

Electronic Riders- / Teaminformation



ADAC MX-Masters 03./04. October in Tensfeld

Rider responsibilities

- Riders are responsible to select a helmet and apparel which will provide appropriate protection (including full upper-body protection - front and back)
- Riders are responsible for keeping their motorcycle in conformity with the rules
- Riders may be held responsible for the actions of their team members

Rider gear

- Includes but is not limited to boots, pants, jerseys, gloves, helmet, goggles, body protection, etc
- Riders must wear body protection.
- Gloves and goggles must be worn at the start of each practice or race
- The starting number on the back of the rider must be the same as on the motorcycle
- Long hair must be contained within the helmet
- All body jewellery is to be taped over or removed during on-track competition
- Helmet cameras and any other rider-attached or bike-mounted cameras are generally prohibited. Individual exceptions with regard to TV stations etc. shall be subject to ADAC e.V. approval. In case of an approval the riders and teams are have to publish their material to ADAC. The fastening, the type of camera and other components shall be subject to the approval of the Steward of the Meeting and the Permanent Scrutineer.

Test area

- Only riders, mechanics and team staff are to use the test area with motorcycles that have been verified for the event
- Pit bikes, mopeds, bicycles, etc. are prohibited

Pit Lane

- A corridor must remain free in the repair zone to allow uninterrupted passage
- Riders must use the toilets in the repair zone
- Riders entering the repair zone should ride in a responsible manner, no excessive speeds, no overtaking
- Riders entering the repair zone must come to a complete stop
- All repairs, refuelling, replacement of safety material, mechanical service must be done in the repair zone
- Signalling is restricted to the pit lane
- No spare/second motorcycle is allowed in the repair/signaling zone/Pit Lane during a race or/and sighting lap. The penalty for violation of this rule is disqualification from the race or qualification race in question.
- Riders must always enter the pit lane by the pit lane entrance. When a rider "misses" the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty may be the disqualification from the respective practice, qualification or race.
- The exit of the pit lane is closed after the checked flag is out. All riders who are still in pit lane afterwards must return directly to the paddock.

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Waiting Zone

- For all events, the motorcycles of the riders entitled to start (including reserves) shall be parked in the prestart area/waiting zone no later than 10 minutes before the start as determined by the schedule published and/or announced by the event host and the clock at the entrance to the waiting zone. Any lateness shall result in the disqualification of the respective rider for the event in question. Disqualified riders may be replaced with reserve riders.
- Riders must use the toilets in the waiting zone

Sighting lap

- Riders failing to complete the sighting lap and/or do not succeed into bringing their motorcycle in the Skybox/waiting zone on time; will be disqualified from the race in question.
- All riders eligible to start shall be restrained to the prestart area and/or its immediate vicinity, as the sighting lap may be started immediately after the prestart area closes.
- Participation in the sighting lap shall be mandatory for all riders.
- The sighting lap shall be completed without delays. There shall be no stopping or test starting during the lap.
- In the event of a start abort, the sightseeing round before the re-start can be dispensed with.
- After their sighting lap, riders must return with their motorcycles directly to the waiting zone/Skybox area using the access route indicated. No changing of motorcycles is allowed.
- During the sighting lap riders are not allowed to enter the Pitlane area unless when being ordered to by an Official.

Starting gate

- There will be the demonstration of start procedure according to the time schedule.
- Nobody except the officials and photographers is allowed in front of the starting gate.
- Riders are only allowed to stay behind the starting gate. You are allowed to improve the area of your starting place provided that no tools and / or liquids are used or external help is used. Changing the area in front of the starting gate is not permitted.
- Riders and/or team members are not allowed to attract the attention of photographers to ask them to work on their starting position in front of the gate (removing stones, flattening the area etc.).
- Once a rider has taken his position at the starting gate, he cannot change it. He cannot return to the waiting zone or receive assistance prior to the start.
- For safety reasons, riders who are not tall enough to properly support their motorcycles will be allowed to use support blocks. This only applies to tracks where all riders start from one starting line. The supporting blocks must be handed over to an official or ADAC MX Masters escort staff before the start. Assistants shall not be allowed to enter the starting zone until after the start.
- Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before the all the riders have taken their start position must follow the instructions of the officials.
- Riders with mechanical problems at the starting gate must wait for assistance until the gate has dropped (penalty for violation = disqualification from the race in question)
- Motorcycles must be centred in the starting gate. Motorcycles must be at 90 degrees to the gate.



