

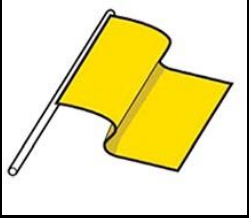
# California Superbike School

Safety and Rules Summary

# Flags and their meaning.

- We use flags as our primary communication tool to students from Course Control.
- If you have attended other track schools or track days, most flags will be familiar but some will be different.
- The following is how we use the flags.

# Standing Yellow Flag: caution

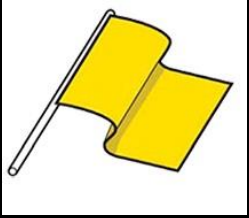


- Standing or Stationary Yellow, means the flag is held still. This indicates a potential situation in an upcoming turn.

# Stationary Yellow: caution



# Waving Yellow Flag: extreme caution



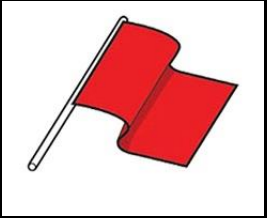
- Waving Yellow is when the Corner Marshal is swinging the flag up and down. This means exercise extreme caution. The situation is in that turn or shortly after.
- Slow down by roughly 30% and no passing until you are past all yellow flags.



# Waving Yellow: extreme caution



# Red Flag: safety issue on track, session has ended.



- Red Flags are used to indicate a safety issue on the track, and Course Control deemed it necessary to stop the session and handle the situation.
- Red flags are only displayed waving, and will be at all Corner Marshal stations as well as Start/Finish simultaneously.

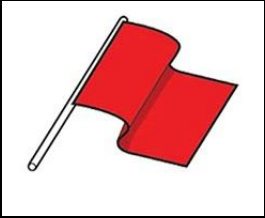


Red Flag: session has ended for safety reason.



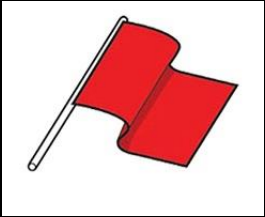


# Red Flag, continued.



- DO NOT stop on the track.
- DO NOT suddenly reduce speed.
- First, put your left hand up in the air. Wait a moment. This signals to riders behind who may not see the Red Flag yet.
- Second, gently and predictably slow to around 30 mph. Continue on the track until you can exit properly at Pit In.

# Red Flag, continued.



- Once you have slowed down, no more passing on the track.
- All bikes exit at Pit In and stop at Start/Finish on the Hot Pit Lane. Riders will be told the cause of the Red Flag and if the session will continue, or if it has ended.
- In the instance where a safety vehicle is on track or there is a situation in Turn 1, etc., Course Control may stop bikes on the front straight. This would be done by Course Control standing on the track holding a STOP sign.

**STOP** Sign: hand up, come to a safe stop.  
This is the only time stopping on a track is permitted.





# Checkered Flag (session has ended)

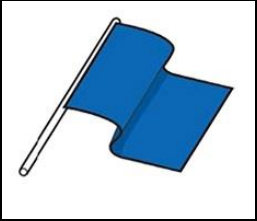


- Just like a race, the Checkered Flag is used to indicate the riding session has ended.
- In order to provide as much track time as possible we put the Checkered Flag in a turn prior to Pit In, not at Start/Finish.
- After the Checkered Flag turn, the track is cold, meaning all riders are to slow down from normal pace and exit the track the same lap the Checkered Flag is seen. No racing to exit the track.

Checkered Flag: slow down, exit that lap.



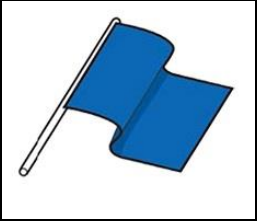
# Blue Flag: rider error correction tool



- The Blue Flag is used by us to indicate to the student an error was observed in a previous turn. All we want you to do differently is try not to make the same error.
- Errors could be: not following your drill guidelines on shifting and brakes, upsetting the bike with rough control inputs, running wide in a turn, etc.



