

Launceston Junior Motor Cycle Club Inc. Handbook



LJMCC

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1. Protective Clothing

No competitor may practice, start or compete in any LJMCC event unless wearing the following equipment and clothing:

1.1 Helmet

1. An approved and correctly fitting helmet that complies with Australian Standards "AS1698" or:
 - USA DOT Federal Standard No 218/SNELL M2005, M2010 (label inside the helmet)
 - Europe ECE22 - 05 'P', 'NP' or 'J' (label inside helmet)
 - Japan JIS T 8133: 2007 (label inside helmet).
2. See Appendix A "Checking That the Helmet Fits Properly"
3. Helmet cameras are permitted on the condition that the footage must be made available to LJMCC officials if required.

1.2 Clothing

Long pants, long sleeve top, goggles and gloves are essential.

1.3 Footwear

Sturdy boots, Blundstone type or gumboots is a minimum requirement. It is highly recommended that closed footwear be worn in the pits and on the track. Note: - all other protective clothing associated with the sport is highly recommended i.e., knee pads, elbow pads, motocross style boots, body armour and neck brace.

1.4 Hair & Jewellery

1. Hair longer than shoulder length must be confined in the helmet or jersey.
2. Body jewellery must be removed or securely taped up prior to competing.
3. Closed footwear is recommended in the pits, however closed footwear must be always worn on the track.

2. Bike Safety

1. Bikes must be in good repair and scrutineered by club officials prior to entering the track.
2. Any bike found to not pass scrutineering will not be permitted to compete.
3. At scrutineering, the following will be checked:

Throttles must self-return and have a free action.	Brake and clutch free-play and effectiveness.
Wheel and frame bearing free-play	Valve caps
Levers must have ball-ends	Spokes
Chain adjustment	Fluid leaks
Sharp edges and any damage	Protective clothing and helmet
Hand lever protectors must only be single mounted.	Correct numbers
Bike stands removed (except Pee Wees)	Handlebar ends must be plugged



3. Competition Rules

3.1 Race Entry

1. Event entries will be received using an online portal.
2. Event entry can be advertised to members by social media, email, text etc. or any other method the committee agrees to.
3. Event entry advertisements are to include a cut off date, after which, any entries received will incur a late entry fee.
4. A Late entry fee is calculated at double the standard entry fee i.e., Class fee is \$10 plus \$20 race entry fee totalling \$30 then a late entry would be \$60.
5. Members are entitled for a refund in they do not attend the event.

3.2 Starting

1. All riders must attend a compulsory riders' briefing before competing. Any rider found not to have attended the riders' briefing may be withheld from competing.
2. Mass starts will be used with a maximum of 20 grid positions.
3. The order and position of the competitors will be determined by random selection of numbered pegs.
4. Individually backward falling devices are used at the start gates.
5. All competitors should assemble behind the start line at least one race prior to their own so they are ready to take their positions on the start line when the starter calls them up.
6. When the starter is ready a 30 second board will be held up, at the end of the 30 seconds, a 5 second board will be displayed.
7. The gate will drop between 5-10 seconds after the 5 second board is displayed.
8. Competitors may use starting blocks.
9. The Clerk of the course, at their discretion can elect to run split start between class grades to assist with the flow of an event. i.e. 85cc A Grade riders would line up at the start gates while 85cc B Grade riders line up behind them in gate order. After the 85cc A grade are clear of the start line, the start gates would then be reset, 85cc B grade riders would take their gate positions and the 30 sec board would be shown to 85cc B Grade.
10. The second gate drop will only proceed when the Clerk of the course raises a green flag to the gate starter, the gate starter will then wave their green flag signalling to the 30 secs board starter that they can proceed.

3.3 No Jumping Signals

1. Yellow flags will be waved to indicate immediate danger.
2. When yellow flags are waved, competitors must not:
 - Jump,
 - Overtake other competitors.



3. During the first lap of practice, yellow flags will be displayed indicating there will be no jumping or overtaking.

3.4 Finishing

1. A black and white chequered flag indicates the end of the race.
2. Riders will exit the track slowly, shutting off their engines at the end of the exit.
3. Riders must push their machines through the car parking area. There is no riding beyond the starting area.




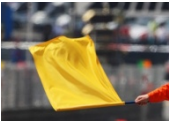






4. Penalty for riding in the car park:
 - 1st time warning
 - 2nd time rider will be asked to pack their bike away and will not be permitted to participate further in the race meeting.

