

Corner Marshalling

Corner marshalling is the most important function once the riders hit the road for a run or rally. With a constantly changing membership and frequently new riders on club runs it is imperative that everyone fully understands the system to ensure it works for all. This is a reprint of the corner marshalling guidelines– please ensure you’re fully conversant with the system.

Corner marshalling seems to be one of the more contentious issues of motorcycle runs and rallies. I’m sure everyone will agree that rallies are a lot more enjoyable if everyone arrives at the same place at about the same time.

Successful corner marshalling is the secret to this success, as long as all those accepting the role understand what is required of them.

Some of the larger rallies will have specific marshals and this generally works well, the problems seem to arise when the self-marshalling system is necessary.

The system normally used is where the lead rider (who hopefully knows where he is going) directs the rider immediately behind him at the time, to stop and marshal specific corners.

The expectation is that the rider so directed will stop at the corner and give clear, unambiguous directions to all those approaching, to ensure everyone leaves the corner in the same direction. The corner marshal must remain at the corner until the back-up vehicle, or in the absence of one, the last rider clears the intersection..... Seems pretty simple-so where does it go wrong?

Well, there is a number of answers to that question-

- i) the directed rider fails to stop
- ii) the marshal doesn’t take up a visible position at the corner
- iii) the marshal doesn’t clearly indicate the direction of travel
- iv) the marshal doesn’t wait for the back-up/last rider to clear the intersection.

All these actions result in lost riders!!! So, what should the corner marshal do?

Firstly, *if you don’t want to marshal- don’t ride immediately behind the leader.* Secondly, know who is leading, and who is tailend Charlie...

-If you’re directed by the leader to stop and marshal a corner, ensure you stop in a position where you are clearly visible to approaching riders. This is especially important if the corner requires riders to approach in a specific lane.

-Park your bike pointing in the direction of travel, and give clear hand signals to indicate the direction of travel.

-Remain at the intersection until the back-up vehicle/last rider have arrived (regardless of how long this may be)

There is also an obligation from other riders– if you see someone fail to stop to marshal then take the initiative and stop.

Remember a chain is only as strong as the weakest link and it only needs one corner marshal to fail to meet the requirements of the position for the ride to end up in chaos. ■

