



NZSBK 2020 Written Riders Briefing

This is the main briefing you will receive for this round; it will be followed by a short briefing on the Saturday morning

New for 2020: Riders will be required to 'sign on' your attendance at the Saturday briefing. Where possible this briefing will be in a designated seated area. Attendance to this briefing is compulsory for all riders. Failure to attend this briefing and sign the register will result in exclusion from the meeting.

It is important you also read the supplementary regulations that apply to this event

NZSBK Series Officials:

Series Director	Grant Ramage
Series Steward	Craig Mills
Assisting Series Steward	Laurence Mouat
Series Clerk of the Course/ Race Director	Graham Bastow
Series Deputy Clerk of the Course	Monique Parkinson
Chief Technical Steward	Stephen Maynard-Smith
Series Chief Flag Marshal	Catherine Price
Chief Timekeeper	Nicole Bol – MX Timing

In addition there will be local officials appointed at each circuit

Duty of care statement – It is my Duty of Care to inform you that: As organisers we have made things as safe as reasonably practicable. You need to be aware that motorcycle events can be dangerous. If for any reason you are uncomfortable with this risk or have any concerns, you need to raise these directly with one of the senior officials immediately after the verbal briefing, or throughout the event's duration. If they cannot alleviate your concerns, you should not participate in this event.

Starting bikes – Starting engines before the allotted time breaches the circuits operating restrictions therefore threatening their code of compliance for land use. Please observe the time.

Flags/lights – This is the only way we can communicate to you whilst you are on the circuit. It is imperative you are familiar with what each flag means. At some circuit's flags will be supplemented with lights. Please familiarise yourself with rule 6.26, 14.3a & 14.3b.

Race start procedure: We will be starting with the use of lights.

New for 2020: we will be using the all on / all off sequence (the same as international events) as follows:

- A red flag will be displayed at the start/finish line whilst you line up on the grid, you are deemed to be under the starters control at the instant this red flag reaches the side of the track.
- All red lights will come on and be displayed for between 1 and 5 seconds after which all lights will be switched off. When the lights are switched off, you may start your race.
- If the start needs to be aborted the lights will flash with yellow and a red flag will be waved. If this occurs you are to complete a lap of the circuit at a slow pace and form up in pit lane to await further instruction.
- If you experience issues whilst preparing to start, raise your hand so that the start may be delayed.

Red flags – If displayed return to pit lane area at reduced pace where you will see a board indicating what to do next: 'return to dummy grid' or 'return to pits' please familiarise yourself with the new 'red flag' rule 6.21 which now allows for 60 mins to restart a race.

Crashing/machine fault – First priority is to get yourself into a safe position and then follow instructions of the marshals if it is possible to retrieve your motorcycle to a safer position. Do not remount and continue to race or return it to the pits. Please familiarise yourself with rule's 6.9 & 14.1d.

New for 2020: - All crashed machines go to machine examination before returning to your pits. The machine will receive a detailed crash report completed and examination sticker will be removed. The machine must then be returned to machine examination for recheck/sign off and reissue of examination sticker.

Speed in pit lane – 40 kph is the maximum speed. Infringements will be issued if this is exceeded.

Wet race, day or meeting – Red lights must be fitted, switched on and working prior to entering the circuit. Please familiarise yourself with rule 14.7 a to g.

Race numbers – (refer to supplementary regulations) Numbers must meet rule 10.2.a requirements. The Series Chief Technical Steward has given permission for numbers to be placed at the bottom of fairings in a position and of a size readable from a 20-meter drive by.

Pit PA – Every circuit has its problems with the coverage and quality of the PA, we will do our best to be clear making calls. Each practice, qualifying or race will receive a 5-minute call followed three minutes later by a 2-minute call - both accompanied by the pit lane horn.

Transponders (refer to supplementary Regulations) must be fitted and working each time your machine is on the circuit. Familiarise yourself with rule 6.15.f

Dummy Grid – Proceed to dummy grid towards the pit exit and wait for direction to enter the circuit. Pit lane exit will be open for one minute prior to races. If you arrive after pit lane is closed, you will be starting from pit exit at the direction of lights controlled by race control.

Parc Ferme – This will be outlined in the Saturday briefing for each circuit. Only the rider, machine and 1 support person allowed in this area.

Qualifying – Please familiarise yourself with rule 6.15 and the new addition 6.15.f relating to maintaining a safe speed.

Personally on behalf of the NZSBK team I'd like to thank you for entering this event and reading this briefing document.

If you are new to the NZSBK series welcome to the paddock, it's a competitive but friendly place to belong.

For returning and seasoned NZSBK competitors you will notice a slight change in proceedings - so please familiarise yourself with the content of all the documentation heading your way.

There will be several updates sent to you leading up to each round, please read all of them and advise if there are any concerns.

We all look forward to an awesome seasons racing, prepare well and look forward to seeing you track side.

*Regards
Graham Bastow*