

Riding Group Instruction

worksheet

RIDING GROUP DESCRIPTIONS

GROUP GREEN – Relaxed pace, Riders new to the track, - This group works in conjunction with the MotoFit Group Riding School

GROUP BLUE - Intermediate Track Riders and faster street riders with some track experience.

GROUP BLACK - Advanced Riding Environment - Experienced track riders and racers ONLY

TECH INSPECTION

Motorcycle - must be free of leaks, clean.

Oil - If your oil has recently been changed, CHECK YOUR DRAIN PLUG AND OIL FILTER!

Chain – The chain and sprockets must be in good condition, lubricated, and properly adjusted with about .5" of free play.

Steering - Must not interfere with cables or fairing - Proper range of motion with steering stops in place.

Brakes - Firm Brake lever, not mushy, must NOT come back to the handlebar - Rear brake must be operational.

Forks - Forks must have smooth travel and seals without leaks.

Throttle – Must snap back to the closed position. The throttle should be properly adjusted and snap back to the closed position.

Tires - Street tires 50% tread - Track tires, good wear. Tire pressure is very important to understand - tires work best when a target hot pressure is achieved.

Lights & Signals – The fuse block on most motorcycles is easy to access. Please remove the head light, tail light, and signal fuses.

If the lenses are not polycarbonate, they need to be taped. BLUE Painters Tape is the best tape for the job because it's easy to remove. Brake lights must not visible from behind your bike.

RIDING GEAR

GROUP GREEN -

Back Protector - *Mandatory* / Chest Protector - *Advised*

Textile Jackets and Pants that don't zip together – OK

Leather Boots that cover the ankle

Gauntlet style gloves that cover the wrist advised

GROUP BLUE -

One Piece Leathers

Two Piece Leathers

Textiles that zip together are ok

Back Protector Mandatory

Chest Protector – Advised

Gauntlet Gloves

Leather Boots that cover the ankle

GROUP BLACK -

One Piece Leathers

Two Piece Leathers

Back Protector Mandatory

Chest Protector - *Advised*

Gauntlet Gloves

Leather Boots that cover the ankle

PASSING RULES & RIDING PROTOCOLS

In all groups, safe passes are always the responsibility of the overtaking rider. Plan your passes for the other persons comfort, not your own.

We do not pay contingency money and there are no trophies handed out at the end of the day, please make good decisions.

GROUP GREEN -

SAFE Outside Passes ONLY

PLEASE pass with a 6' Cushion or Wingspan* from the other Rider or Riders.

GROUP BLUE –

SAFE Inside & Outside Passing is OK

Please pass with a 6' Cushion or WINGSPAN* from the other

Rider or Riders

GROUP BLACK –

SAFE Inside & Outside Passing is OK

Close proximity passing is suitable this is an advanced riding environment.

FASTER & SLOWER RIDERS SHARING THE TRACK:

It's a good idea to leave some room for other riders to pass, particularly when you move up to a faster group. By leaving space on the outside for faster riders to pass reduces traffic jams and ultimately it's safer for you because you are not forcing people into passing you in spots that may exceed their skill level. When you move to a faster group, ride a line that is mid track at corner entry -then tight to the apex - then mid track on corner exit. Strive to be tight to the apex because if you are 10 feet away from every apex you are inhibiting faster riders making easy passes, they are forced to go quite wide to ride around you.

PICK A LINE AND STAY ON IT:

A perfect example of a rider failing to stay on their line (and failing to be predictable to faster riders) is a rider that is riding down the front straight 15-20 feet from the right side of the track. They sit up, start braking and just like they see on TV.... they move right at the last second to set up to enter turn 1. When you move over at the last second it's not predictable and you are asking the passing rider that has already committed to passing you on the right to make a last second adjustment to avoid a collision.

If you want to be all the way to the far right entering turn 1 that just fine but get your bike positioned on the right side of the track well before you sit up and start braking. On some corners there really isn't time to get yourself positioned on the outside before the corner starts but you can always point the bike so that you are gradually moving across to your final track position target. Passing riders can see you are gradually moving across the track and will assume you are going to continue to do so. The risk to you comes when you are riding parallel to the track and move over at the last second.