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On track

- No riding on the circuit outside practices, warm-up, races
- Riders must ride in a responsible manner and not cause danger to other competitors / participants
- Riders must stay inside the original marked track at all times
- Riders must always ride in the direction of the course
- No stopping on the track unless when being ordered to by an Official. The penalty for stopping on the track during practices will be penalised with the loss of fastest lap
- Riders returning slowly to the pit lane or paddock should avoid using the racing line and interfering with other riders.
- Riders who enter the paddock during a Race will not be allowed to rejoin that Race.
- Assistance on the track by flag marshals or medical staff is allowed only in the interest of safety
- When crossing the control lines, a rider must always be in contact with his motorcycle.
- After having crossed the finish line, riders must continue at a steady speed and clear the finish area as quick as possible. Slowing down abruptly or stopping in the area before the board "END FINISH ZONE" signs is not allowed.
- Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction

Outside assistance

- Riders receiving signals outside of the signalling area
- Riders receiving any assistance along the track, except from a Flag Marshal in the interest of safety
- Radio communication is forbidden

Course cutting

- Course cutting is forbidden
- Riders must use only the marked track. However, if they accidentally leave the track, they may continue at a greatly reduced speed until they can re-enter the track safely. They must re-enter, without gaining an advantage, at the closest point to where they left the track.
- Riders who leave the track may continue at greatly reduced speed until they can re-enter the track safely.

Board signals

- 15 seconds board: 15 seconds until the starting procedure enters its final phase
- 5 seconds board: The starting gate will drop within the next 5 to 10 seconds
- 2 laps board: 2 laps to go before the end of the Race
- 1 lap board: 1 lap to go before the end of the Race / last lap

Flag Marshals

- Marshals may assist riders by lifting motorcycles and moving them to a safe place
- Marshals are not allowed to hold a motorcycle for a rider when he makes repairs
- Marshals are not allowed to assist riders to re-start their motorcycles



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Important flags and light signals



Green flag waved or the green light is on:

Course clear for the start of the training, the qualifications, the warm-ups or the race.



Yellow flag stationary or the yellow light is on:

Danger, ride cautiously.



Yellow flag waved or the light flashes yellow:

Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed. Therefore jumps should not be attempted.

The waved yellow flag is superior to the stationary yellow flag.

The penalty will be the loss of 10 positions from the practise session or race in question.



White flag with diagonal red cross stationary or the light flashes red-white:

Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.

The medical flag is superior to the stationary and waved yellow flags.

The penalty will be the loss of 10 positions from the practise session or race in question.



Blue flag waved or the light flashes blue:

Warning, you are about to be lapped. Hold your line.



Red flag waved or the light flashes red:

All riders must stop racing and go to the area indicated by the officials.

All false starts will be indicated by waving a red flag.



Black flag panned plus a blackboard with the number of the respective rider:

Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.



Checked flag waved:

