



Title:	<b>Learning to race 2.0</b> Trackdays and pre-racing preparation
--------	--

Objectives:	Instruct student on the practical aspects of being on the racetrack, presentation of safety rules, flags and track/racing etiquette. Pre-race preparation.
-------------	--

Goals:	At the end of this period of instruction the student will understand the importance of pre-race preparation. The student will be introduced to racing safety flags, will know how to safely enter and leave and behave on the racetrack, and be increasingly comfortable with the racetrack environment.
--------	--

Subject:	<ol style="list-style-type: none"> <li>1. Preparation of racing equipment (leathers, helmet etc)</li> <li>2. Preparation of racebike (along with helper/team)</li> <li>3. Preparation of themselves (sleep, breakfast, etc)</li> <li>4. Being ready for your session</li> <li>5. Lining up on the 'dummy grid'</li> <li>6. Keeping to outside on track on entering track</li> <li>7. Maintaining clear and predictable racing lines on track</li> <li>8. Overtaking and being overtaken, no rapid movements</li> <li>9. Clear signal (arm/leg) and keeping to outside on track exit</li> <li>10. Trainer/rider communication</li> <li>11. Safety flags: Introduction</li> </ol>
----------	---

Procedures	Classroom instruction, one-on-one discussion, group discussion, on-track instruction, video demonstration
------------	---

Technique	One on one or group discussions with students, on-track demonstrations and on-track observations of students, show students videos of correct procedures where available, introduce the pictures of the flags and other safety aspects.
-----------	---

Most Common Mistakes	Not preparing correctly, forgetting equipment, motorbike not correctly prepared, not learning flags, moving onto and off the track incorrectly, no clear signalling, dangerous sudden changes of position on track, not knowing what actions to take when safety flags shown, not observing flags.
----------------------	--

Summary	This part of the instruction will be a mixture of classroom or one-on-one discussion with printed resources (i.e. flags), one-on-one or group discussions about how to prepare the riders before the event, showing riders the correct track entry/exit technique (either by simply walking the track or by riding the track to show students, maybe have a helper do this while trainer stands with students in a suitable space),
---------	---



mobile training on track where the students replicate the lessons. This part of the training is best undertaken on the racetrack (kart track) or a closed carpark with a mock racetrack layout using cones or similar devices.

This part of the instruction includes that motorcycle preparation which occurs at the track, rather than that done away from the track, such as checking tyre pressures.

One-on-one or group discussions with students about safety aspects are important to their learning.

In New Zealand during races, 'ship to shore' team to rider communications *via* intercoms are not permitted. During training there is no ruling covering this activity, but it has not yet, or at least not widely, been trialled with riders, especially junior riders. Its use would need to be judicious in order to not distract the rider, and the number of riders communicated with at one time would be limited.

Another method of trainer to rider communication is *via* sign-written prompt boards. Moto Academy NZ utilises such boards with prompts such as: **Breathe, Eyes Up, Crouch, Relax, Smooth** and several others. A wide range of prompt boards can be prepared to suit different situations and rider levels. These boards have proven to be very useful over the years we have used them.

Additionally, prearranged signals of various types may be developed between the rider and their trainers.

In this stage the students are introduced to the flags. Deeper instruction on flags is included in the next section.



**Assessment Sheet**  
**Learning to race 2.0**  
**Trackdays and Racing Preparation**

Item	Pass/Fail	Comment
Preparation of gear (all present, clean, undamaged/repaired, correct sizes)		
Preparation of racebike (correct bike, clean, functional, no damaged parts, meets rule book, ready to ride, preferably well-presented but this can sometimes be difficult with timing etc)		
Checks of motorcycle prior to use. Checking and setting tyre pressures, filling fuel tank, checking chain, checking everything is tight and in-place, fitting tyrewarmers where appropriate, and other items as appropriate.		
Preparation of themselves (sleep, breakfast, other training/practice, track maps etc)		
Being ready for your session (check to see how they are preparing themselves, guide them towards better preparation, being on time, understanding when they are on etc)		
Lining up on the 'dummy grid' (show rider where this is, when to go there, how to go there, what to do when there)		
Keeping to outside on track on entering track (show students where to go from dummy grid, how to ride onto the track, checking to see if anyone is coming,		