3.5 Stopping & Rerunning of Events

1. Where the Clerk of the Course has stopped a race due to danger the following will apply:
 - If no more than two laps of the race were completed the race will be declared null and void and the race will be rerun for the full distance using the original race positions.
 - If more than two laps but less than 75% of the race was completed the race will be restarted with a reduced race distance determined by the Clerk of the Course.
 - If 75% or more of the race has been completed the race will be called on the positions from the last completed lap.



3.6 Track Flags & Signals

FLAG SIGNAL	MEANING & REQUIRMENT OF COMPETITOR
<p>Yellow flag held stationary</p> 	<p>Minor danger, ride with caution, no overtaking. This applies to the section between the waving flag till the next flag point</p>
<p>Yellow flag waved</p> 	<p>No jumping, immediate danger, ride with caution, no overtaking. This applies to the section between the waving flag till the next flag point.</p>
<p>White flag with red cross</p> 	<p>Medics on track, extreme incident, ride with extreme caution, prepare to stop, no jumping or overtaking - riders are expected to be in first gear, standing on the pegs and riding at walking pace.</p>
<p>Red flag displayed</p> 	<p>Race or practice stopped, slow down and immediately proceed to the start, pits or an area indicated by the officials.</p>
<p>Black flag</p> 	<p>Used to indicate a false start, or may be used at the finish line as an indication to an individual rider that he or she must pull off the track due to an infringement or something being wrong with their bike. The flag is then shown to the rider.</p>
<p>Green Flag</p> 	<p>Track is cleared for racing.</p>
<p>Purple Flag</p> 	<p>Protest flag. In the event a rider believes another rider has disadvantaged them unfairly during the race they may take the protest flag. Only riders may access the flag and they must not speak to their parent/guardian or other adult (except club officials) prior to taking the flag. A protest fee of \$75 applies and will be refunded in the event the protest is upheld.</p>
<p>Chequered Flag</p> 	<p>Used to indicate the end of a race (or practice). Competitors should continue to ride until they see the checkered flag.</p>



3.7 Points Allocation

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

In the event of a tie on points for any position, the tying competitors will be awarded a tied position.

3.8 Bike Numbers

1. Competitors must submit their number requests to the club for approval prior to being allocated the number. In the event of a clash the Chief Lap Scorer will allocate another number.
2. Each bike must have the allocated number on the front and both sides of their bike.

3.9 Bike Classes (bikes assessed on engine capacity for categorisation)

CLASS:	DESCRIPTION:
PEE WEE:	Low performance 50cc with small wheels e.g. Yamaha PW50, Suzuki JR50, Honda Z & QR50's.
HIGH PERFORMANCE PEE WEE/ KTM MINI:	2 Categories: KTM – Husqvarna 50 Mini HP - CRF50, TTR50, DRZ70 etc.
SUPER PEE WEE:	HP 50cc (no gears): KTM – Husqvarna 50, GasGas MC50 etc.
BIG WHEELS:	80cc – 110cc non-motocross: Yamaha PW80 & TTR110, Suzuki DS & JR 80, Honda XR 80 & CRF110, Kawasaki KLX110 etc.
JUNIOR THUMPERS:	100cc – 150cc 4 Stroke: Honda XR100, Yamaha TTR125, Kawasaki KLX125.
THUMPERS:	200-230cc 4 stroke: Honda XR 200 & CRF 230 etc.
65cc CLASS:	60cc – 65cc Motocross: KTM – Husqvarna 65, GasGas MC65, Kawasaki KX65, Yamaha YZ65 etc.
85cc CLASS:	80cc – 85cc: KTM – Husqvarna 85, GasGas MC85, Kawasaki KX85, Yamaha YZ85, Honda CRF150RB etc.
125/250c CLASS:	125cc – 2 Stroke Motocross 250cc – 4 Stroke Motocross



3.10 Grading

1. Riders who finish 1st, 2nd or 3rd overall in their class for the year will automatically move up to the next grade in that class the following year.
2. A rider who has been made to move up may apply to the Committee in writing stating the reasons why they should not be moved up a grade. The decision made by the Committee shall be final.
3. New riders can nominate which grade they wish to ride in at their first meeting, but they will be graded on the day, and either remain where they are or moved to an appropriate grade for their riding ability.
4. Where possible, and depending on how many riders there are, the maximum number of grades in a class will be 4.
5. Before a class can be split into grades there must be a minimum of eight riders in that class.
6. Subject to clause 2 once a rider has ridden in a particular grade that rider cannot drop to a lower grade unless they are a new member and are being graded at their first race meeting.
7. If after one race a rider wishes to move from a lower grade to a higher grade, the best position they placed in the higher grade, will be used to calculate the points they can carry through from the lower grade.
8. If after two but no more than three races a rider wishes to change from a lower grade to a higher grade they will only be able to carry 60% of their points through to the higher grade.
9. Riders have three race meetings in which they can nominate to move to a higher grade.
10. Any disputes regarding grading should be lodged with the Clerk of the Course on race day. Disputes will not be addressed on the day but instead will be discussed and resolved by the committee at the post-race committee meeting.
11. Riders moving class (not grade) do not take their points with them.

