

Guidelines for Motorcycles Used to Carry Officials

**NOTE: Officials are not allowed to work from automobiles, trucks, or trikes!
Two wheeled motorcycles only!**

Motorcycles used:

- Motorcycles must be safe and mechanically sound.
- Motorcycles must have proper road tires with at least 3/32" (2.4 mm) remaining rear tread.
- Brakes must be in good condition.
- All lights on the moto must be functioning properly, including 4-way flashers.
- The horn must work and be very loud.
- Rear shocks should be in excellent condition in order to carry passengers.
- If carrying a passenger, the moto must have ample space for the passenger; and should have a minimum engine displacement of 650cc.
- The exhaust system should make the engine run quietly and be no louder than the stock mufflers for that motorcycle.
- The motorcycle should be clean so as to be presentable to the public.
- Ensure that motorcycle fuel and oils levels are adequate for the entire event.

Motorcycle operator:

- The operator must be experienced with a valid "M" operator's license, current motorcycle registration from any state, and current insurance.
- The operator **must** wear a DOT-approved helmet; and must also wear suitable riding gear; ride with headlights on low beam and with hazard lights flashing and, if available, wear a hi-visibility vest.
- If carrying a passenger, the operator must have competence riding with passengers.
- The operator will need to be able to confidently comply with the instructions given to them by their passenger, but must also be able to determine whether that instruction can be safely carried out and then take the appropriate course of action.
- Advanced road riding skills with superior stability at low to high speeds; avoid oncoming traffic, situational awareness while riding in very close proximity to cyclists in all weather conditions; maintain situational awareness of the route, obstacles and pay attention to the U-turns on the route.
- Maintain a safe gap between motorcycles and all cyclists, vehicles, pedestrians and obstacles; being aware that some cyclists may not have full situational awareness and some motorists are not aware of road closures.

Types of motorcycles used in officiating

Only two wheeled motorcycles can be used to carry officials. **No** cars, trucks, utility vehicles (gators), ATV's or three-wheel motorcycles (trikes, Spyder) allowed for carrying officials.

Touring Motorcycles are large comfortable machines that almost always have a big seat, top box and backrest. They are great for long distance events and the passenger rarely feels cramped. The key disadvantage is lack of maneuverability, particularly turn radius. Examples – Honda Goldwing BMW K1600GT, Harley UltraGlide.



Sport Touring Motorcycles combine touring comfort with a sportier platform and are much more maneuverable than the touring bikes. They often have a backrest or topbox, but not always. They are an excellent choice for all distance events and for elite rules enforcement. Examples – BMW R1200RT, Yamaha FJR1300, Kawasaki Concours, Honda ST1300.



Adventure Motorcycles are arguably the best choice for officials. Highly maneuverable, upright seating position, comfortable saddle, all make for a great ride. Excellent bike for elite rules enforcement and for high speed work on curvy, crowded roads. Examples – BMW R1200GS, Yamaha Super Tenere, Suzuki V-Strom.



Standard Motorcycles is a term encompassing a wide variety of brands and appearance but is generally characterized by an upright position and simplicity of form. Also known as the "UJM," or Universal Japanese Motorcycle, it is a good ride for officials on shorter courses and quite maneuverable. Examples are the Honda CB1100 and NC700, Kawasaki Versys, Yamaha FJ-09.



Cruiser motorcycles may or may not be a good choice depending upon the size of the rear seat. Unfortunately, cruiser riders often have very loud pipes, which are a distraction for the participants as well as for the official. The Cruiser style is produced by many manufacturers, such as Harley, Honda, Yamaha, etc.



Dual Sport Motorcycles are not commonly used at triathlons, but are acceptable for officials if the seat and foot-pegs can accommodate a passenger. They are highly maneuverable. Examples are Kawasaki KLR650, Honda XR650L.



Scooters powered by 400cc engines and above are classified as touring or power scooters and are often great rides for officials. They are comfortable and have plenty of power. Examples are Honda Silverwing, Suzuki Burgman, BMW C650, Yamaha Majesty.



Super Sport Motorcycles are made for track or racing, even though they are legal for street riding. They are high performance vehicles, the rider and the passenger are in a leaned forward position, and are not suitable for taking an official as a passenger. Examples are Honda CBR1000RR, Yamaha RZF, BMW S1000RR.





MOTORCYCLE DRIVER INSTRUCTIONS

Thank you for helping us today!

Here are some helpful hints:

1. You are responsible for the safety of yourself and the official you are carrying.
2. Your official has been instructed to stay seated and be as still as possible, with his or her body in the middle of the seat. Please let the official know how you would like them to mount and dismount the motorcycle.
3. During the race you will need to be alert and responsive to requests from the official, however safety is always the primary concern. You might be asked to move up quickly or slow down quickly, needing to move in and around cones, cyclists and other vehicles. Please do so only when it is safe to do so and without impeding the athletes.
4. You may be tempted to watch the racers for violations but rest assured that the official will take care of that. Please make sure that you drive as safely as possible.
5. Uniformed officers may direct you to proceed through traffic lights or signs while you are on the controlled portion of the race course. Be sure to make eye contact and be absolutely certain you have permission to do so before proceeding.
6. After you return your official to the transition area the official will report any violations to the appropriate person. Then you may be asked to go back out on the course either alone or with an official to monitor the back of the pack racers until the last cyclist has finished the course.
7. It is a good idea to reset or make note of your odometer reading before the start of the bike segment. This will help you and your official have a reference as to where you are on the course.
8. If an accident occurs, the operator should park the motorcycle outside of the course and warn the oncoming participants of the potential danger while the official attends to the athlete on the ground; please provide written documentation of everything you witnessed.

Once again, thank you, be safe, and have fun!