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## Race School Curriculum

### Section 1: Rider Responsibility and Risk

Racing is an inherently dangerous activity. You, the racer, are responsible, and assume all the risks associated with participating in any race event, both on and off track. By choosing to race, a racer has assessed the risk associated and assumes responsibility for all of the below:

- Personal injury and/or possible death
- The race facility and track condition
- The safety measures in place
- The condition and race-worthiness of his/her motorcycle and equipment
- Machine damage
- Weather conditions – races are run rain or shine

### Section 2: Pre-Racing Activities/Requirements

1. Registration
  - a. Hours of registration
  - b. Registration/gate fee
  - c. Registration process
    - i. Pre-Entry
    - ii. Pre –Entry with race changes – adding or dropping a race
    - iii. Post Entry
  - d. Information Needed
    - i. CCS License
      1. ASRA race requirements – AMA membership
    - ii. Amateur/Expert classification
    - iii. Transponder #
    - iv. Valid ID
  - e. Pink Sheet copy of Release/Entry Form
    - i. Confirm information – you are responsible for verifying info for accuracy
    - ii. Registration and/or gate fees
  - f. Schedule of Events
2. Technical Inspection
  - a. Motorcycle Requirements
    - i. Fairings, belly pan/fluid catch pan, drain plug
    - ii. CCS # plates



1. Positioning
  2. Size
  3. Color
  - iii. CCS/ASRA/AMA stickers
  - iv. No Ethylene Glycol
  - v. Brakes – front & rear operational
  - vi. Handlebar mounted Kill switch/button
  - vii. Muffler and exhaust noise limits
  - viii. Safety wiring – drain plugs, filler caps, oil filter
  - ix. Kickstand/center stand
  - x. Working Transponder
  - xi. Tires
  - b. Gear
    - i. Helmet – age & condition, satisfaction of industry safety standard, race number
    - ii. gloves, boots, leathers - condition
3. Riders' Meetings
  4. Practice Sessions – practice group assignment

### Section 3: Flags



STATIONARY YELLOW FLAG: Caution. Potential hazardous condition on or near the track. Passing is allowed.

WAVING YELLOW FLAG: Danger. Hazard(s) on or near the racing line. NO PASSING is allowed from the location of the waving yellow until the rider is beyond the incident.



DEBRIS FLAG (yellow and red stripes):

- a. STANDING DEBRIS FLAG: Debris or fluid creating a potentially hazardous item on track. Passing is allowed.
- b. DEBRIS FLAG FOR RAIN: Debris flag is folded in a triangle and pointed skyward.
- c. DEBRIS FLAG POINTED AT RIDER: Debris flag displayed and then pointed directly at a machine indicates a mechanical problem with your equipment. This is the corner station equivalent of a Black Flag. Rider should signal an issue exists and is coming off pace,



move off line/track and stop at safe position, preferably corner worker station.



**BLACK FLAG:** Indicates the bike or rider has a hazardous condition (leaking oil, loose parts, smoking, etc.). Flag will be displayed by Starter along with a bike number. The rider with the displayed number should signal an issue exists and is coming off pace, move off line/track and stop at first safe position, preferably a corner worker station.



**STATIONARY AMBULANCE FLAG (White with red cross):** Displayed at all stations and at the starter's station to indicate an ambulance or safety vehicle on track. In addition, a **WAVING YELLOW** flag is displayed at the station where the emergency vehicle is located, whether moving or parked. A **STATIONARY YELLOW** flag is displayed one station prior to the station where the emergency vehicle is located.



**WAVING RED FLAG:** indicates the session has been stopped at the direction of Race Control. Riders should signal they are reducing speed and return to pit road. **NO PASSING.** Be alert for emergency personnel/equipment on or near the track as well as debris/fluid on track surface. Avoid riding through any fluids.

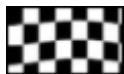


**MEATBALL FLAG (black with orange circle):** Indicates an infraction where the racer needs to pit in for a stop and go penalty. This flag will be shown in conjunction with a number at the starting line; if it is your number, you have to come through pit lane safely and Race Officials will provide further instructions. Be attentive to the number displayed, as this flag is displayed to the full field to advise other riders that one of their competitors has been penalized.

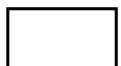
**GREEN FLAG:** Indicates start of race, practice or qualifying session, or clear track conditions.



**CHECKERED FLAG:** Indicates the end of a race, practice, or qualifying session.



**COURTESY FLAGS**



- WHITE FLAG:** at Starter Position: indicates final lap of race.
- WHITE & GREEN CROSSED FLAGS:** indicates completion of half race distance.

