



Danmarks
Motor
Union



Danmarks Motor Union MotoCross Safety Meeting 2019

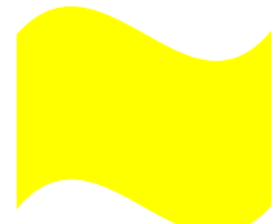
Best Practice Case – Flag Marshalls

Problem:

- Not all Flag Marshalls use the yellow flags in the same way when accidents happens
- Causes problems for the riders – “uncertainty” and can “spoil the race”
- We have a lower limit of 14 years as age (and not 18 as in FIM)

We have two versions of the yellow flag:

- Still: be alerted
- Moving: significant issue ahead (and is not “necessary” if a rider is parked in one side of the track)



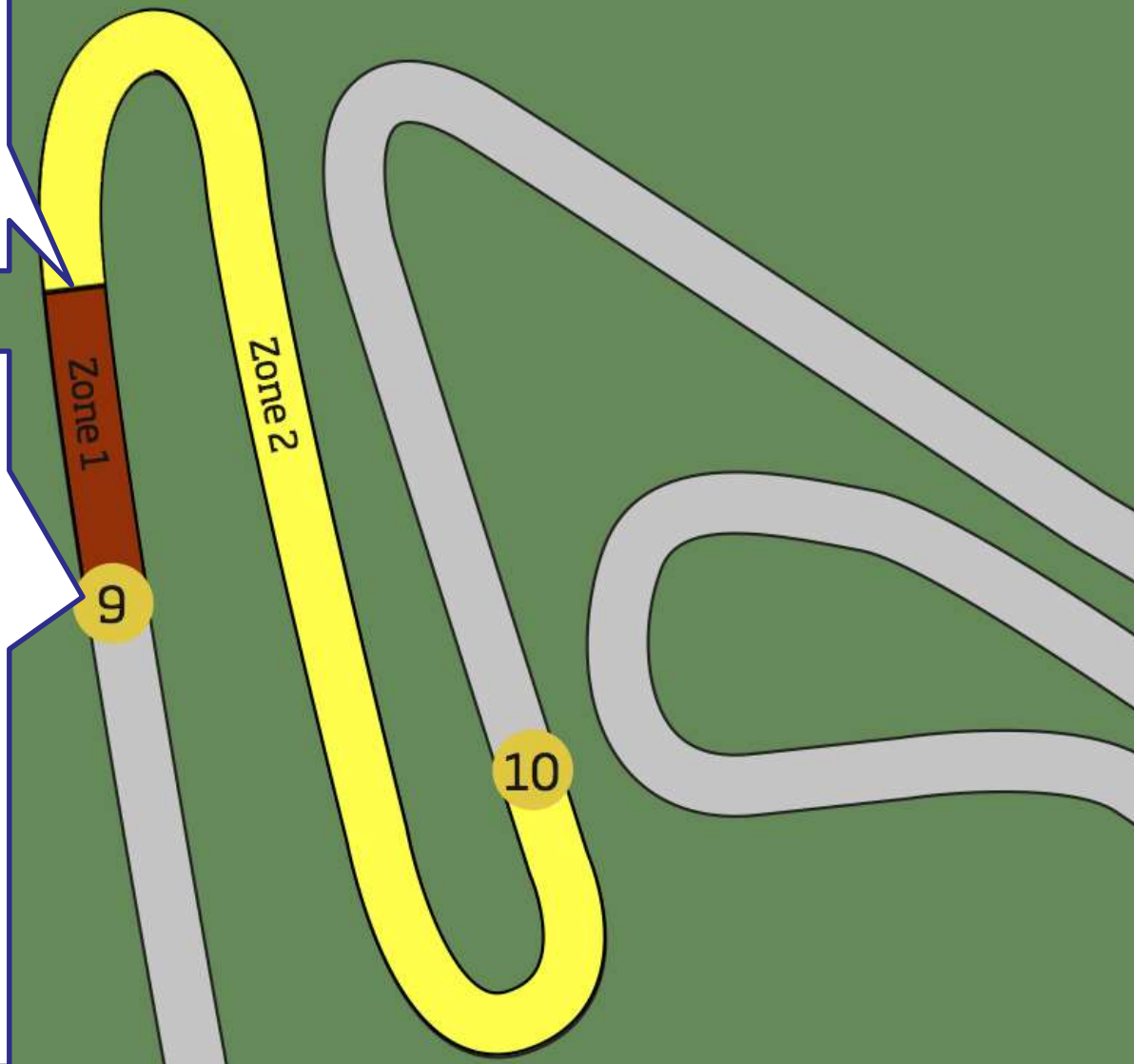
Zones for the Flag Marshalls

End of Zone 1 is marked with red pins. Zone 2 continues until next Flag Marshall

If an accident occur in Zone 1 the Flag Marshall 9 must use the waving yellow flag.

If an accident or other happens in Zone 2 the flag will be kept steady.

The rider has a good overview and know "something" to be alerted for



For discussion – DMU would like input....

Challenge:

- How to make a good description of building the best and “safe” MX track?
 - Jumps – angle - length?
 - Vupties....
 - Track Markers
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- See Guidelines from Youthstream
 - Etc.....

For these reasons, below we give a guideline to take into consideration and follow:

- » **One of the best things to slow down the race tracks is to add more corners with a greater degree of more than 120°.**
- » **On a race track 1,500 m long we need to use 16 to 18 corners to have a lap time 1.40 min to 2.00 min maximum and to have an average race's speed under 65 km per hour.**
- » **The longest straight on a race track should be no longer than the pit lane or start straight without a corner and some sort of obstacle in that straight as well.**

Thank you