3.11 Format

1. Club championships will be 7 minutes + 1 lap.
2. Two practice laps will be offered at the beginning of the event.
3. Each event will consist of three rounds per class.
4. The Clerk of the Course may alter the race duration and/or number of rounds during the day due time limitations, track conditions or other legitimate reasons.

3.12 Venues

1. The majority of race meetings will be held at the Launceston Junior Motorcycle Club track at 3395 East Tamar Highway, Longreach.
2. From time-to-time race meetings may be held at other locations, including grass track venues.



3.13 Presentations

1. Following each race meeting, each competitor is awarded a ribbon, either a place ribbon for 1st, 2nd and 3rd or a competitor ribbon.
2. Championship trophies are awarded to competitors who finished 1st, 2nd or 3rd in each class and grade and who have competed in a minimum of four race meetings in a calendar year.
3. If a tie on points occurs for any position in the championship, the tying competitors will be awarded a tied position.
4. Competitors are awarded a competitor's trophy/medallion if they have completed a minimum of four race meetings.

4. Track Rules

1. All riders must have a parent or authorised guardian present at all times.
2. Only authorised persons are permitted on the track. All persons entering the track must wear a high visibility vest and sign an indemnity form prior to entering the track.
3. All persons entering the track do so at their own risk.
4. No alcohol to be consumed while the race meeting is in progress. Any person found to be consuming alcohol during the race meet will be asked to leave the property immediately.
5. The Launceston Junior Motocross Club is a smoke free sporting club. For those people who choose to smoke there is a designated, signed smoking area behind the ladies' toilets. Smoking is not permitted in any other area.
6. No person is permitted to access the area under the high voltage power lines on the northern side of the driveway.
7. No dogs permitted on the property, apart from guide/assistance dogs on a leash. As it is a condition of the racing permit, if a (non-guide) dog is brought onto the property, racing will be stopped until the dog is removed.
8. There is no rubbish collection facility at the track. All spectators and competitors are expected to remove their own rubbish.

5. Officials at the Meeting

5.1 Clerk of Course

1. The Clerk of Course is responsible for the running of the meeting. The Clerk of Course will ensure that the circuit is safe, and that officials are at their posts. You should direct any questions about safety, legality or the running of the races to the Clerk of Course.
2. The Clerk of Course will refer any issues that cannot be resolved at a lower level to the President. Protests can be lodged with the Clerk of Course, who will refer them to the President.



5.2 Race Secretary/ Chief Lap Scorer

1. The Race Secretary is the person in charge of the administration of a meeting. You should direct any questions about entries and fees, grid positions and materials to the Race Secretary.

5.3 Scrutineers

1. Scrutineers are responsible for determining the safety and eligibility of machines and riding gear.

5.4 Starter

1. The Starter is the person responsible for starting races as well as assessing the fairness of the start. The Starter will decide if any rider[s] 'jump' the start in which case the Clerk of Course will decide any penalties. A false start may be declared if a rider is disadvantaged. The Starter will normally allow two minutes for you to present yourself at the start of a race.

5.5 Chief Flag Marshal

1. The Chief Flag Marshal is responsible for managing the flag marshals and allocating their flag positions. The Chief Flag Marshal must also provide the briefing to the flag marshals, ensuring there is a flag marshal at every point, and ensuring that people who are entering the track have signed the indemnity form and are wearing a high visibility vest.

5.6 Announcer

1. The announcer is there to tell the public about the progress of the races and about the riders. May also broadcast instructions from the Clerk of the Course.

6. Flag Marshals

1. All riders must supply a flag marshal/volunteer for every race meet **NO EXCEPTIONS**. Any rider who's flag marshal does not report to their allocated position, at the discretion of the Clerk of the Course may be disqualified from the event.
2. Flag marshals are responsible to protect themselves from danger by remaining in their flag position and not entering the track in an unsafe manner or interfering with the race.
3. No mobile phone or cameras are permitted to be used while on duty as a flag marshal. If caught using a mobile phone or camera the rider who the flag duty is being performed for may lose up to 10 points.
4. Flag marshals must watch the section of track from their flag point to the next flag point. That is, they must always look forward.
5. Flag marshals have a duty to protect a fallen rider from oncoming riders by:
 - Waving the yellow flag in a large figure 8 so oncoming riders' attention is drawn to the immediate danger ahead.



