



Auckland Motorcycle Club (Inc.)

FOUNDED 1925

ADVANCED RIDER TRAINING (“ART”)

“Advancing Your Riding”

Congratulations and thanks you for entering the next AMCC Advanced Rider Training day. These rider training days are all about you and how you can gain the most enjoyment while increasing your skill levels at the same time.

Enclosed is some great information about the day that we trust you will read beforehand. This information has been broken into sections about the days before, bike prep, what to do, flags etc so that it is easy to find – you will also find details on where you will find the things you need at the circuit and what the timings are.

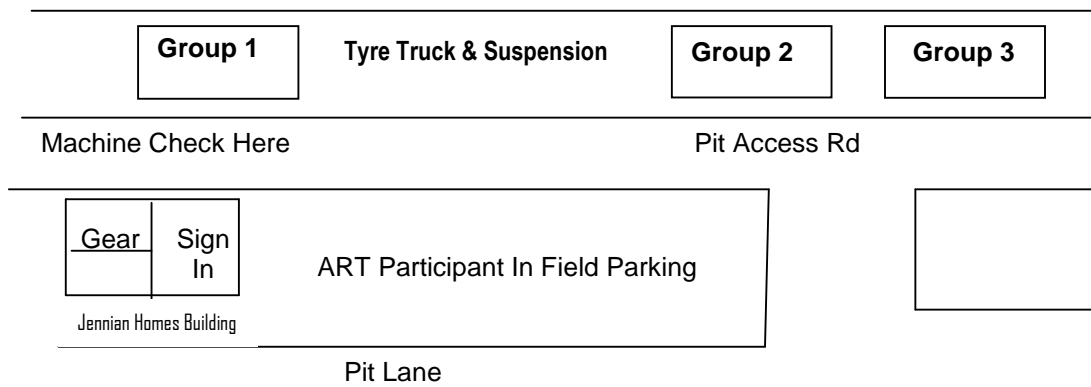
On the day there is an amazing buzz and excitement in the air during the sign-ins and bike checks and this atmosphere does drag people in, even those who don’t have a lot in common, particularly when you see a small slip of a girl conversing with a brute on a ZX12R green monster, who have both been shoved in the slow group (for good reason if they are virgins).

On The Day: Where Do I Go? When Do I Have To Be There, What Do I Need To Do?

- Sign on, then machine/gear check is between 7.30 and 9am inside the Jennian Homes building
- The track walk (don’t worry you can take your bike!) will start at 8.45am
- Riders brief at 9.45am for a 10am start

We’ve had great success with pitting (parking) the rides from each group together, or providing a central assembly point as many riders in each group are learning at a similar rate or actively work together. So for groups 1, 2, 3 you will find an “Ezi-up” for each group. Group 4 (open or the race group) is flexible and can park where convenient for their needs (ie tyre warmers etc).

When you arrive park your bike near the tent for your group for the day (will be in the e-mail or letter this is attached to) and head to the Jennian Homes building for sign on, as you are required to sign an indemnity and your bike and gear is checked over for your’s and everyone else’s safety.



Following on the next pages are some great tips, check lists and briefing notes – please take time to familiarise yourself with these as it will save us time and allow more track time on the day, and provide some handy hints on what to expect, do, think about and bring.

Remember this day is about learning and having fun. If you don’t know something, just ask. You may not be the only rider with the question, so please don’t hesitate or worry about asking one of the instructors.

The ART Team.

What To Bring

- Driver licence (you'll most likely be riding or trailering your bike)
- Duct tape
- Food, drink. A good sized lunch and water with lunch is supplied, but it's always handy to have something to snack on and water for rehydrating. Try to keep away from caffeine and high sugar based drinks.
- Cash
- A few basic tools
- Tyre pressure gauge
- Ear plugs, sunscreen, hat
- Zip ties (cable tie)
- Extra fuel – bikes at speed do go through a lot more gas. Having extra in a 10 litre container saves time not having to head to the garage after lunch.

