

## FAUGHEEN 50

**Permit Number: 17/059/ I/C S/C European Permit Number/EMN: 10/276.**  
**Faugheen 50 Supporters Club Limited**

**Faugheen, Carrick-on-Suir, Co.Tipperary**

**Website: [www.faugheen50.net](http://www.faugheen50.net)**

**Saturday 22nd July & Sunday 23rd July 2017**

**Roads close 12noon on Saturday 22nd and 11.00am Sunday 23rd July 2017**

**M.C.U.I. Permit Number: 17/059 I/C S/C**

Held under the rules of the F.I.M., the General Competition Rules of the Motor Cycle Union of Ireland and the M.C.U.I. Southern Centre Ltd., and it's standing Road Race Rules. These regulations and any supplementary regulations.

**Stewards of the meeting:**

Representing the MCUI(SC) Ltd. Lester Ferguson & Elaine Lynch

Representing the MCUI(UC) Ltd. David McAllister

Representing the Club Karl Evans and/or John Walsh

**Officials of the Meeting:**

Clerk of the Course Sean Bissett

Assistant's Clerk of the Course Alan O Dwyer

Clerk of Works Gerry Walsh

Race Secretary Maeve Walsh

Technical Steward Paul Healy & Team

**Classes are defined as follows or as per Entry Form**

**ALL COMPETITORS MUST HAVE TRANSPONDERS AND NUMBERS MUST BE NOTED ON THE ENTRY FORM.**

**Programme of Events**

**Saturday 22nd July practice for all classes commences at 12noon. Practice may be conducted in Championship positions following newcomers practice. Please note that one of the Classic 250cc-1000cc Championship races, Non-Qualifier races and Non-Championship races may be run on the Saturday.**

**Sunday 23rd July: racing for all remaining classes commences at 11am. Please note that races maybe raced according to a time schedule.**

|           |   |         |
|-----------|---|---------|
| Race 1 -  | Open 201cc-1010cc Championship          | 10 laps |
| Race 2 -  | Support 401cc to 750cc Championship     | 10 laps |
| Race 3 -  | Junior 250cc/400cc Championship         | 10 laps |
| Race 4 -  | Support 201cc-401cc Championship        | 10 Laps |
| Race 5 -  | Classic 250cc-1000cc Championship       | 10 laps |
| Race 6 -  | 600cc Championship                      | 10 laps |
| Race 7 -  | Support 201cc-400cc non Championship    | 10 lap  |
| Race 8 -  | Lightweight 125cc Championship          | 10 laps |
| Race 9 -  | 650cc Championship                      | 10 laps |
| Race 10 - | Support 401cc to 750cc Non-Championship | 10 laps |
| Race 11 - | Grand Final, 590cc-1010cc/Invite Only   | 10 laps |

*Please note: All entrants are asked to read carefully the rules and regulations in this document including the Concussion Protocol and subsequent documentation provided to you. Last entry date of Saturday 1<sup>st</sup> July 2017. Confirmation of entry will be sent out after this date.*

*Only support riders in second year will be allowed to take part in the 650SV super twins race.*

**We have additionally changed the Grand Final from automatic entry to strictly invitation only.**

**The fastest (number to be confirmed) eligible racers will be invited to participate (based on either Practice times or on the times of the Open Race on race day). Should you wish to be considered for the Grand Final, you must tick the box in the Grand Final slot on Entry Form, please ensure you do this as we need racer names in the Programme. The Club has also added an extra Junior Support 201cc-401cc non-championship to our programme of events.**

**There will be extra practice on Saturday for all classes; every racer will get two timed Practice's (weather permitting) and those that are newcomers will have an additionally Newcomers practice.**

**It is most likely (weather permitting) that the Senior Support non-championship and/or Junior Support non-championship will be run after Practice on Saturday evening. Some of the Classic races may also be run after Practice on Saturday evening.**

A fine may be imposed by the stewards, or centre, or club, on the entrant, driver, assistant, mechanic, or passenger who does not comply with the requirements of the regulations, supplementary regulations or of the official instructions. A fine imposed by the stewards of the meeting shall be limited to Euro 130.00 (or as M.C.U.I. standard). All fuels must be from road side pumps, with the only addition of Avgas, all blue gasses are banned. Anyone wishing to start a machine, for any reason, in the paddock area, must only do so in the area designated by the club. Petrol must be carried in steel containers at all times. Plastic cans are strictly forbidden.

