



July 2025- V1

# Welcome to this presentation for Enduro Marshals



# Welcome & Introduction

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## Many thanks

- Thank you for taking part in this session. Our events could not run without marshals and this briefing will assist in raising the standard of event management

## Objectives are to:

- Gain a more informed understanding of a marshal's role in enduros
- Learn practices for managing personal, spectator and rider safety
- Build up skills and confidence to respond to incidents



# The Role of the Marshal

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- The minimum age for marshalling track side including travelling marshals is 16
- You are the eyes and ears of the event organisers
- First responders to incidents on the course
- Help to ensure the event runs smoothly and safely
- Manage hazards and incidents





# Core requirements

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- **Please make sure to sign on when you arrive** - this helps us keep a record of who's attending and ensures you're covered by insurance
- **Confirm you understand your role** - If you're unsure, just have a quick word with the Chief or Sector Marshal — they're there to help!
- **New to the event or marshalling?** Let the Chief Marshal know - they'll pair you up with someone experienced who can guide you through the day



# Core requirements – cont.

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- If you're a travelling marshal, please take off any race numbers from your bike and pop on the marshal stickers (if provided), so everyone knows your role
- **Take a Strap** - If you can carry it, take a strap to help recover any machines that may have broken down
- **Stay connected!** Set up communication channels in advance — whether it's radios, mobiles, or WhatsApp Groups — so everyone can stay in touch
- **Keep it off social media** — please avoid posting about any incidents or complaints. If there's an issue, let us know directly so the event team handle it properly



# Personal Safety First

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- Your safety is most important – you cannot assist if you become injured or incapacitated
- Wear a High Visibility Vest or Jacket and always position yourself in a safe, visible location
- Never put yourself in harm's way to assist a rider or when replacing broken tape or track markers – wait until it is safe to do so or work with a buddy so your colleague can keep a look out for approaching bikes
- On steep climbs and when riders are passing over obstacles and there is a chance of rider losing full control of their machine – don't stand in a vulnerable position



# Static Marshals a Key Role

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- Involves roles such as scrutineering, time controls, monitoring refuelling areas, special test/course maintenance etc.
- Always position yourself in a safe, visible location
- If required to act as a flag marshal on a Motocross jump, ensure you are positioned in a safe location, behind the protection fencing / pallets and make sure you are in possession of a yellow flag – ensure that you are watching the landing area so that you can immediately deploy the flag should something happen





# Flag Marshalling

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- The flags are used in two positions - Stationary Yellow or Waved Yellow
- To wave a flag / big clear movement in a figure of 8 motion
- Stationary flag indicates to riders that there is a problem ahead – for example rider stopped on the side of the track or there is a waved yellow flag at the next marshal's point
- The waved yellow flag warns the riders that there is a serious incident in the track ahead. The rider must slow down, be prepared to stop, no overtaking and jumps should not be attempted
- Report any rider that fails to comply





# Course and Rider Monitoring

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- If you are a travelling marshal:
  - Don't hold up riders who are competing, move out of the way promptly or use link sections to avoid the course
  - Ride in pairs – not large groups
  - When riding tracks between sections of route, beware of track crossing points which may be hidden or not clearly marked – learning the course with someone who knows the ground well is time well spent
  - Never ride the course in the wrong direction unless it is an emergency (responding to a potential serious accident) and then do so with great care
- Complaints about marshals are normally limited to travelling marshals – Remember you are there to assist – you have a role and it's not a free entry into the event to get some practice or run the bike in!



# Course Monitoring - Cont.

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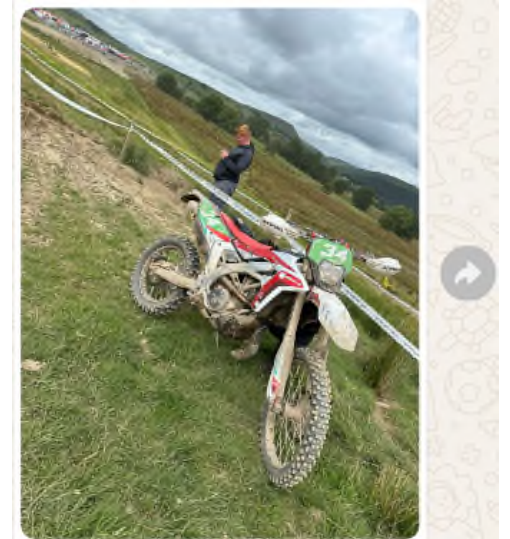
- Assist riders as required through difficult sections to keep the event flowing
- Replace track marking arrows and tape that are missing or dislodged
- You may be sent to a location which has been reported to officials as a problem such as course cutting – pick an optimum position so you are safe and visible – often your presence will change rider behaviour



