RIDE australia PARKS

Guidelines

National Initiative aimed at fostering Recreational Activity

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MOTORCYCLING AUSTRALIA

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1 GUIDELINES FOR OPERATING RIDE PARK DAYS

Introduction

Ride Parks Australia is a national initiative aimed at fostering recreational activity at our club's venues. The main goal is to attract riders from the general public to our tracks and showcase our sporting venues in a family friendly environment.

When it comes to Ride Park Days (RPDs), we want everyone involved to have a great time. Below is a fundamental framework for the conduct of RPDs, which is contingent upon specific state or venue requirements.

It's important to note that RPDs are not meant for structured practice sessions or as a preparation platform for competitive events, which means:

- Prohibition of mass starts in any form
- Prohibition of timing or scoring riders to determine a finishing order
- Prohibition of any awards based on performance

Ride Parks Australia is open for two (2) wheeled activities in the disciplines listed below in permit requirements.

Side x Side and ATV/Quad are permitted at RPDs for genuine recreational activity.
Motorcycle, Side x Side and ATV/Quads must not share tracks together, separate sessions or tracks must be used.

Notably, three-wheeled machines or sidecars are not sanctioned under RPA.

Entry Cost

The event operator determines the fee structure for RPD entry. A compulsory **RPA Park Australia Ride Pass** (which includes MA Personal Accident insurance) is charged by Motorcycling Australia. Operators should consider this fee when setting their pricing structure. For clarification on this pricing and any additional details, operators should contact their State Controlling Body. By accounting for these fees, operators can ensure a cost-effective option and compliance and provide clear information to participants regarding costs associated with the event.

Licence Requirements

An official state-issued motorcycle licence or MA national licence is not required for participation in RPDs. There is no requirement for Junior Kickstart logbook or endorsements and no minimum age requirement for children's participation.

Requirements for Non-MA Annual Licence

For the well-being of all participants who do not hold a current MA Annual Licence, it is a requirement to obtain the **RPA Park Australia Ride Pass** (which includes MA Personal Accident insurance), when registering for any RPA activity. **More information in relation to coverage offered.**

Club Membership

RPDs are designed to attract riders to our affiliated clubs, so club membership is not a requirement for participation. An RPD should be viewed as an opportunity to host a well-organised, fun day to showcase your club and persuade riders to join and benefit from other club events that require membership.

Permit Requirements

RPDs operate under a recreational permit, it is mandatory for all permits to be processed through the RiderNet platform.
A daily permit fee may be charged up to a maximum of $50.00.

Activities not permitted under RPA

- Arenacross
- Hard & Super Enduro
- Road & Historic Road
- Speedway
- Stadium Motocross
- Supercross
- Supermoto

Medical

In order to ensure the well-being of all participants, a designated First-Aid accredited person must be assigned to the RPD. **The RPA Manager cannot serve as the designated medical person.**

It is essential to always have First Aid accredited personnel on-site, supplemented by additional first aid services in accordance with the number of riders, to ensure a swift and effective response to any medical incidents.

RPD Managment

- Ride Park Manager - responsible for overall management of the RPD including the provision of adequate first aid services appropriate to the number of riders to respond to a medical incident in a timely manner.
- Sufficient personnel to ensure the proper administration (e.g. rider sign-on) and supervision (e.g. flag marshals) of the event.
- All RPD personnel to sign the disclaimer.

Track Management

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

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 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.

Administration and Paperwork

RPDs, unless otherwise agreed, are to use a booking platform. MA currently offers Ridernet. Where events are managed manually, remittance and reporting of participation numbers to MA is be provided on a monthly basis.

Using Ridernet 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 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.

*** 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.

2 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 does 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. RPDs 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 an RPD 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.

NOTE : Two (2), three (3) and four (4) wheeled machines MUST NOT share the same track at the same time.

Tracks

MA-licenced tracks meet **MA Track Standards** but may need to be altered to meet these RPD track guidelines.

Non MA-licenced tracks need to be approved by the relevant RCB.

Notice to Public

All tracks must have public warning notices, example motorcycling is dangerous & no animals.

Current MA public notices are acceptable, samples can be found in the Manual of Motorcycle Sport and the MA Track Standards.

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 or use of start gates.

Track Density – All Disciplines

Track density is determined by the Ride Park Manager, a track density calculator is available in the MA Track Standards.

Track density is determined by track length and width and lap time, an average track density as a guide is 50.

Enduro or Trail Loop

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

Trials

Trials may operate under normally permitted practice & training conditions in relation to obstacles and layout.

Minikhana

Existing Minikhana venues and courses may be utilised for RPA activity under these guidelines.

Motocross Specifications

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.

Park Managers need to take into consideration the skill level needed to negotiate an obstacle when considering whether they should be included or avoided during an RPD.

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 must 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 must 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 must 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 Park 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.

3 CONTACT DETAILS

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