



NZSBK 2021 Round 2 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 Riders and passengers 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, taking note of the changes for 2021, including machine examination and technical compliance.

NZSBK Series Officials:

Series Director	Grant Ramage
Senior Steward	Craig Mills
Second Steward	Laurence Mouat
Race Director	Graham Bastow
Clerk of the Course	Monique Parkinson
Chief Technical Steward	Stephen Maynard-Smith
Machine Examiner	Eddie Kattenberg
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.

Non-competing Riders Representative – MNZ will appoint two Non-competing Riders Reps. All issues related to the rules, infringements or potential protests, which competitors want to bring to the Stewards attention, must first be discussed with one of the non-competing Riders Reps. When it has been decided that there is a case to answer the competitor and Non-competing Riders Rep will both approach the Steward. The appointment of two Non-competing Riders Reps is in response to issues of accessibility and possible conflicts of interest.

Riding Riders Representative – will be elected at each round. They will consult with officials on any issues related to competitor and track safety. If competitors have questions or concerns around these issues, they should first talk to the Riding Riders Rep, who if required will then consult with officials. If you think the matter requires immediate attention, you should raise it directly with one of the Senior Officials, as per the Duty of Care.

Safety Issues – Matters of safety may be brought directly to the attention of the officials at anytime.

The Protest Committee – will consist of the MNZ Series Steward, the organising club's representative and the relevant Non-competing Riders Rep

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 6.27, 14.3a & 14.3b.

Grid positions – All bikes must line up with the front wheel on the dot or line indicating their grid position. Sidecars must grid up inside the car grid box.

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

We will be using the all on / all off sequence 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 a red flag will be waved and the lights may flash with yellow and red. If this occurs, you are to complete a lap of the circuit at a reduced 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 – Upon sighting the red flag riders are to: signal to notify following riders; stop racing safely and return at a reduced speed to pit lane where you will see a board indicating what to do next: ‘return to dummy grid’ or ‘return to pits’.

Incident/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 on track to the pits. Please familiarise yourself with rule’s 6.9 & 14.1d.

All crashed machines must 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. The result of this recheck must be notified to the Steward as part of the three checks below.

Three Checks – All riders and passengers who part company with their machines must clear/pass three checks before re-entering the track. 1- Machine check as above, 2 – Medical check from the ambulance service, 3 – Gear check by a Steward. The results of all three checks must be notified by the designated Steward to Race Control before a rider may continue on track. Any rider who enters the track without passing the three checks will be excluded from the practice/qualifying/race session.

Pit lane restrictions – 40 kph is the maximum speed. Infringements may be issued if this is exceeded. Leaving your pits in a manner similar to a practice start is not permitted.

Maintaining speed on track - during all sessions all competitors must maintain a consistent speed. Any competitor who circulates at reduced speed, which may impede other competitors or create a safety issue, will be relegated.

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

Race numbers – (refer to supplementary regulations) Numbers must meet rule 10.2.a requirements. The Series Chief Technical Steward has given permission for side numbers to be placed at the bottom of fairings in a position 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 and then an announcement that the track is open.

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 Fermé – This location will be outlined in the Saturday briefing for each circuit. Only the rider, machine and one mechanic / team member are allowed in this area. All classes are to enter Parc Fermé at the end of qualifying and race sessions. You must stay in Parc Fermé until you are officially released. All bikes entering the pits during qualifying or any race must have tyre stickers checked before leaving Parc Fermé.

Machine Examination Area – is restricted to the riders and team mechanics whose bike is in the area at the time. There is no work permitted to be done in the machine examination area.

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