# Course and Rider Monitoring

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- Monitor riders for illegal servicing, receiving outside assistance – **Note:** Only a marshal or an official can help a rider or touch a machine on the course
- *Guidance: Common sense prevails if a rider falls and is laying underneath the bike injured, someone may remove the bike and get the rider to safety*
- Riders must only refuel in designated areas – not on the course! *Picture World GP Wales 2024 – top rider disqualified for refuelling on the special test – video taken provided supporting evidence*
- **Tip:** Take a picture or video, note rider number and time and details





# Course and Rider Monitoring

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## ***Know the rules – examples from timecard events***

- If a rider goes through the tape on a special test:
  - They should return to the track at the same place if it is safe to do so and should not impede other riders
  - If this is too difficult or dangerous they should rejoin at a safe point without gaining an advantage
  - If the above not complied with, make a record of the rider's number and time, the time they potentially gained or lost, plus location on the test and let the Clerk of Course or Chief Marshal know
  - It could lead to a penalty of up to 5 minutes being added to their time
- Riders can only receive spare parts and tools at time checks with refuelling/servicing
- Riders are not permitted to change a machine unless regulations specifically permit this for the type of event



# Managing Spectator Safety

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- Where provided ensure spectators keep to designated spectator areas
- Move spectators from potentially vulnerable positions like the outside of corners, the landing areas of jumps, extreme climbs / obstacles where riders may lose control or if standing in double taped areas



Extra tape provides barrier to protect at points where spectators gather plus signage





# Managing Spectator Safety cont.

- Request spectators not to walk on a live track and ensure they cross at designated points, where these are provided





# Accident Scene Protocol

- Prioritise personal safety before approaching
- Slow down, divert or stop other riders if needed – get assistance
- Try to assess the scene quickly:
  - Conscious/unconscious?
  - Breathing?
  - Major visible injuries?
  - Administer first aid treatment, if trained
- Report details calmly and clearly
- Consider using ///what3 words - For example ///bicker.troubled.validated for identifying the exact location of the casualty



# Communicating Accidents

- Report any information that you have obtained – this can be important in a serious incident
- Use radio code (if applicable), phone and keep messages brief:
  - Location
  - Rider number (if possible)
  - Condition of the rider
  - Is the course blocked, can it be easily diverted?
- Await further instructions from medical or event control
- Don't move an injured rider unless necessary for safety

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*Note: the double taping to prevent spectators getting too close to the track*

# Event stopped due to Unforeseen Issues

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- Sometimes riders have to be held at a special test or time control, or the event stopped prematurely. This could be due to:
  - First aid attending to a casualty on a special test
  - A rider injured on the course
  - Adverse weather such high winds or a very severe storm
  - A very serious accident
- If you know the event procedures, you may need to take charge. If not, get instructions





# Event stopped due to Unforeseen Issues cont.

## Example controls:

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- Hold riders at a time control until instructions are received from event control to get riders to return to a designated location or the start finish
- Under no circumstances must a reverse direction of a live route be carried out until the route has been closed by a marshal
- The riders should be led by a travelling marshal with the riders suitably briefed before any movement on the action to take and not to overtake the marshals managing the movement.



# Electric Motorcycles

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- Do not touch / move an electric bike on circuit unless you are trained.
- The key risks are:
  - No engine noise, the machine may still have power if you pick it up and grab the throttle
  - If machine is significantly damaged, the potential risk of electric shock / electrocution
  - Fire – much more difficult to put out in and controls apply
- The organisers should have officials with the correct training and safety equipment to deal with Electric Motorcycles, incidents and fires.



# Final Reminders

If the event has to be stopped due for example a serious accident:

- Be proactive, calm, and visible
- Be diplomatic in what you say
- Your safety = better safety for everyone
- Trust your training/ briefing and don't hesitate to ask for help







THANK YOU FROM THE  
ACU ENDURO COMMISSION

