

Introduction to the day

****By entering this event you acknowledge and agree that motorcycling can be dangerous, you could be injured and damage caused to yourself and your property through your own actions or actions of others.***

- Please sign in at Registration to receive your wristband and information for the day.
- Wristbands will be stamped to mark that you have read and understood the information contained in this document, and will be checked at Course Control at the start of each session. Leave part of the wristband visible as you line up to make this process easier.
- Session times are posted at Registration, coloured boards indicating which group is on track will be displayed at pit exit, and the PA is also used to communicate with you throughout the day.
- The First Timers Program includes a separate briefing for those new to Ride Days to explain how the event will work, as well as an orientation lap at the beginning of your first session. Please indicate to the staff as your motorcycle is being scrutineered if you would like to attend this program, then listen out for PA announcements of where to meet. This will happen at roughly 9am.
- The MEGA Workshop is available for minor repairs, tyre purchases and tyre changes.
- Photography services *Steve from SDPics – sdpics.com

Services & Other Rules

- Visor cleaning / sunscreen / insect repellent is available to you, and is located in the workshop / hire department.
- Due to COVID regulations, we are not permitted to supply Coffee / Tea / water or Staminade. To prevent fatigue related mistakes please hydrate and eat regularly throughout the day. These items are available for purchase at the kiosk.
- We don't stop for lunch. You'll have roughly an hour between each ride to eat. Food is available for purchase at the kiosk.
- All minors U18 Y/O must be supervised by a non riding guardian at all times
- Helmets must be worn at all times when riding, including in the pit & paddock area.
- Spectator areas – please see signage for details.
- Hazmat info and safe refuelling cards are located on the doors of the garages.

The Flags

○ **Green Flag: Track Clear**

At all manned flag points for the first 2 laps of the day for each group
Spend a lap becoming familiar with the marshal points

○ **Yellow Flag: Warns Of Changed Track Conditions – CAUTION!**

Stationary yellow: CAUTION – Lower level risk

Eg: minor incident or object well off line

Possibly warning of a waved yellow flag further ahead

Proceed with caution

***NO PASSING WHEN ANY YELLOW FLAG IS DISPLAYED**

When reaching a manned flag point with a GREEN flag displayed proceed as normal

Initialed (Rider).....

Waved yellow: EXTREME CAUTION! – Higher level risk

Eg: incident or object is on line or dangerously placed in the section of track you're approaching

Carefully slow to a speed where you can avoid any danger

*NO PASSING WHEN ANY YELLOW FLAG IS DISPLAYED

When reaching a manned flag point with a GREEN flag displayed proceed as normal

○ **Chequered Flag waved - End of session**

Displayed at T10 and a red flag is waved at T12

Continue through next corners until Pit Entry (on left of main straight directly after final corner)

Stay left and raise your left arm or a leg to let others know you're exiting

○ **Black Flag : *Half rolled up – displayed – pointed directly at you***

Issue with your bike, your gear or your riding

Do not return to your pit or go to registrations, go directly to Course Control at Pit Exit. They will inform you of the concern and try to get you back on track as quickly as possible.

NOTE – If you notice a mechanical failure with your motorcycle, pull off the track immediately at a safe place

○ **Red Flag : *Waved at all flag points***

Session Terminated

Extremely dangerous situation, carefully slow to a speed where you can avoid any danger

All riders must exit circuit at first available opportunity. NOTE - In dire circumstances, you may be asked to enter the pit via the gate to the left of the entry to turn #4. Please watch marshals carefully and follow directions. **Do not attempt to stop and help.**

No passing

No running of the red flag

The flags are our only way of communicating danger so please look out for them and obey them

IF THERE ARE ANY QUESTIONS RELATING TO USE OF THE FLAGS, ASK A STAFF MEMBER PRIOR TO SIGNING THIS FORM.

Additional On-Track Rules

○ **Passing rules**

You **MUST** keep at least 2 metres distance at all times

You can pass on the inside or outside, but it is the responsibility of the passing rider to maintain 2m gap throughout the pass.

If unsure, choose another turn or pass on the straight.

○ **Fallen Rider**

Do not stop to help a fallen rider whoever they are. We have trained staff and medical crew to do this.

If you're the one who crashed look back for danger, as someone else could end up where you are.

Keep your helmet on and pick up your bike if possible.

If you can't, head to the nearest tyre wall.

Most importantly get yourself to safety which is over the nearest tyre wall and **WAIT**.

Recovery will come and get you and your bike.

DO NOT attempt to cross the track during the session under any circumstances.

Initialled (Rider).....

- No burnouts, stoppies or wheelstands.
- Pit Lane is one way (same direction as the track) and 60 KM/H.
- Once the track is hot, no children under the age of 18 in the Pit Lane.
- No open toed shoes in Pit Lane.

- **Entering the circuit**

When you enter the track (which is only done at pit exit), there is a “blend line” indicating where the pit exit finishes. Stay within this lane and to the far left hand side of the track, entering Turn #2 from tight on the inside.

NOTE – if you do cross this “blend line” as you enter, or sweep across to the outside of the track once passing the blend line – you will be black flagged immediately, and have to return to Course Control.

Once safely through Turn 2, you can resume your usual riding line if safe to do so.

- **Exiting the circuit**

Whenever exiting the track (which is done at pit entry directly after the final turn) slow down and stay tight to the inside of the final two turns, indicating that you are exiting the circuit by raising an arm or a leg. **Do not attempt to enter the pits by sweeping across from the outside (right-hand side) of the track.**

- **Cold Tyres**

If you are not using tyre warmers, it may take some time to get heat into your tyres at the beginning of each session (even on warm days), and particularly at the start of the day. To reduce the possibility of crashing due to cold tyres, please take time to progressively build temperature into your tyres, by gradually increasing speed and lean angle during your first few laps of each session.

IF THERE ARE ANY QUESTIONS RELATING TO THE ADDITIONAL ON-TRACK SAFETY RULES, ASK A STAFF MEMBER PRIOR TO SIGNING THIS FORM.

Other comments & conclusion to Rider Briefing

- This is licensed as a recreational ride day, not a race or race practice day
- GPS timing equipment & cameras allowed, but must be secured correctly with 2 mounts, please seek staff advice if needed – NO HELMET OR BODY MOUNTED CAMERAS.
- Groups will be monitored with our tracking system and if needed we will move you to a group better suited for that day.
- Be aware and respectful of the varying rider abilities in your group at all times.
- It’s your responsibility to ride in a way that will ensure you get to ride all day.
- If we can assist with anything else, please ask today so we can help .

Please have your wristband stamped before attempting to ride to pit exit for your first session.

DISCLAIMER: Rules are enforced for obvious safety reasons, Breaching any of these rules may result in expulsion from the track and – depending on the severity of breach – expulsion from any future events.

By signing this document, I testify that I understand all safety information on all three (3) pages.

Signed (Rider).....Print Name.....Date.../.../....