End of the practices, the qualifications, the warm-up, the race

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Track overview

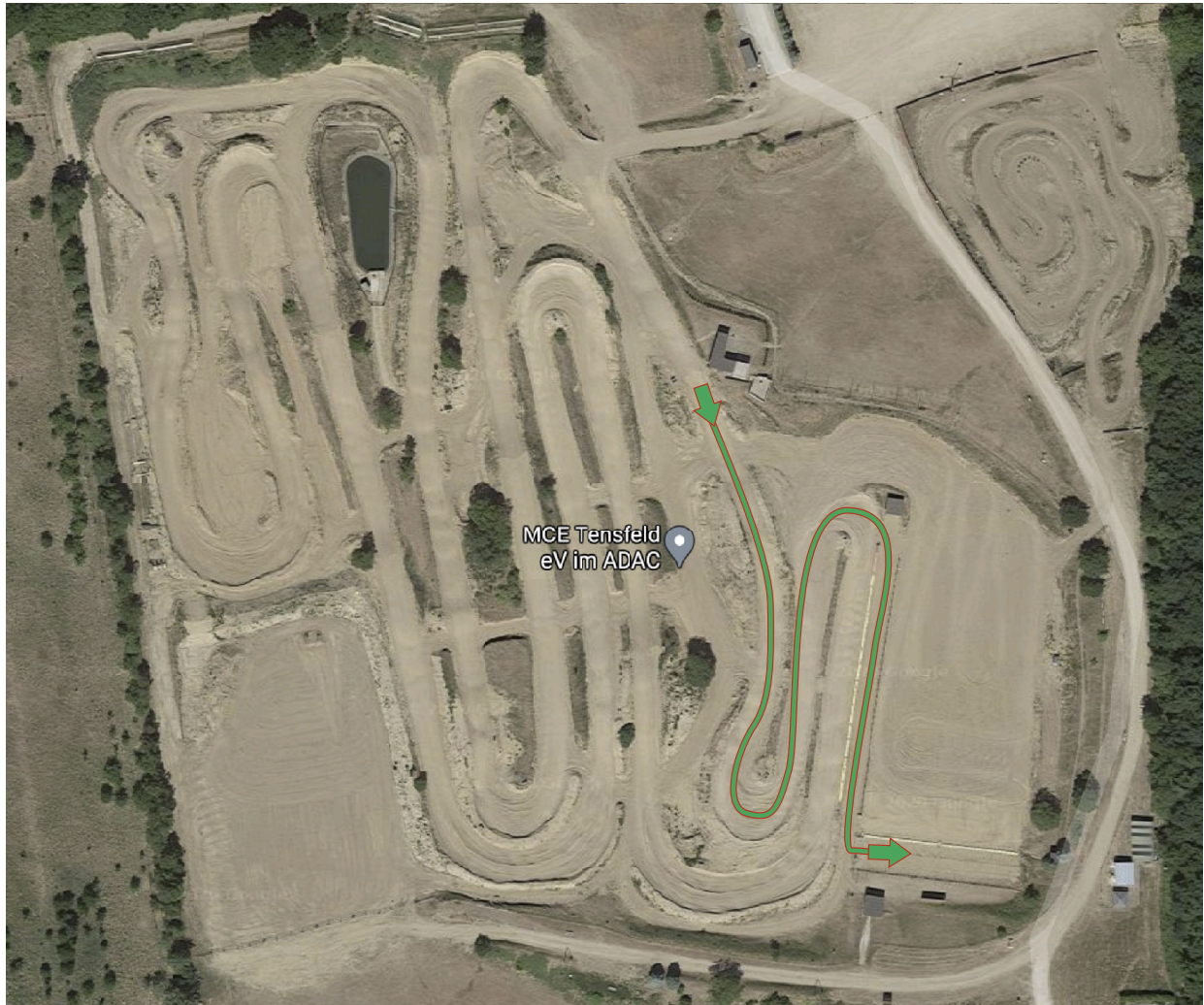


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Return Sighting lap

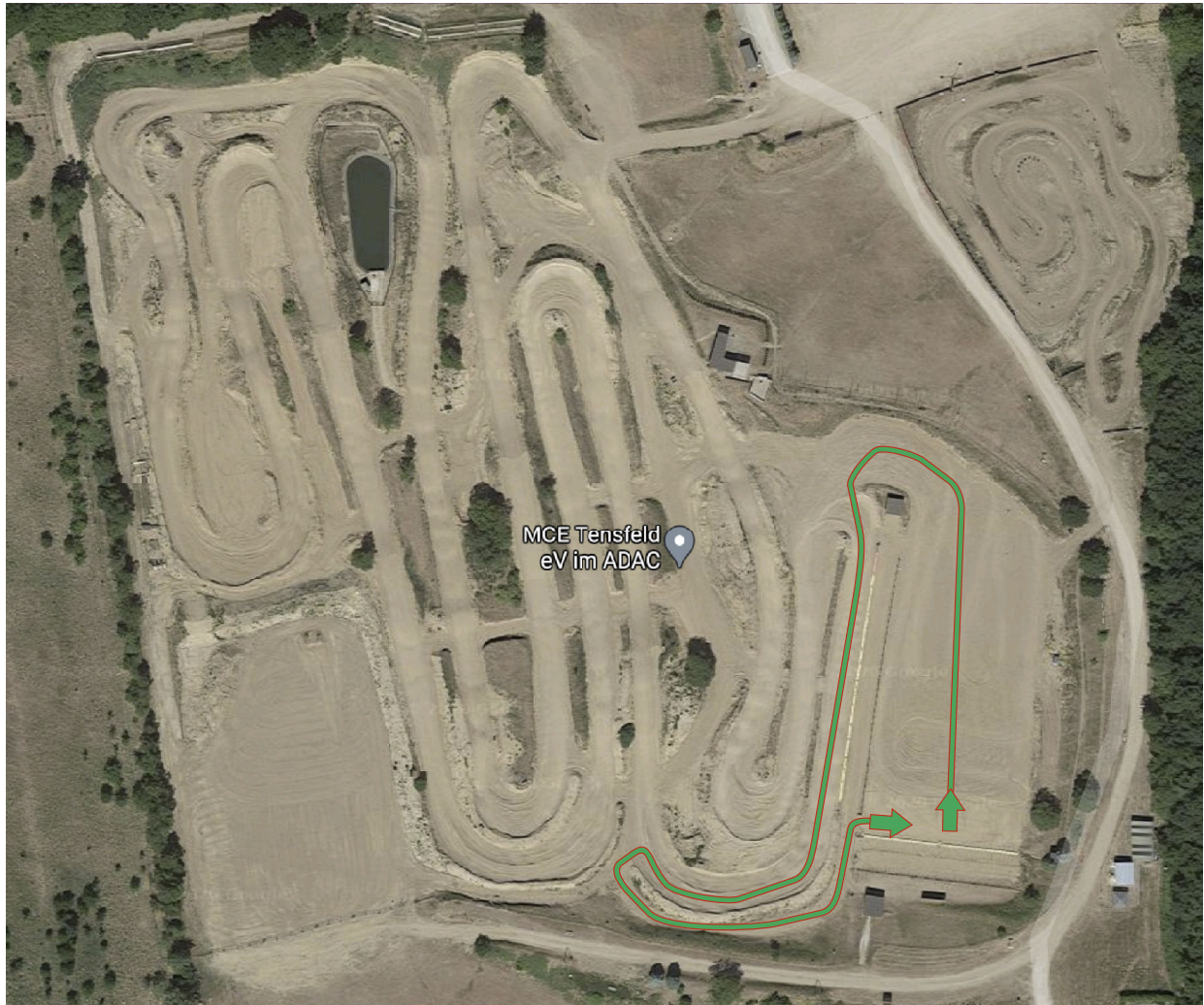


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Return Start practice



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Return after checked flag is out