**LENGTH OF COURSE 2.2 MILES**

If more than the required number entries are received a list of reserves will be selected and will be listed as reserves and not in numerical order. If reserves are needed they will be placed in order of practice times. Riders will be notified of acceptance or otherwise as soon as possible. Riders must hold a current licence endorsed for road racing, issued by the M.C.U.I., A.C.U., or S.A.C.U., EU licence with authorisation from centre. A minimum of 8 entries must be received before a race will be run. The club reserves the right to cancel a race prior to race weekend if it does not receive at least 8 entries per race, the club also reserves the right to cancel a race during race weekend if it does not have at least 8 entries per race. All grading of riders will be by time, practice or championship positions. Competitors must not drive or push their machines in the reverse direction of the course unless under the instruction of an official, the course is run in an anti clockwise direction.

**Support riders** in their second year can enter open races at all events subject to availability on grids at each event. Support riders in their first year on the roads are restricted to support only. Maximum of three races for all support riders.

**IDENTITY DISCS:** Competitors are reminded it is compulsory to wear an identity disc/SOS card which shows name and blood group during practice and racing. Competitors may be checked and if you are not wearing the identity disc/SOS card you will not be allowed race. This is for the competitors own protection.

**DRINK AND DRUGS:** Rules as per Irish Sports Council and W.A.D.A. Tests may take place on practice day as well as race day. All competitors will be alcohol tested. The tests will be by breath analysis using an approved breathalyser unit. Any competitor whose test is found above 0.10g/l shall be excluded from any further events at the meeting and a mandatory penalty will apply.

**HELMETS & PROTECTIVE CLOTHING:** An MCUI rider using a helmet, which does not bear a current M.C.U.I. Helmet Stamp, and that of the Club used on the day, or has previously been rejected by a helmet examiner or Scrutineer, will receive a mandatory penalty of 30 days suspension, the entire period to be within the racing season. Helmets as per F.I.M. Rules as adopted by the M.C.U.I. It is the responsibility of all competitors to present themselves at scrutiny fully dressed in their protective clothing which are safe in all aspects and comply with the general competition rules of the M.C.U.I.

**SCRUTINEERING OF MACHINES/PROTECTIVE CLOTHING:** Before commencing practice, competitors must take their machines and equipment to the Scrutineers for inspection. Machines must be presented with Petrol Tank ready for removal to facilitate inspection of the frame. Competition licence must be available for inspection when signing on. Only crash helmets of an proved FIM type that provided full temporal protection and is no more than 5 years old from the date of manufacture may be used. A driver must not practice or race on any machine not scrutineered. It is the responsibility of the competitor to present for scrutineering machines and protective clothing which are safe in all respects and which comply with the General Competition Rules of the M.C.U.I.

**INSURANCE:** All A.C.U., S.A.C.U. & EU licence holders must produce and hand-in proof of insurance issued by your own Federation. You must, at sign-on on for this event, also present a start permission, issued by your own Federation confirming that you are authorised to take part in this event. Riders not holding an M.C.U.I. licence must carry proof of insurance and a written Start Permission document issued by their FMN. It is essential that all competitors ensure that their National Personal Accident Insurance cover has been extended to operate in respect of this event and must produce proof of same with entry forms or if asked.

**MACHINERY:** All machines must comply with F.I.M. specifications for road racing. Three racing numbers must be supplied by each competitor himself/herself, one to be fitted to the machine facing forward and one on either side of the fairing or rear mudguard. Machine colour plates for 2016 will be the same as 2015. In the event of a competitor entering two or more races all machines must be produced at scrutiny at one time with appropriate numbers shown. Number plates as per M.C.U.I standing regulations. All solo machines must be in full GP trim. The Club and Committee will have final say on this matter.

**WET RACE RULES:** All tyres must be threaded – Clerk of the Course Ruling Final. In the event of wet weather, the Clerk of the Course may declare a 'wet race' and allow rider to change tyres. No cut slicks allowed.

Race Conditions on day as per F.I.M. Rules.

