither “missing the obstacle” penalty nor “riding the obstacle in the wrong direction” penalty.

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9. Instructions to Participants

9.1 Instructions to Participants (riders)

- Event Regulations and any Final Instructions issued for the Event will have the same force as these Regulations but must in no way contradict it.

9.2 Conduct

- Persons failing to follow instructions given by Officials of the event or deemed to have unjustifiably or maliciously jeopardised the efficient running of the Event by not adhering to the Regulations or instructions, may be disqualified from the event.

9.3 Parental Responsibility

- It is a parent's or legal guardian's responsibility to ensure that children stay within the confines of the Event site and obey all instructions issued by the Officials.

9.4. Declaration

- By entering the Event the Participants agree to Officials and Organizers not holding any legal or material responsibility for any damage to the Motorcycle or its accessories, whether by fire, accident or other causes, nor for the theft of the Motorcycle or its accessories before, during or after the Event. Nonetheless, the Organizers will strive to minimize the risks to the furthest extent possible both during the preparation phase as well as during the course of the entire Event.

9.5. Compliance with Regulations

- By entering the Event, the Participant undertakes to follow the current Regulations as well as any other instructions provided by the Officials during the course of the Event.

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