SWOOPING:

This generally means someone that rides erratic lines with dramatically different turn in points than most people would use. At the same time the rider that is "swooping" is using a lot more of the track than is necessary for their speed. This rider is seen as being unpredictable and hard to pass because it's difficult to predict what line they are going to choose in a given corner. If you are a "Swooper", riding the track has more risk for you than if you are riding predictable lines.

ON TRACK COMMUNICATION:

Always signal your intentions when something changes for you by raising your **LEFT** Arm.

GROUP MIGRATION:

Rider improvement is always a good thing. Please know that we will ultimately push you forward in our Groups for everyone's safety. Riding with your friends is not a justification to ride at an advanced level in a slower Group category. We are all about your growth as a rider and in the spirit of keeping the experience; fun, safe, and well balanced on the track you will be migrated and will always make more friends.

TRACK ENTRY:

NEVER APEX the first corner as you enter the track. **ALWAYS** wait until the second corner before you join the normal riding line

If we see you enter or exit the track in an unsafe manner, you will be black flagged - receive a warning and sit out a session. If there is a second offense, you will be packing up and heading home.

TRACK EXIT:

ALWAYS Raise your **LEFT** hand prior to exiting the track

Stay to the **OUTSIDE** edge of the track when exiting.

NEVER apex the last corner and then ride off the exit at the last second.

When you decide to **EXIT** the track, **EXIT**. Do not change your mind at the last second and stay on the track. You can always get back on, be consistent with your signals, everyone's safety depends on it.

FLAGS

GREEN - The track is hot, all systems go.

STANDING YELLOW - Something has changed, use caution, no passing. This does not mean slam on your brakes. This means be cautious, there is no need to make any radical changes to your riding.

WAVING YELLOW - You have arrived at the incident, no passing until you are completely clear of the situation. Once again always use caution; there may be some debris on the track or a motorcycle that you need to be ready to avoid.

RED - There is an incident on the track and we need to end the session immediately, all riders **MUST** exit the track at the end of that lap. Ride at a reduced speed that enables you to easily react and avoid any incident in front of you, it could be a crashed bike or fluid on the track etc.

This is what you need to do when you see a red flag:

FIRST, put your hand up. (Assume the rider behind you did not see the red flag, you need to tell them that you are going to slow down by putting your hand up).

SECOND, slowly reduce the throttle

THIRD, complete the lap at reduced pace and exit the track.

WAVING RED AND YELLOW TOGETHER - There is an incident in this corner that is also the reason for the red flag. Slow down and use caution, watch for fluid or debris on the track.

BLACK - We need to talk to you. This will be displayed and pointed at you by the START/ FINISH. Do not slam on your brakes. Finish your lap at a normal pace, safely exit the course and report to the start/finish line in the Hot Pit.

CHECKER - You won, your session is over. Finish your lap at a normal pace and exit the course. If you see the checkered flag anywhere on the track, you need to exit the track at the end of that lap.

DEFINITIONS

Hot Pit: Lane between The Road Course and the Pit

Point: Where your ride begins (what exactly does this mean?)

Blending: Merging with other riders already at speed on the course.

Wingspan: A **SIX** Foot **MARGIN FROM OTHER RIDERS** on the track

Apex: Generally means the curbing at the edge of the pavement on the inside of a corner.

Inside/Outside: Describes which side of the track someone is referring to. For example in a left turn, the curbing on the left would be the inside curb. The right side of the track would be the outside.

Out-lap: Describes your first lap from when you leave the pit till you complete the first lap at the start of a session.

In-lap: Describes your last lap of a session and exiting the track.

Wide line: Generally means using the entire track from the left side to the right side. Riding from the outside of the track approaching a corner, clipping apex curb on the inside, and riding out to the very edge of the track at the exit would be considered using a wide line.

Tight line: Riding in the middle of the track, clipping the apex on the inside, then riding only out to the center of the track at the exit of a corner would be considered using a tighter line, i.e. you are not using the whole track.

Swooping: This generally means someone that rides erratic lines with dramatically different turn in points than most people would use. At the same time the rider that is “swooping” is using a lot more of the track than is necessary for their speed. This rider is seen as being unpredictable and hard to pass because it’s difficult to predict what line they are going to choose in a given corner. If you are a “Swooper”, riding the track has more risk for you than if you are riding predictable lines.