

2023
Sprint Races
Sydney Motorsport Park

ONLINE RIDERS BRIEFING

Welcome

- There will be Riders Briefings on both Saturday and Sunday morning to ensure all competitors understand the procedures to be used during the sprint races
- This online briefing provides important information so please read it carefully
- For simplification the information is presented mainly in the form of bullet points
- Questions may be asked during the shortened morning briefing on each race day

Key Officials

- Clerk of Course Terry Wahlen
- Steward Michael Rooke
- Race Secretary Peter Snow / Todd Keogh

The club members who organised this event have collectively volunteered many hours of their own time, and every official is giving their time free of charge. No one is paid. Please treat the officials with respect and show your appreciation to the flag marshals

Duty of Care

- Motorcycle racing can be dangerous. By taking part in the meeting, you are participating in an activity that has risks. Every one of us has a part to play in managing those risks
- Your equipment may be damaged, lost or destroyed
- You may be injured or worse
- Others may ride dangerously or with a lack of skill
- The track or event conditions may be hazardous and change without warning
- By entering this meeting and signing your entry form you are acknowledging the risks. You are also acknowledging that you have read and understood the competition rules (GCR), the Supplementary Regulations and Final Instructions for this meeting

Competitor responsibilities include;

- To read and understand the duty of care statement on your entry form and in these briefing notes
- To read and understand the GCR, Supplementary Regulations and Final Instructions.
- Conducting yourself in accordance with the Manual of Motorcycle Sport
- If hospitalised in the last 7 days advising the medical team before riding today
- Adhering to instructions given by race officials
- Taking it easy on every first lap out on the circuit until you understand the track conditions
- Knowing which flag points are manned
- Knowing what each of the flags and signals mean and obeying them

Safety Concerns

- If you have concerns with the venue or the operation of the meeting, you need to see the Clerk of Course
- If the Clerk of Course cannot satisfy your concerns, you will be invited to withdraw from competition at this meeting

Flags and Signals

- Red Waved - track activity stopped, return to pits with caution
- Yellow Waved at the flag point immediately before an incident, held stationary at the flag point preceding the waved yellow. Caution, incident ahead. No overtaking until past the waved green flag following the waved yellow flag
- Green Waved - track is clear, racing may continue past this point. Will be waved at all flag points for the first session on track
- Striped, Red/Yellow Held stationary indicates fluid or debris on track. Exercise caution
- Blue Not used due to limited number of flag marshals
- White Waved indicates rain at that point/sector
- Black Held stationary with a rider's number displayed at start/finish line. Rider whose number is shown must stop in the pits on the next lap
- Chequered Waved at start/finish line - indicates finish of session or race. Do not overtake after passing the chequered flag

Boards and Sirens

The following boards are displayed, and air horns sounded at the start/finish line and/or pit exit:

- 5 minutes Before the opening of pit exit at the beginning of the day (or a after a long break)
- 2 minutes Before the opening of pit exit
- 30 seconds Before the opening of pit exit
- Delayed Start Displayed at the Starter's box due to an issue on the starting grid
- Last Lap Displayed at start/finish line
- Penalty Displayed at start/finish line
- Number The number of the rider receiving jump start penalty or black flag

Pit Exit

- During racing pit exit will be closed after 20 seconds with red flag - do not ride through if the flag is red.
- Follow any instructions given by the marshal at pit exit
- If the pit exit is displaying a green flag riders may enter the circuit for their session or race

Pit Entry

- Pit entry is on the main straight, after turn 18, on rider's left
- Should you need to leave the circuit during or after a practice/qualifying session you must signal your intention and exit here. **DO NOT EXIT AT TURN 4**

Pit Lane

- Riding direction - one way in race direction
- No Smoking in pit lane or in garages
- Fully enclosed footwear must be worn
- No spectators on pit wall
- Signalling is permitted on pit wall in front of your garage
- No pushbikes, wheelchairs, prams or persons under 16 (unless a competitor) are permitted past the red line at the garage front door

Practice/Qualifying Sessions

- Practice/Qualifying sessions will be of 10 minutes duration
- Sessions will be declared by a waved chequered flag at the start/finish line
- During and at the end of the practice/qualifying sessions riders must only exit the circuit at PIT ENTRY
- **TURN 4 IS NOT TO BE USED TO EXIT THE CIRCUIT DURING PRACTICE/QUALIFYING**