The Night Before And Morning Of

- Try and have all your gear prepped and ready to go the night before – there's nothing worse than a last minute panic!
- Try to have what you consider to be a good night's sleep so you can turn up early. You'll need all your physical and mental energy on tap and a good healthy breakfast before will help this.

At The Track







It's a good idea to have some sort of program laid out for yourself on what you want to achieve for the day

- Most importantly, plan to enjoy yourself and plan to ride home on your bike.
- Secondly, is there anything specific you want to learn today - *learn* something from the experience? Cornering, lines, body positioning, braking. sight lines. The list is endless, try and only perfect one or two.
- Thirdly, get some photos to remember the day by.

Riders Brief

It is important (particularly for first timers) that you have a good handle on the safety concerns, especially the flags, the direction, the location of the pit entry and the rules all riders must follow. There is a passing rule which deals with how much space you and other participants need, especially in the corners. This rule varies from no inside passing in groups 1, 2 3, to allowing group 4 (Fast) to treat the day as race practice. This will be run at around 9.45am at the Jennian Homes building – we'll call you up on the PA for this. Then it's what we came for - **riding**.

Common Flags

	The Green Flag starts the session
	Any session may be stopped by the Clerk of the Course by waving the Red flag at the Start/Finish line. Riders will be warned that the session has been stopped by the simultaneous waving of the Red flag at all flagmarshalling posts. Immediately reduce speed (carefully), without overtaking, and with maximum caution back to the pit lane. obeying Marshalls instructions, and being prepared to stop should the track be blocked
	The Checkered flag signals the end of the session, continue the lap and leave the track when you reach the exit to pit lane
	The Yellow Flag signals caution on the track. Accidents, debris or weather can cause a yellow flag. Riders cannot pass once the yellow is displayed
	The Black Flag is displayed at a rider. Either a rules violation or safety concerns cause a rider to be Black Flagged. The rider must go immediately to the pits.
	A Blue Flag is used to signal riders to move over for faster riders. It is used to allow riders to lap slower riders

You And Your Bike On The Day:

Tyre pressures should be checked – it is recommended to use the motorcycle manufacturer's suggested settings, and dependant on the tyre design and the pace of the rider (fast pace:- move settings towards 30psi front and rear for track days and monitor the motorcycle's handling). Why? Quick warm up, better grip and most tyre manufacturers recommend this setting for the track! Generally most riders are in the air pressure ball-park.

The first session is an introduction to the track and is like an exercise program. It's the warm-up. Use it to bed yourself in; the old brain needs to get a good picture of where the track goes, what the surface condition is like, and if you're an experienced track day rider, whether anything has changed since you were last out there. While you are there, think about your bike. It's time to get the tyres warm, to get the oil flowing, to get the brakes up to temperature – but gradually. Also, take your time and relax. There's usually plenty of time to increase the pace progressively during the day – so no need to go hard in the first session. Smooth is good.

If you look at how riders approach track days you can split them into three distinct groups:

1. Riders who are too hot, too early – the bull at the gate syndrome
2. Riders who are too scared, too concerned about the track and everybody else to be focused enough on what they should be doing
3. Riders who are just cruisy, with the right mix of holding back to warm up the body, mind and the bike

Usually once new riders have experienced this exciting environment the most commonly asked questions are:

- How long do tyres take to give their best?
- How many laps would you complete in an average session? Try 6 to 8!
Yet it will take at least two laps for tyres and brakes to come up to operating effectiveness. This can change slightly depending on your skill, type of compound and conditions of the track or the lines you use and even on the track itself, a left-hand track will heat up the left-hand side of the tyres more than the right.

- How much of the track do I use? And what's the line?
The track is unlike any road you are likely to have used previously. You may have to overcome the fact you *can* use all of the tarmac. It is almost white line to white line, depending on how a series of corners links together. This may well be against your better judgment. True, there is no-one coming at you head-on and, even if some corners appear blind, you can throttle through them.

