



## Welcome to Michelin Power Days 2017

**in Partnership with Rymer Racing**

Welcome and thank you for signing up to a Michelin Power Day. We are very confident that you will have a day to remember and will take away an unforgettable experience as well as a deeper understanding of your motorcycle, your Michelin tyres and most of all, your potential.

**PLEASE NOTE!** You MUST be running on one of the four Michelin Power products, (Power RS, Power Cup Evo, Power Slick Evo or Power Rain) purchased in 2017 (**copy of invoice required**). You WILL be refused entry to the day for failing to comply.

You will be hosted by Rymer Racing along with VIP rider at Bishopscourt. Also in attendance will be the instructors from Phillip McCallen Motorcycles.

Their aim is to ensure that your day runs as smoothly as possible and you get a usable amount of 'on track' and 'off track' time with the professionals. Your T-Shirt and your mug will be there for you to collect on the day. We will provide tea, coffee and refreshments in the Michelin Power Days Pits and the restaurant will be open from 8am for breakfast, lunch and refreshments.

*We look forward to seeing you on the day and should you have any questions or tyre requirements then please feel free to contact us.*

# Bishopscourt Michelin Power Day

## Tuesday 22<sup>nd</sup> August 2017

### Signing On Instructions

Gates open from 8.30am. On your arrival at Bishopscourt, please get set-up in the paddock. We will be based in the classroom for the day. The day will start with **signing on** and registration in the classroom at **9.00am**. This will be advertised by Michelin Powerday Signing On banners. You must sign on with us first, and then there will be a compulsory **riders briefing** will take place afterwards at **9.30 – 9.45am**. Noise limit for the event is **104db** static. The running order of the day is now:

**Advanced Group – 10.00am**

**Intermediate Group – 10.20am**

**Novice Group – 10.40am**

To sign on you will need to fill out a Rymer Racing Powerday indemnity form which is included in this pack, although copies will be available at signing on.

You must produce your **valid UK fully unrestricted motorcycle licence** (photo card or old paper licence) and must be 17 years and older or an overseas equivalent at the time of registration; please note that photocopies cannot be accepted.



## Noise Testing

All vehicles must be noise tested before taking part in any on track activity. The initial test is a static test which is carried out using a handheld meter. You must have a working rev counter and as per ACU guidelines, each bike is measured 0.5 meters away from the exhaust at a 45 degree angle. The noise limit for Bishopscourt is **104db** static test.

## Safety Briefing

A full safety briefing will take place prior to track activity; this briefing is compulsory for all riders. Should you arrive late, please report to a member of the event team or the Paddock Office where arrangements will be made for you to be individually briefed. After registration and briefing you will be issued with two coloured wristbands. You will not be allowed access to the circuit without these.

## Sighting Laps

All drivers must complete sighting laps prior to track activity and are an opportunity for you to familiarise yourself with the circuit at a reduced pace.

## Tyre Support

Tyre support will be provided by Ivan McKillop and all riders **MUST** be riding on tyres from the APPROVED Michelin Power range. Ivan will have tyres available for purchasing and fitting on the day, but ask that contact is made prior to the event to ensure that the correct tyres are available.

## Photography

Most events will have professional sports photographers taking high quality pictures of everyone out on track. Details will be given out in the morning riders briefing. They can be purchased online after the event.

## Track Notes

- On entering the circuit please keep to the left hand side and adhere to the blend line. Do not move over until the circuit behind you is clear.
- Use the first few laps to warm up your tyres and familiarise yourself with the conditions.
- Consider other riders - Leave plenty of space when you overtake other bikes. No close or aggressive passing.
- RIDING STANDARDS. Any rider deemed as riding recklessly or in a manner considered to endanger themselves or other track users will be black flagged, removed from the track and given a warning that such riding is inappropriate. If the rider continues to give cause for concern, a second black flag will be given and they will be denied further access to the track for the rest of the event. The event team reserve the right to exclude the rider immediately if the situation demands it.

- If your bike breaks down please push it against the barrier and get into a safe position. Keep your helmet on.
- Anyone who ignores red flags or the direction of marshals will be asked to leave the venue.
- The medical/safety car has a paramedic on board and can join the circuit via emergency access points. Please be aware that these vehicles have the right of way.

## Flags

On a track day we use certain flags and lights to signal to all riders. When you are on your sighting laps please familiarise yourself with the position of the live marshal posts and light positions. The following are the types of flags you will see:

**Waved Yellow** - Danger ahead, possibility of incident or hazard, reduce your speed by 30% and NO OVERTAKING.

**Red** - A major incident has occurred and the session is immediately stopped. Please instantly reduce speed by 50% pull over to the right to allow recovery vehicles to pass and return to the pit lane. NO OVERTAKING.

**Yellow & Red Striped** - There is a change in the track surface condition or something on circuit to avoid, i.e. fluid or debris, etc. Reduce speed, adjust line if required exercise caution.

**Black** - There is either a mechanical problem with your vehicle, you have failed the drive by noise test or we need to discuss an aspect of your riding. Please return to the pits immediately and report to a pit lane marshal.

**Chequered** - The end of the session. Please reduce your speed and return to the pits. No fast overtaking is allowed during this lap.

## Pit Lane Notes

- If you have use of a garage, please ensure you adhere to all the terms and conditions displayed therein.
- Fire lanes must be kept clear at all times.
- The pit lane is strictly one way, as is the track. The pit lane speed limit is 30mph.
- Only people taking part in the current session are allowed in the pit lane.
- It is forbidden to sit on the pit wall.
- It is forbidden to re-fuel in the pit lane.

- It is forbidden to store fuel in the garages or in the pit lane.
- It is forbidden to smoke in the pit lane or garages.
- Children under 16 are not allowed in the pit lane.

## **Equipment requirements**

All riders must be wearing either one-piece leathers or two piece leathers that zip together ALL the way round. Textile suits are not permitted and neither are sparky sliders. ACU gold stamped full face motorcycle helmet, proper leather motorcycle boots above the ankle and leather motorcycle gloves beyond the wrist must be worn. We strongly recommend using a back protector. You should always keep your bike regularly serviced and in a road/trackworthy condition, but for the avoidance of doubt please note the following requirements and recommendations:

### **Tyres**

They must be in good condition and we strongly recommend checking and adjusting to suitable pressures. Do remember to wait for your tyres to warm up during the first few laps.

### **Brakes**

Your brakes must be in good condition when taking to the track. If it has a rear brake light then it must be working. Brake pads should have plenty of life left in them. During a track day our brakes will wear much quicker than on the road and it is good practice to check them throughout the event.

### **Suspension**

Suspension and steering parts will define how well your bike handles on the track; always ensure that these components are in good condition.

### **Engine**

Your engine will be under greater stress than normal. Check all fluid levels, chain and sprocket wear in advance. Never overfill the oil, and we suggest you always use the best oil you can afford to protect your engine.

### **Bodywork**

The bodywork and all fasteners should be checked - you do not want any parts falling off on track. Touring bikes must remove all luggage boxes.

### **Taping up of lights**

We recommend front and rear lights and indicators are taped up before going on circuit - in an accident the lenses in your lights can shatter, creating a hazard on track. Similarly we also recommend that you remove your number plate if one is fitted.

## **Insurance**

Whilst we hope that you won't need to use it, we actively recommend that you take out dedicated 'Track Day' insurance for your Michelin Power Day. Please be aware that it is highly unlikely that your regular road bike insurance will provide any cover for such an event, and with dedicated track cover, all eventualities are covered

*We hope you enjoy your day!*