Practice Starts

- Are permitted after the chequered flag in each practice/qualifying session on Saturday, and **ONLY** in the designated area located after Turn 15.3 on riders' right
- The practice start area will be defined by a board and orange cones
- A waved yellow flag will be displayed at Turn 15 indicating practice starts may be occurring
- If you are not going to do a practice start **KEEP LEFT** and proceed with caution to pit entry
- Practice starts are not allowed on Sunday

Race Starting Procedure

- All sprint races will have one combined sighting/warm-up lap. Riders will leave pit exit and then take up their position on the starting grid in preparation for a race start.
- Know your grid position. Row markers are positioned on the grass area of the grid. The use of adhesive tape on your fuel tank to mark your grid position is a useful way to remember your spot
- Grids are as per qualifying, then become progressive based on your previous race result
- Grid positions will be displayed on the on the St. George MCC Facebook page and in the glass noticeboard outside the Race Secretary's office. Make sure you read them. **Do Not Remove Them**
- Starts will be by lights. Red lights will come on and when the **red lights turn off** the race will start
- Should the lights fail the start will be signalled by the raising of the national flag
- There should be no movement of your motorcycle once you are under the Starter's control
- If you have trouble on the start line **wave your arms vigorously to indicate this**. Yellow flags will be waved along pit wall and the Starter will display the "Delayed Start" board to allow you time to fix the issue
- Use caution if yellow flags are waved at the start grid after the race has started
- If starting from the pit lane exit, follow the instructions of the marshal who will release you at the appropriate moment once the race has started. Use caution when joining the circuit as there will be a Medical Car following the field
- Ensure your bike has sufficient fuel to do additional laps if needed

Racing

- The Endurance Race timetable takes precedence over the Sprint races. If necessary, the sprint races may be shortened to ensure the endurance races schedule is met.

Jump-starts

- Penalty of 10 seconds will be applied

Red Flag during Race or Practice/Qualifying Session

- Should a race or session be red flagged, riders are to proceed with caution and **exit the circuit at pit entry** on riders' left after turn 18; **NOT TURN 4**
- Return to your garages and await further instructions via pit announcements
- Riders should be aware that emergency vehicle/s may be on the circuit. Be vigilant and exercise caution. **DO NOT OVERTAKE MOVING EMERGENCY VEHICLES**

Race Finishes

- The Last Lap board is displayed at the start/finish line to the race leader and all following riders at the appropriate moment
- On the next lap the waved chequered flag is displayed to the race winner and all following riders
- The race winner is not to overtake any back markers
- On receiving the chequered flag your race has finished, regardless of the number of laps you have completed
- Slow down and do not overtake after the chequered flag
- A waved yellow flag will then be displayed at turn 3.4 to the race winner and all following riders
- A waved red flag will be displayed at turn 3.7 to the race winner and all following riders
- A flashing light will be displayed on the right side of the circuit at turn 4 to all riders along with a "Return" board held by the flag marshal
- **ALL RIDERS MUST THEN EXIT THE CIRCUIT AT TURN 4. DO NOT CONTINUE TO PIT ENTRY. THE ONLY TIME TURN 4 IS USED TO EXIT THE CIRCUIT IS AFTER THE CHEQUERED FLAG DURING RACING**

Juniors

- If you are summoned to Race Control you must bring a parent or guardian with you

During Events

- If you crash and are transported to hospital or are advised to seek further medical treatment, your licence will be suspended. You will then need a medical clearance from the hospital or your GP stating that "you are fit to race a motorcycle"
- Crashes – If able, move your bike to the closest concrete or tyre wall and keep your helmet on until you are over the wall. Do not stand near the track. Once at the wall do not return to the bike
- Crashed bikes must be re-scrutineered before being allowed to resume racing
- Mechanical breakdowns – Put your hand up immediately to warn others, move off racing line, do not ride across the circuit but move to closest concrete or tyre wall and keep your helmet on until you are over the wall. Move yourself to a safe area behind the wall, or to flag marshal post. Only then should you remove your helmet.
- If able, help the recovery team load your bike
- You are responsible for your behaviour and the behaviour of your crew, family and friends
- Transponders - don't forget to return your transponders at the end of racing
- Schedule - as per the official programme

Coloured Vests

Some inexperienced and/or slower competitors (as determined by the St. George MCC) will be required to wear a coloured vest over their leathers as supplied by the Race Secretary. The vest will be signed out with the allocation of the timing transponders and must be returned with the transponders.

Terry Wahlen
Clerk of Course