Track marshalls and other, more experienced track day riders have a good idea of the "line". The "line" may not appear immediately for you or even feel comfortable but there is "a" line. Learn the lines and how to achieve these lines, make use of the time and spend time sight-seeing around the track during the break. The main straights are boring, check out the Fast group's lines and watch *what* they are doing.

- What should I do when other riders are passing me really close?
The last thing you need to be concerned about is what's going on behind you. "Do unto others as you would expect be done to you" would be a good starting point! Experience tells us not to risk crashing to overtake another rider (and be prepared to accept all the blame if this happens) and if you are being overtaken hold your line. Even if you're 30 seconds off a good lap time it's safer to hold the line that everybody else is close to using than darting all over the track.

- Doesn't 3 or 4 x 15-20 minute sessions seem too short and a bit of a rip off? Consider that in domestic racing the race duration is about 14 minutes at a hectic pace, a ride day punter isn't going to be at this sort of pace (although some Fast-Groupers try) but you can bet your aching biceps you will feel like you have after 20 minutes or so. You will need the rest.

The break will give you time to talk to everyone else who rattles on like they have just had 15 short blacks – and that's a lot of caffeine! You will feel pretty stuffed by the end of the day – certainly mentally if not necessarily physically, but probably both. Take heed that most crashes occur in the last session or after the flag has come out for the end of the session!

It is important that you recognise this as fatigue and consider whether you should continue to the end of your session. Things to look for include, breathing heavily, holding your breath in certain areas of the track, feeling scared and having 'moments of lapses of concentration' missing braking points. If these sorts of things are happening you are tired and should take a break. It is better to come in early than stay out and risk running off the circuit.

To wind up, track days are about you. Interact with the instructors, race office officials, talk with the other riders. Praise and bitch if you have to. Look back on the day and view your riding, where can it improve and what can you do the next time to get that improvement? Track days are highly addictive and you will soon get the bug!

How to Prepare Your Bike for a Track Day

How we love a good track day – so much so in fact that many distributors and clubs run track days regularly around the country. An hour or two spent checking your bike over and removing and taping up bits is required for peace of mind. Don't forget to prep yourself too. That means preferably avoiding a major bender before a track day and ensuring that you've got plenty of energy boosting food and water to replace the fluids lost as you sweat copiously into your leathers. Remember, safety and fun!

Removing Bits

Tape up or remove your mirrors. You can't be looking forward if you're looking backwards, and all that. And they're one less thing to bust if you are unfortunate enough to take a tumble. If you choose to remove, run a zip tie through the now vacated mirror bolt holes, it'll stop the fairing flapping around.

Checking Over

Check your chain. Is it and the sprockets in good condition? If not, replace. Check for correct adjustment because it's about to work harder than it's used to on the road. We tend to err on the side of slightly loose but not dragging the floor. A splash of chain lube would help. If the chain is dirty, degrease it and then use chain lube.

There is a track scrutineering safety check, but prior to this, be your own scrutineer. Are the controls highly mounted? Check the condition of steering head, wheel and swing arm. Make sure nothing's about to drop off, sump plug is tight. It would be nice if you had crash bungs.

Taping It:

If you do bin it, you don't want to be the one holding the day up while the flag marshalls sweep fragments of glass up, not a popular move. Tape it, that great tape that holds fairings. Front, rear indicators all get it. Not essential but blanking off the speedo makes for one less distraction, plus you won't scare yourself.

And there we have it, finished. Time to load it on the trailer. If riding out to the track, get there early and do your track day prep there.

