

## Race Track Rules and Etiquette

Riding on the Race track is wonderful experience, but it is also a dangerous motorsport. In order to keep you as safe as possible, there are some guidelines which you need to understand and follow to ensure you do not endanger yourself or others.

### Basics:

- Always stay on your line, do not zigzag or make fast unpredictable movements. This may endanger yourself and others !
- If you need to reduce speed for any reason (entry into the box, technical problems, etc.), you are required to use clear signals to alert other riders. This should be in the form of **raising your hand above your head prior to changing your track position or exiting the race track**. Failure to do so may endanger those riders following you by causing a collision!
- Focus on **your** line and driving style, and do not concern yourself with someone approaching from behind. For the rider approaching you it is important that you maintain your line so they can calculate the safest way to overtake you.
- If you notice that someone wants to overtake you during free practice, **DO NOT** change the line or attempt to block the overtaking manoeuvre. The rider behind you will find a way, but only if you continue on your normal line.

If you are lapped during the race, you will be:

- signalled with a **BLUE** that a faster person is behind you with. Only in this situation should you leave the ideal line in a calculable way.
- **ONLY** overtake if you are 100% sure the manoeuvre will not scare or endanger the other rider, and whenever possible utilise the straights.

### Pit exit:

- When driving out of the pit lane, remember other riders already on-track will be approaching from behind. Ensure that you signal you are entering the track using a hand signal. **Never cross a white line in this area!** Stay on the edge of the track until the riders have passed you. **NEVER** move immediately to the racing line. Entering the racing line when a rider is approaching will give insufficient time for the rider to adjust and can start a serious accident.

***Failure to follow these rules for Pit exit will lead to immediate exclusion of the event!***

### Pit lane entry:

- If you want to return to the pit lane, **clearly indicate (signal) in advance** your intention to leave the racetrack. Failure to do so may cause a serious accident as the riders approaching from behind will have insufficient time to adjust and result in a collision.

### Technical problems:

- If you have a technical problem, you have to provide a clear indication (signal) that you are slowing down.
- Leave the racetrack as quickly as possible, calculating the safest way to exit (grass, exit road). If you notice fluid lost, **immediately leave** the racing line and the racetrack as quickly as possible, as other riders may crash on the fluids lost !

- Race Control will be aware of your technical problem and a pickup vehicle will be dispatched to return you to the paddock.

### Crashes:

In the event of a crash:

- **Never stop**, this is extremely dangerous for yourself as well as other riders. The racetrack has a medical team which will attend the fallen rider.

### Additional:

- The race track and pit lane is one-way
- In the paddock you shall limit your speed to walking pace.
- In the pit lane the maximum speed is max. 60 Km/h
- Children in the paddock shall be supervised at all times by parents/designated adult.
- Children may use minibikes, scooters, etc, **only** within the designated areas. Children shall also be supervised at all times !.
- No wheelies, stoppies or burnouts
- The area directly behind the pitbox belong to the person(s) renting the pitbox. **DO NOT BLOCK this area**

### Your Motorcycle:

- Motorcycle should be clean without any missing parts (bodywork etc)
- All controls and brakes must be 100% operable
- No liquid loss (water, oil, etc.)
- **No antifreeze** shall be used in the cooling water.
- When possible, all drain plugs shall be lock-wired.
- Tyres shall have sufficient profile and be in good condition.
- Tyre pressures shall be checked and revised before entering the racetrack.
- When possible, indicators, headlights, etc, shall be removed. If they can not be removed they are required to be covered with tape.
- Mirrors and license plate shall be removed.

**If you have any concerns regarding the worthiness of your machine, please consult your dealer before beginning the training. We do not make any technical checks on the spot, as we can not recognize hidden defects!**

### Start number and group sticker:

Your starting number will be sent to you by email immediately after booking. When installing the numbers of your machine, make sure they are clearly visible on the front of the machine. The numbers must be recognizable from Race control, and therefore it is recommended to use black numbers on a white background. If you do not have numbers at home, no problem! You can obtain your start numbers free of charge in the organizer's box.

You can get your Group sticker and all further documents when you sign-in at the track the evening before the event.