# Blue Flag, continued.



- Blue Flags are held up to make sure that you can see them. Then, as you approach the Corner Marshal, the Blue Flag is pointed at you.
- Continue riding. Do not slow down to a crawl, do not stop.
- If you have a question on why you got Blue Flagged and it is distracting you, feel free to use Pit In properly and check with Course Control at Start/Finish on the Hot Pit Lane.

Blue Flag is held up to get rider's attention.

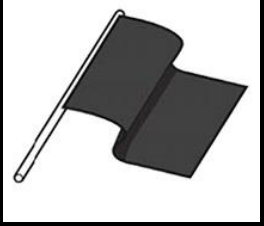




Then Blue Flag is pointed at a single rider.



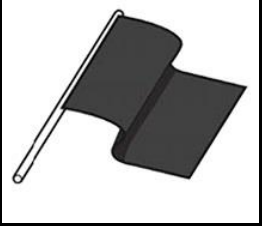




# Black Flag: exit track, report to Course Control

- The Black Flag is used to bring in an individual rider during a session. This is usually because the rider is doing something unsafe (e.g. close pass, ran off track) or their bike is having a problem (e.g. smoking, a part came loose).
- First, the Black Flag is held up to get attention from the riders. Then, if you are the one getting Black Flagged the flag will be pointed at you.

# Black Flags, continued.



- DO NOT stop, suddenly slow down, or make any other unusual movements on the track. Just exit the track properly at Pit In. Ride back up the Hot Pit Lane and check in with Course Control on why you got Black Flagged.

Black Flag is held up to get rider's attention.





Then Black Flag is pointed at a single rider.



# Rules and Procedures

- ***1. Entering the track:***
- The riders already on the track have the right away over anyone entering the track.
- Before you enter the track, look over your shoulder for oncoming traffic. Yield to any riders on track; don't pull in front of them.
- Upon entering the track, stay on the side of the track you entered until completely through the first turn after the entrance. This ensures the rider entering does not sweep unpredictably across the track. You can then blend in with the normal line.



Look over your shoulder  
for oncoming traffic.





Stay on the side of the track you entered until completely through the first turn after the entrance.



# Rules and Procedures, continued.

- ***2. Exiting the track:***

- Before you go through the last turn prior to Pit In, raise your left hand to signal your exit to any riders behind you.
- Move over to the side of the track the exit is located versus sweeping across at the last moment.
- Put your hand back on the bars to take that last turn, then put your hand back up and exit the track safely.
- If you are uncomfortable taking your hand off the bars you can, instead, stick your leg out which indicates you are slowing or exiting the track.

Raise your left hand to signal your exit to any riders behind you. Move over to the side of the track the exit is located.





Left hand up or a foot out signals exit. It can also signal a rider is reducing speed for some reason (e.g. safety situation ahead, mechanical malfunction, etc.).



# Rules and Procedures, continued

- ***3. Passing on the track:***
- You can pass anywhere on the track (some exceptions at certain tracks), as long as you can give who you're passing at least 6 feet of space (2+ meters) through the entire pass. The rider getting passed has the right away until you have fully completed the pass. If they move over on their line, and get within 6 feet of you before your rear wheel is in front of them it is a bad pass on your part, not theirs.

This pass is **too close.**





This pass is OK (more than 6 feet).



# Rules and Procedures, continued (passing)

- Riders who close pass (less than 6 feet away) will get black flagged and lose track time, if severe.
- If you feel you were close passed, let Course Control or your Coach know so the rider can get corrected and hopefully not do it again. Typically when a close pass happens it was a judgement error, not on purpose.
- We are strict on the subject of close passes. No one has the right to endanger other riders on track.

# Rules and Procedures, continued (passing)

- If you feel you are getting held up in traffic and don't know how to make a good pass, you are welcome to Pit In properly, roll through the Hot Pit Lane, and then reenter the track after the traffic in front of you has broken up or moved on.



# Rules and Procedures, continued

- **4. *Crashing:***
- If you crash, it ends your day.
- Ride at your own pace, don't judge yourself off of another rider. We will help you improve from your current skill level.

# Questions and clarifications.

- Contact any coaching or Course Control staff for further questions or clarifications regarding this summary.

Thank you for coming to the  
California Superbike School.

We look forward to helping you  
improve your riding skills.