Cast Iron Discs are not permitted.

A competitor who breaks down during practice or racing must immediately place the machine on the side of the course in such a position as not to inconvenience other competitors. No touring is permitted under any circumstances. Riders rescue service vehicles will be provided. The recovery vehicle will only collect machines when accompanied by the rider.

The deliberate lifting of the front wheel for the purposes of showmanship is strictly forbidden and may result in the exclusion of the offender from the meeting.

**FALLEN RIDERS/CHANGE OF RIDER:** Once a competitor has fallen from his/her machine he/she is not permitted to remount and continue racing. No change of rider will be allowed until the reserve riders get on the grid and then only with the consent of the Race Secretary and/or Clerk of the Course. A change of rider may also entail a change of rider number.

**STARTING PROCEDURE:** All events will be as per M.C.U.I. rules - Clutch Start: Competitors will start in groups with a minimum of 15 second intervals between each group. Prior to each race there will be two sightings laps. N.B. Failure to take up and hold correct position on the Start Line will result in the relegation of the rider to the rear of the grid.

**ENTRIES AND FEES:** Entry for all solo classes: Euro 90.00/Stg 80.00 including Grand Final, up to a maximum Euro 250.00/Stg 235.00. Cheques, Postal Orders or Bank Drafts only – NO CASH, made payable to Faugheen 50 Supporters Club Limited. To be enclosed with completed Entry Form and returned to Maeve Walsh, Race Secretary, Faugheen 50 Supporters Club Ltd, Mainstown House, Carrick-on-Suir, Co. Tipperary, Ireland. (Maeve's Mobile: 00/353/87/7985875; Email: [maeve@mainstown.com](mailto:maeve@mainstown.com)). Website: [www.faugheen50.net](http://www.faugheen50.net). To facilitate the printing of the race programme, **please send entries in early. Entry will not be considered until payment is received owing to riders not turning up to compete while other riders were available and their entries had not been accepted.** A maximum number of 21 sole competitors are permitted on the course in any one race. If more than that is received, the Club will run a reserve list of 3 competitors who will be notified and these competitors may be allowed to compete if circumstances permit. If the Club receives a substantial number of entries per race, then fastest 21 will be in the A/Qualifier and the remainder will be in the B/Non-Qualifier. To facilitate time keeping, no changing of allocated race numbers will be allowed.

Qualifying 21: 3 groups of riders per race. Riders will be graded as per practice times and/or Championship positions. Generally, the fastest 21 will be in the Qualifier Race/A Race. No Rider will be permitted to start in a race unless he/she has completed during Saturday's practice period at least 5 laps of the course. If the timing equipment can not be used championship positions will be used. Riders note that if a race is stopped after 3-4 laps the re-start will have 2 laps left out. No rider will be permitted to practice in any other class than his/her permitted class. No practice. No race. No Exceptions. Strictly no retiring at paddock gate.

**CLOSING DATE FOR ENTRIES is Saturday 1<sup>st</sup> July 2017.** The right to refuse entry without assigning a reason is reserved.

**PRIZES:** All prize money will be paid in Euro.

**ADDITIONAL SUPPLEMENTARY REGULATIONS:** All entrants will be notified by post or otherwise of the final format of the event, their riding numbers and any other relevant information. No alterations in entries will be allowed after acceptance, except as permitted by the G.C.R. of the M.C.U.I.

**STOPPING ON THE COURSE DURING A RACE:** A competitor who breaks down during practice or racing and intends riding in the next race must immediately place their machine on the side of the course in such a position so as not to cause any hazard or danger to other competitors. A rider recovery service will be provided between races.

**FLAG SIGNALS:** Flag signals will be strictly adhered to, any rider not obeying flag signals will be dealt with under the G.C.R. of the M.C.U.I. Flags as M.C.U.I. standing regulations 16/17. New in 2016 was the addition of the **GREEN FLAG**. The Green Flag indicates that the circuit is clear; this may be displayed after a yellow flag or at the exit of pit lane.

All fuels must be from road side pumps only with the only addition of avgas, all blue gasses are banned. As per M.C.U.I. rules, fuel containers to be kept well ventilated are outside vehicles. Tyres as per M.C.U.I. rules.

