

Discussion with the competitors

Competitors, mechanics and all accompanying staff are obliged to use a respirator during the entire sport weekend.

An exception to put respirator off is only for competitors sitting in a vehicle ready for training or racing ride.

All documents are and will be displayed electronically. There already is a special provision as well as implementing provision, a timetable and others. Watch the electronic information board to avoid unnecessary questions for the competitor liaison officer.

Before the start of the race, it is necessary to be focused on safe moving in the Paddock. Special accent will be placed on moving of vehicles from the Paddock to the start where a safe speed is set and it is prohibited to heat tires by a fast start or heavy braking.

There will be checked both the speed and the tires temperature.

The maximum speed is set at 40 km / h. It is necessary to point out that this is not a race track and the public is moving here.

I would like to warn everyone that the first training ride - due to the weather and low temperature - should be for everyone only as a "meeting with the track" ride. Please keep it on your mind and do not break records.

Compared to last year, the surface in the section no.4 below the old start was modified.

At the start there is an information panel on which are marked parked vehicles or other possible danger.



All signaling on the track is recorded by the track commissioners and they are passing it over to be controlled directly to the Clerk of the Course.

Please check yourself before and after the training all issued documents, to be sure that you have been correctly included in the groups and races

WHITE FLAG

- It is signaled by waving in that post to which belongs that part of the track in which is moving much slower vehicle (ambulance) that left the safety point or the racing car with a technical failure.

RED FLAG

- It is used only on the order of the Clerk of the Course to stop training or racing rides. • It is signaled by hanging up and commands the competitor to stop immediately and permanently. A competitor must stop the vehicle in the point where he/she is and wait for the instructions of the Track commissioner. • A red flag is displayed at all posts preceding the place of accident place.

YELLOW FLAG

- It is signaled by waving and informs the competitor about a serious danger. The track may be partially or completely impassable. The competitor must reduce speed immediately and be ready to change direction or stop. • The yellow flag may only be used at the track marshals' posts immediately before the dangerous point comes. • But in some cases the Clerk of the Course may order to use yellow flags at more than one Track commissioner post before the accident place.

YELLOW FLAG WITH VERTICAL RED STRIPES

- It is signaled by hanging up and the competitor is informed about a slippery surface or a change of the tires grip.

GREEN FLAG

- This is an old-new novelty in uphill races, so beware! • It is signaled by waving and informs the rider that the track is free again. • To signal by a flag must be done by the nearer following Track commissioner beyond the incident that required yellow flag signaling.

BLUE FLAG

- It is signaled by waving and informs the competitor that another race car will attempt or is attempting to overtake him.

BLACK AND WHITE FLAG WITH CHESSBOARD MOTIVE

It is signaled by waving at the finish line and informs the competitor that he has reached the finish line and his ride ends. • All flag signals have the same meaning during both training and racing rides. • Each Track commissioner is obliged to record all used flag signals in the Track commissioner report. • Furthermore, the Track commissioner also records into this report all collisions and possible injuries including the exact time of the event.