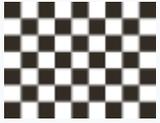
Please **removal all** other groupstickers that you may have from other events on the bike. This is the only way to ensure you can be correctly checked at the pit-exit. At Noon on the

first day of the event, the grouping will be adjusted with the times from the morning sessions! During the lunch break you are required to pick up your new sticker at the organizers box to ensure your entry to the track in the afternoon. **Please take note of the timetable, because you may start in another group!**

**Clothing:**

- Your helmet should have a clean visor, without damage.
- Your helmet shall not have cracks, no rough marks or exterior damage,
- Your helmet shall be an accurate fit.
- Your leather suit, shoes and, gloves shall have:
  - intact zips
  - no splits in the leather
  - of the correct size and fitment.
- Removes purses, keys before entering the race track. These can cause additional injury in the event of a crash.
- **Back protector is mandatory!**

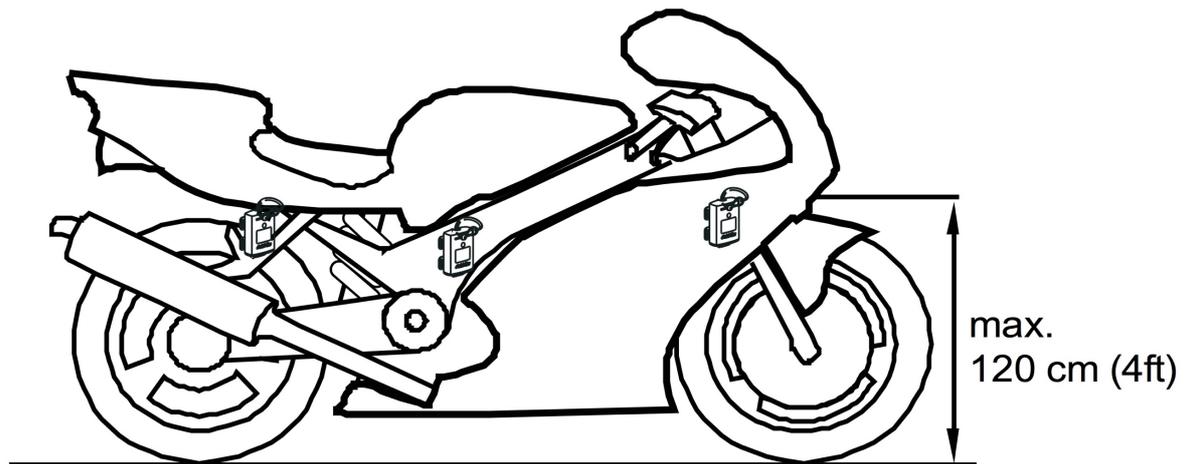
## Flag Signals:

Flag	When/Where used	Signal used	Use/meaning
	Start/finish line	Waved	The Training, Qualifying or Race during has been completed. After passing the Chequered Flag all riders shall complete the lap and return to the Pit.
	Start/finish line	Held up (not waved)	The rider is excluded from the race / training. This flag is often shown together with the respective start number. Immediately go to the box and report to the organizer
	All/Any marshall positions	Waved	Interruption or aborted training or race ..  The speed shall be reduced, overtaking is prohibited. In training and during races, riders shall return to the pit.
 (V)SC FCY	All/Any marshall positions	Waved or used in combination with the Safety Car board.	No overtaking !! Attention danger!  If the safety car (During our events this is only possible during the endurance race) is on track. This is indicated next to the yellow flag by showing a white sign or a digital display with black SC.
	All/Any marshall positions	Held up (not waved)	Area of restriction has passed, overtaking is permitted.
	All/Any marshall positions	Waved	Signals to a rider that a faster rider is approaching. This is also shown in advance of the faster rider arriving.
	All/Any marshall positions	Waved	Attention: A slow vehicle is on track. Pay attention
	All/Any marshall positions	Held up (not waved)	The track is slippery (oil, coolant, brake fluid, rain). This flag is shown for at least 4 laps. (This flag is often called the oil flag.)
	All/Any marshall positions	Held up (not waved)	Only during Motorcycle races: Rescue service or doctor are on track. The flag is shown along with the yellow flag.

**Transponder installation:**

To ensure your laptimes are correctly recorded, it is imperative that the transponder is positioned correctly.

The transponder must be installed a maximum of 120cm from the ground, without obstruction between the transponder and the asphalt. The diagram below indicates the best options.



Transponder placement options

**NOTE:** As each race track is different and the quality of the timekeeping loop varies, it is important that you verify your Laptimer is being correctly recorded after your first group session. Please consult the timekeeper if you have any questions