**BRAKES:** Motor cycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motor cycle.

**PROTESTS:** Any protests against any alleged irregularities before or during the meeting must be lodged with the Clerk of Course, together with a protest fee of Euro 37.50/Stg 25.00 (or as M.C.U.I. standard), in the case of a matters arising before the event, not later than one hour before the start. In the event proper, within 30 minutes of the declaration of results.

**PRACTICE AND RACING:** Under no circumstance will illegal practices be tolerated, no touring at any time will be permitted at any time during any race. Any competitor, supporter or family member caught in this matter will automatically be excluded from the meeting. Please remember the residents around the circuit are good enough to allow us to practice and race around their houses, so please respect their privacy during non-race times. Riders please note that if a race is stopped after 3-4 laps, the re-start will have 2 laps left out and/or as per Clerk of the Course decision; his decision is final. Strictly no retiring at Paddock Gate. The onus is on the competitor to be in the Paddock by 10.00am latest on Saturday 22<sup>nd</sup> July 2017 for scrutiny, scrutiny will start at 9.30am, and practice will start at 12noonpm. On Sunday 23<sup>rd</sup> July 2017 scrutiny will start at 8:30am (possibly 8am, to be confirmed on the morning or on Practice day, please listen for announcements) and racing will commence at 11am. **For Racers: Roads will close on Saturday at 12noonpm and Sunday at 11am. For the general public, roads will close on both days at 8am to allow the Clerk of Works team to clear the circuit and put out safety equipment safely. All competitors are required to attend riders briefing, non attendance may incur exclusion from racing. The order and composition of practice will be decided by the Club. No rider will be permitted to practice in any other class other than permitted class.**

Competitors must check-in with Maeve Walsh, Race Secretary, with Scrutineering pass, medical certificate (if relevant) and competition licence to collect their start permit. You must present yourself at the Paddock entrance with your starting permits to practice or race. Newcomers practice for all will be the first practice of the day. Practice will be as race order or as per rider briefing and competitors maybe asked to practice in championship positions. **All competitors must sign-in before practice on Saturday for both days, and on Sunday must report to Maeve Walsh at scrutiny to collect race permit. Any competitor due to race and who intends not too, must inform Maeve Walsh immediately; this is essential as it will allow reserves or other competitors to get a grid position/race.**

No competitor will be permitted to start a race unless he/she has completed, during the practice period, at least five (5) laps of the course. All classes will have a minimum of 5 practice laps. Practice is compulsory prior to racing.

**Where possible, a DYNO will be in operation in Faugheen and at other race meetings.**

**TIMING:** Transponder timing will be used in this event. All competitors must provide themselves with a transponder for timing purposes as per M.C.U.I. specifications. The onus is on the competitor to have their own transponder. Please ensure your transponder is on your bike before the start of every race.

**Entrants are reminded that the transponder number must be included on the entry form before entries can be processed.**

**FIRE REGULATIONS & ELECTRICAL SAFETY:** All competitors must have a dry powder fire extinguisher with a current inspection certificate, the minimum type is a 2kg extinguisher similar to that used in taxis and must bear a current inspection stamp and it must be easily accessible and readily available. Generators must be earthed. Gas cylinders must be secured in a safe place. BBQ's are **NOT ALLOWED** in the immediate vicinity of the paddock area. No plastic fuel cans. Please adhere to the Fire Regulations. Inspections will take place at the event controlled by local Fire Services. Equipment which is installed or used outside should be suitable weatherproof construction and needs to be protected from mechanical damage e.g. cables which are likely to be driven over by vehicles; a minimum standard of at least IP55 is required.

**DOGS** - All dogs within the immediate vicinity of the course **MUST BE KEPT ON A LEASH**

**ENTRY TO PADDOCK:** Entry to paddock will be by Paddock pass only. To avoid congestion all competitors will get two paddock passes for two vehicles and all extra vehicles will be subject to an entry fee.

**PLEASE NOTE: THERE ARE ONLY 21 PLACES ALLOWED ON THE STARTING GRID SO IT IS UP TO COMPETITORS TO HAVE THEIR ENTRIES IN ON TIME AND WITH ENTRY FEE.**

Only support riders in second year will be allowed to take part in the 650SV super twins race.