staying out of racing line, keeping to side until up to speed)		
Maintaining clear and predictable racing lines on track (observe rider and instruct to maintain predictable racing lines on track, explain the safety reasons for doing so)		
Overtaking and being overtaken, no rapid movements (observe rider and explain safety reasons for doing so)		
Clear signal (arm/leg) and keeping to outside on track exit (observe rider and explain safety reasons for doing so)		
Reacting to and understanding prompt/communication boards and agreed signals.		
Safety flags (have their picture page, quiz two or three flags, quiz different ones at different times)		

Overall Comments:

Guardian/Student Signature:

Trainer Signature:

Date:

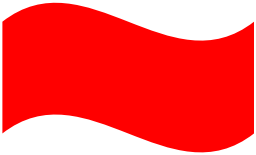
## New Zealand Motorcycle Racing Safety Flags.

These are the recommended New Zealand safety flags. They are not all internationally universal and some do differ. For example, in UK, Last Lap flag is white with yellow X cross and in MotoGP the white flag signifies that riders may change bikes due to rain. In NZ car racing the white flag means that there are slower cars ahead.



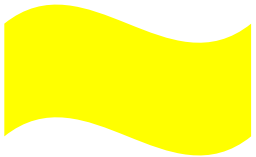
### Green - Go

Used to start race, indicate circuit is open for use and to indicate that circuit is clear for racing to continue. Shown at race start and sometimes after a yellow flag point.



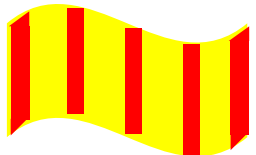
### Red - Stop

**The most important flag.** Used to stop race in case of an immediate emergency. Stop racing immediately, slowdown to a running pace and return to pit lane. Form up where indicated by marshals.



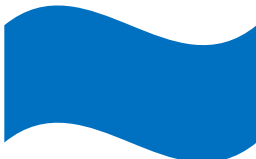
### Yellow - Incident

Stationary flag means incident near circuit, be aware. Waved yellow means incident on circuit, be prepared to take evasive action or slow rapidly. Overtaking under yellow flag will incur a penalty.



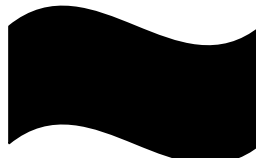
### Yellow with Red bars - 'Oil flag'

Indicates that oil or debris is on the circuit. Be prepared to take evasive action.



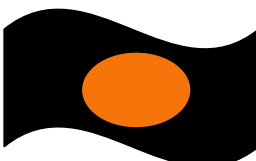
### Blue - Overtaking rider

Indicates that faster riders are approaching you. Hold your racing line and be prepared for faster riders. DO NOT alter your racing line or attempt to move out of the way.



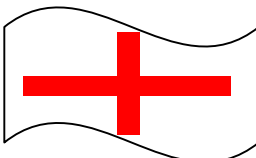
### Black with a board showing your racing number - Infringement

Indicates that you have made a technical infringement or a riding safety infringement. Return to the pit lane immediately you are able. A lecture and/or penalty may be incurred.



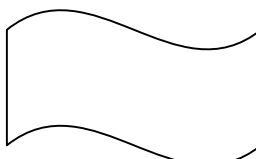
### Black with Orange Spot with a board showing your racing number - Bike problem

Indicates that damage or failure of your machine has been observed (e.g. fairing coming away, muffler coming off). Pull off circuit or return to pit-lane immediately.



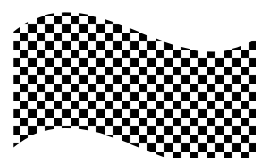
### White with Red Cross - Ambulance

Used to indicate that Ambulance has entered the circuit. Be aware of the ambulance. Will generally be used in conjunction with Red Flag.



### White - Last lap

Used to indicate that you are beginning the final racing lap, the "Last Lap" flag.



### Chequered - Race finish

Indicates the end of the race or timed session. Complete one more lap and return to pit lane. Remember, the race end is determined by Chequered Flag, not the prescribed number of laps.