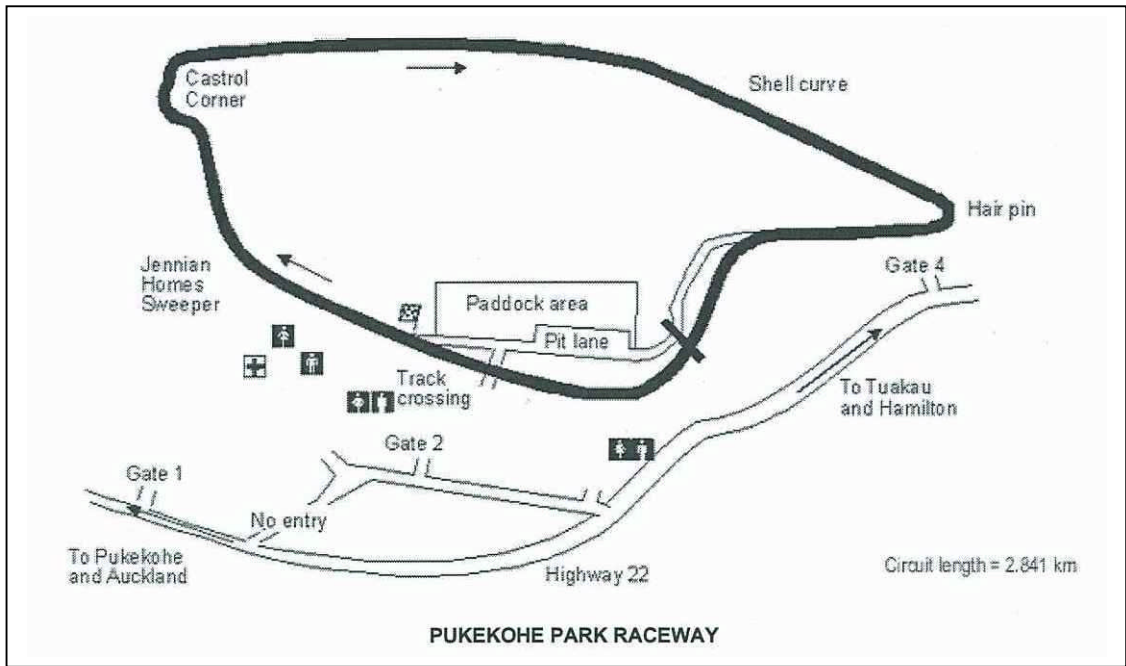
Oil Filters: These can occasionally be ejected at higher speed. A simple tip is to buy a large dia hose clip which is fitted around the filter and then wired to a handy point.

Tying It Down If You Are Trailering Your Bike To The Circuit:

Make sure you've got the right straps. Plasticised hooks protect the paintwork. Tie up all loose ends. A large rubber band, or old inner tube to hold the front brake on while the bike is on the trailer. Have the bike in gear as well and it's not rolling anywhere. Use quality tie downs. It is important they are tight, you don't want the bike bouncing around. Damaging plastic in a tumble is one thing, cracking or scratching plastic with a tie down is another and a pain. Try to avoid running a strap over a panel if you have to give some protection by stuffing a rag under the point of contact.

Bike Preparation Check List

<input type="checkbox"/>	Tyres (<i>pressure and wear</i>)
<input type="checkbox"/>	Brakes (<i>condition and available pad material</i>)
<input type="checkbox"/>	Chain (<i>lightly lubed and adjusted</i>)
<input type="checkbox"/>	Coolant (<i>make sure there are no leaks or even better, change it for water and rust inhibitor – leaking coolant is deadly slippery</i>)
<input type="checkbox"/>	Bodywork (<i>secure</i>)
<input type="checkbox"/>	Engine oil (<i>no leaks, oil filter tight and preferably hose clipped and wired</i>)
Riding Gear	
<input type="checkbox"/>	Groups 1 and 2 : Leathers or Cordura style riding gear with body armour (<i>jeans or exposed skin are not allowed</i>). . Groups 3 leather riding gear recommended, Group 4 Leather riding gear compulsory. Note: Two piece suits <u>MUST</u> zip together
<input type="checkbox"/>	New Zealand Standards-approved helmet
<input type="checkbox"/>	Gloves and boots
<input type="checkbox"/>	Buy a back protector (<i>think of it as a helmet for your spine</i>) worn inside your riding suit



Aerial View of Pukekohe Park Raceway