Competitors shall be responsible for their own behaviour and the behaviours of their families and crews in the paddock and at all times. Any misconduct will lead to exclusion from the meeting. Riders are responsible for all acts of their supporters in and around the paddock or pit area and will be disqualified should any infringement of the G.C.R s occur.

Riders must not pass competitors ahead of them on the road after getting the finishing flag and return to the paddock under the directions of the marshals. Non compliance will mean exclusion. . If a rider shall be unfortunate to break down he/she must place his/her machine in such a way as to not cause danger to others. Once a rider has fallen from his/her machine he/she is not permitted to remount and continue racing.

Under no circumstances will illegal practice be tolerated nor will the riding of mini-bikes, trial bikes or any other type be tolerated by the club or the owners of the paddock. Any rider, supporter or family member caught breaking these regulations will be excluded from the meeting immediately. Please remember the residents around the circuit are good enough to allow us to practice and race around their houses so please respect their privacy during non-race times. Please be aware of children and others using the paddock. Please respect our paddock.

**Chain Guard.** Compulsory fitting of a chain guard to all machinery from the rear fork (swinging arm) in front of the rear drive sprocket to beyond the lower chain run so that nothing can be caught between the chain and lower sprocket. Exclusion at scrutiny if not fitted. Note: Machine number plates are as per 2014.

**Warm up laps:** Any rider who deliberately holds back will be reprimanded.

Riders who fall from their machines are not permitted to continue in the practice session or race until passed fit by a Medical Officer and the machine re-inspected and cleared by Technical Control. Any infringement of this rule will result in the rider being excluded from the remainder of the session and may result in further penalties. In the event of practice or race being interrupted by a red flag, any crashed machines will be recovered and be taken to Technical Control and released to the Team for repair. Once the repaired machine has been re-inspected and cleared by Technical Control a competitor may continue in the restarted practice or race. In the case of the second part of an interrupted race this only applies to riders classified in the result of the first part (Standing Regulations No 9 RR & SC).

**REAR SAFETY LIGHT:** All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet races or low visibility. The rear safety light must comply with M.C.U.I. regulations, the light must be able to be switched on and off. The lighting direction must be parallel to the centre line of the motor cycle (running direction) and must be clearly visible from the rear; at least 15 degrees to both the right and left sides of the centre line of the motorcycle. It must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In the case of dispute over the mounting position of a visibility of the Rear Safety light, the decision of the Technical Steward or scrutineer will be final. The power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led). The light must be able to be switched on and off.

Motor cycles must be equipped with brake lever protection intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

All machines must be silenced as per M.C.U.I. rules, this includes classic bikes. (Limit 105 decibels).

No competitors will be permitted to park in the Trade area. All machines must be pushed to the assembly area for start of racing or practising. Competitors will be allowed a controlled warm up period before each practice/race. All machines must be stopped at the Paddock entrance at the end of racing or practising. Anyone wishing to push start a machine for any reason in the paddock area must only do so in the area designated by the Promoting Clubs.

The pit area is clearly marked and situated close to the start. Only one pit pass will be issued to each competitor and only after they have signed on. Only one pit attendant per competitor is allowed in the pit area. Signalling to a competitor from a position other than the designated area is forbidden. Failure to comply may result in the exclusion of the competitor and the pit attendant representation from the meeting.

Flags as M.C.U.I. standing regulations 16/17. Please note: Any competitor who disobeys flags will be disqualified. To be classified as a finisher a competitor must have completed 75% of the distance covered by the race winner and have crossed the finishing line within ten minutes after the race winner has finished. After receiving the chequered flag competitors will be directed back to the paddock by flag marshals.