- Assessing whether a rider requires medical attention and then waving the medical flag to indicate assistance is required; and continuing to wave the medical flag to indicate to oncoming riders that medics are on the track.
 - Assisting a fallen rider only if this does not further endanger the fallen rider or the flag marshal from colliding with oncoming riders.
 - Flag marshals must not attempt to move an injured rider or remove their helmet or riding gear, they must wait for medical assistance to arrive. Moving an injured rider or removing their gear may result in increasing the severity of the injury.
 - Flag marshals and spectators are not to call 000 for ambulance transport for a rider unless instructed to do so by the medics or club officials.
6. Flag marshals must hold the yellow flag stationary on the first lap of practice to indicate there is no jumping and to ride with caution.
 7. When the Clerk of the Course stops the race by waving the red flag, all flag marshals at each point must wave their yellow flags.
 8. Refer to section 3.6 for further information regarding track flags.

7. Code of Conduct

LJMCC's Code of Conduct has been developed to provide competitors, officials, parents and coaches with a guide to appropriate behaviour at all motocross activity. LJMCC requires every individual bound by this policy to:

1. Respect the rights, dignity and worth of others.
2. Be fair, considerate and honest in all dealing with others.
3. Always place the safety and welfare of children above other considerations;
4. Comply with LJMCC's constitution, rules and policies including this policy.
5. Operate within the rules and spirit of the sport.
6. Refrain from any form of harassment of others.
7. Refrain from any behaviour that may bring LJMCC or a Member into disrepute.
8. Be a positive role model.
9. Any person/member found to be in breach of any of our Club Rules as listed in this handbook and the Constitution will be subjected to sanctions up to and including expulsion from the Club.

Note: It should be noted that Launceston Junior Motor Cycle Club is a Family-Friendly Club and adheres to all current Legislation.



8. APPENDIX A

CHECKING THAT THE HELMET FITS PROPERLY

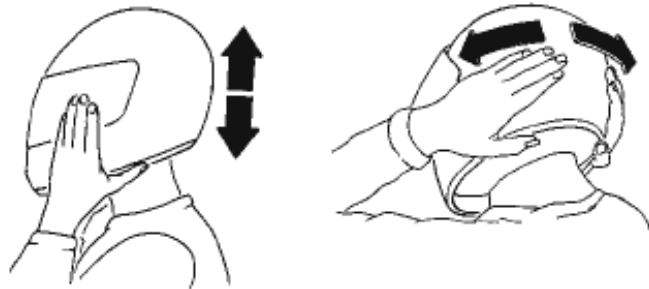
With the helmet on and the chinstrap fastened and properly adjusted, check whether the helmet is the right size for you and fits properly.

Step 1: Check that all pads of the interior lining press firmly against your head without being uncomfortable:

1. Top centre pads
2. Cheek pads
3. Headband padding (especially in forehead area).

If the pressure is uncomfortable or possibly even painful, try the next size up.

Step 2: Hold both sides of the helmet firmly with your hands and move the helmet up and down. Try also to rotate the helmet. You should be able to feel the helmet moving your head and the surface of your face. If it is too easy to move the helmet, it is too large! Try a smaller size.

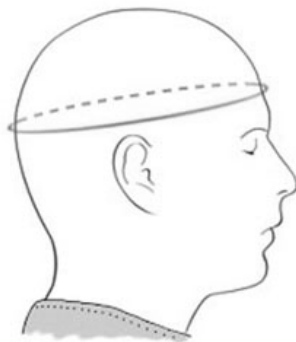


Step 3: With the helmet on, take hold of the chin section of the helmet and try removing the helmet from your head in a backwards direction. If you can do that, the helmet is too large, or the chinstrap adjusted too loosely. For your own safety, use a smaller size or re-adjust the chinstrap as necessary.





Step 4: With the helmet on, hold the back of the helmet with both hands and try tipping the helmet forwards over your head. If you can remove the helmet this way, either the chinstrap is too loose, or the helmet is too large. Re-adjust the chinstrap or choose a smaller helmet.



Determining Helmet Size:

This can be easier having somebody to do it for you.

Using a soft measuring tape, measure around the crown - the largest diameter around your head. Start approx. 2cm above your eyebrows, keeping the tape above your ears, and around the back of your head at the largest point.

Compare the measurement to the table below to determine which size will be best.

Size	2X-Small	X-Small	Small	Medium	Large	X-Large	2X-Large	3X-Large
cm	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66

Caution: Never ride with a helmet that doesn't fit properly!