## Section 4: Race Start Procedures (CCS & Motogladiator)

### 1. CCS Start Procedures



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2. Grid Sheets
    - a. Grid Sheet posting
    - b. Grid position – row & position
    - c. Multiple wave starts –Expert/Amateur, Grid size, Classes
    - d. Rider responsible for proper grid position
  3. Race Countdown Calls – Final Call
  4. Entering the track
    - a. 5-minute board
    - b. Track entrance
    - c. Transponder activation
    - d. Release onto the track
  5. Warm up lap – hand up, come off pace entering race start grid
    - a. 4-minute board – track closed for warm up lap



6. Grid Position
  - a. Row & position – Non-staggered rows
  - b. Rider responsible for proper grid position
7. 3-minute board – Grid closed
8. Machine or Rider problem preventing start - Wave arms – **GET THE ATTENTION OF THE GRID MARSHAL OR STARTER!** The Start will be delayed or aborted.
9. 2-Minute Board
  - a. Grid cleared of all individuals (mechanic, crew, etc.) other than riders
  - b. No Rider may advance through grid – must line up in back
10. 1-Minute Board– all bikes must be stationary
11. 1-Board SIDEWAYS – Race start is imminent. If you have a mechanical issue, **WAVE ARMS TO ALERT OTHER RACERS AND TRACK OFFICIALS. Do NOT attempt to start or move your bike.** Remain stationary so that riders may more easily avoid you.
12. GREEN FLAG
13. Aborted Start procedures – return to 2 or 5 Minute board

## **2. Motogladiator Start Procedures**

1. Grid Sheets, entering track, sighting lap & gridding handled as CCS (steps 1-8 above).
2. Race countdown sequence and start indicated by an air horn followed by a series of lights on a lighting tower at the starting grid.
  - a. When grid is ready/cleared and race start is to commence, an air horn will be blown
  - b. One white light comes on, followed by a 2nd , 3rd & 4th white light each within 1-2 second after the prior white light
  - c. After all 4 white lights are on, 4 red lights above the white lights will all come on
  - d. The 4 red lights (and 4 white lights) will go out, signaling the start of the race
3. Aborted start procedures. A red flag will be waived prior to race start and riders will be given further instruction. Race re-start procedures will resume with the air horn blowing and restart of light tower.

## **3. Multiple Wave Start Procedures**

### **Section 5: On Track Regulations/Guidelines**

1. Enter the track only at the designated “Pit Out” location once cleared to do so by the race official. Riders already on track have the right of way. Keep to the edge of the track until beyond the blend line and up to pace.
2. Exit the track only at the designated “Pit In” location. Signal (with adequate advanced notice to other riders) to indicate your intent to pit in and come of pace.



3. There is NO stopping on course unless instructed to do so by a Race Official.
4. No rider may drive or push their machine on the track or pit lane in a direction counter to race direction.
5. In the event a rider goes off the track, they must watch for the corner workers direction of when to safely re-enter the track, and re-enter at the point closest to where the rider left the track, or, at a designated re-entry point.
6. If another rider runs off track or crashes, do not fall prey to target fixation. LOOK WHERE YOU WANT TO GO.
7. The rider ahead has the “line” through a turn and should maintain their line. It is the responsibility of the rider behind to determine an alternate line to execute a clean, safe pass.
8. A rider who, at the discretion of the Referee, is deliberately impeding the progress of another rider by blocking or weaving is subject to penalty or disqualification.
9. NO intentional burnouts or wheelies are allowed.

## Section 6: Race Finish Procedures

1. Checkered Flag – The race is complete. Race through finish line, do NOT chop throttle, continue through first turn and signal coming of pace, continue around track and pit in. Give a thank you wave to the corner workers, they earned it.
  - a. Checkered flag prior to completion of scheduled race duration – The race is over at the checkered flag regardless of how many laps you have completed vs. posted race length/duration.
2. Red Flag - Race has been stopped. Signal, come off pace and continue around track to pit in. NO PASSING under Red Flag. Be alert for emergency personnel/equipment on or near the track, as well as debris/fluid on track surface.
3. Race Restarts
4. Post-Race Tech Inspection – depending on class, for all riders that achieve a podium finish. If you are unsure – go to Tech Inspection.
5. Posted Race Results

## Section 7: Reference Materials

This training program does not encompass all matters necessary to compete in the Championship Cup Road Racing Series. The materials do not discuss the specifics of the ASRA or Team Challenge racing series, or focus on CCS/ASRA Series Categories and Classes and requisite machine requirements/restrictions. In all cases, the CCS/ASRA Road Race Rules and Regulations Manual is the definitive source for information and should be reviewed by any prospective racer.

# EVOLVE GT

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Information specific to CCS/ASRA, along with the Rules and Regulations manual is available on their website.

- Website: <http://www.ccsracing.us/>
- Rule book:  
<http://www.ccsracing.us/forms/2016/rules/2016%20ASRA-CCS%20Rulebook%20std.pdf>