#### **PRIZE FUND**

**Race 1 - Open 201cc-1010cc Championship:** - 1<sup>st</sup> €400, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100

**Race 2 - Support 401 to 750cc Championship:** - 1<sup>st</sup> €300, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100

**Race 3 – Junior 250cc/400cc Championship:** - 250: 1<sup>st</sup> €300, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100. 400: 1<sup>st</sup> €200, 2<sup>nd</sup> €100, 3<sup>rd</sup> €50

**Race 4 - Support 201 to 400cc Championship:** - 1<sup>st</sup> €300, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100

**Race 5 - Classic 250cc -1000cc:** - 1<sup>st</sup> €150, 2<sup>nd</sup> €100, 3<sup>rd</sup> €50 per class

**Race 6 - 600cc Championship:** - 1<sup>st</sup> €400, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100

To include Triumph Triple Machines

**Race 7 - Support 201 to 400cc Non-Championship:** - 1<sup>st</sup> €300, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100

**Race 8- 125cc Championship:** - 1<sup>st</sup> €300, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100

**Race 9 - 650cc Championship:** - 1<sup>st</sup> €300, 2<sup>nd</sup> €200, 3<sup>rd</sup> €100

**Race 10- Support 401 to 750cc Non-Championship:** - 1<sup>st</sup> €200, 2<sup>nd</sup> €100, 3<sup>rd</sup> €50

**Race 11 - Grand Final: 590cc-1010cc:** - 1<sup>st</sup> €1000, 2<sup>nd</sup> €650, 3<sup>rd</sup> €400, 4<sup>th</sup> €200, 5<sup>th</sup> €200, 6th-10th €100

**Man of the Meeting** €200 and Trophy

**Fastest Lap** €200 plus trophy to be decided

**Fastest Lap S/C Rider** €200 plus trophy to be decided

All prize money will be paid in Euro

Please Note: That **NO** prize money will be given to the winners of 'B' races/Non Qualifiers run for races which are over-subscribed.

## **MCUI Concussion Protocol – 2016**

Once concussion is confirmed the rider must not compete further in the event (including subsequent days) and their completion license suspended for at least the period of time.

The rider and an accompanying person must be advised that they should not drive, ride or operate dangerous machinery until they are medically assessed again and it is confirmed that the concussion has resolved. It is also advisable for them to consider the potential effect on their job role and to seek further advice from their employer, occupational health department or doctor'.

The rider must be accompanied, observed and not left alone during the following 24-48 hours. At anytime if any symptoms worsen then further urgent medical advice must be sought.

Prior to returning to racing they will be informed that they must attend their doctor who should confirm the absence of symptoms and provide evidence of this in writing in order that their racing license is returned. Ideally the rider should also present this confirmation from their doctor to and be assessed by the CMO for the event prior to being allowed to race.

### **How long will a rider be excluded from competition following Concussion?**

The duration of symptoms is variable, with most cases recovering within a period of 2 to 3 weeks persistent symptoms (more than 10 days) are generally reported in 10-15% of concussions but most studies report that 80-90% have symptom resolution by 7 days following their injury. It is also recognised that the effects of concussion are more significant in younger age groups and more caution is required before return to competition is permitted'

A rider with concussion must therefore be removed from competition for the rest of the event and not permitted to return to competition for a minimum period.

### **What happens if there is a further episode of Concussion?**

It is now recognised that a further episode of concussion occurring before full recovery has taken place can result in brain swelling and bleeding into the brain with potentially very serious consequences. Therefore;

o **A second episode of Concussion** within a month of the first will lead to exclusion from racing for one month and return to competition is only possible if:

o Neurological examination is normal with no post concussive symptoms

- o CT and / or MRI scanning is negative
  - o A concussion assessment tool such as SCAT3 or IMPACT shows no reduction from baseline or normal
  - o **A third episode of Concussion** during the same season will lead to the elimination of the rider from further competition for the rest of that season.
- The assessment criteria is then applied at the start of the next season before a return to competition is permitted.

**What to do before resuming competition?**

In all cases, medical evidence is required that the rider is fit to participate in competition which means they will be required to produce a doctors letter or statement to that effect. In addition to this it is also advisable for a further assessment to be made following the initial practice sessions following their return to competition to ensure that no signs or symptoms of concussion recur. If further signs or symptoms recur the rider will be removed from competition and not allowed to return for a further minimum period of time as stated above and following further medical assessment.

**Please Remember**

Concussion is or could be a serious injury if it is not managed in the appropriate manner. Although it is appreciated that the rider will want to get back to riding and racing as quickly as possible the above protocol is to protect the safety of the rider of others. The recovery period outlined above is in keeping with current expert medical advice and must be adhered to and anyone trying to short cut this might incur further penalties being imposed against them.