



## Motorcycle Lapping Day (MLD) REQUIRED A.M. Meeting

Welcome to Hallett Motor Racing Circuit's challenging 1.8-mile track. Our goal is for everyone to have a fun and exciting day and as such, we emphasize **SAFETY** for each and every rider. You are responsible for reading, understanding and **following** these MLD rules.

1. Acknowledge ALL caution **Flags** by signaling to the flag-worker that you've seen the flag (this includes any yellow, red, black and checker flags):

**Red flag** for motorcycles means **RAISE YOUR LEFT ARM AND SLOW TO A WALKING PACE**. The session is suspended and you will be directed into pit lane for further instructions; we may be able to restart the session.

**Black flag** stations are at the Start Tower and at station #8; if a black flag is pointed at you, report immediately to the penalty box at the start/finish stand.

**Yellow Flag:** Passing under any **yellow flag** is **not allowed**. This includes the striped red/yellow "debris" flag. In the event of any yellow flag, you **must** raise your left arm to alert the rider(s) behind you.

**Checkered Flag** at the Start Stand means you are on the "cool-down" (final) lap. After passing the "checker" and subsequently completing this final lap, you **must** come into the pits. The following End-of-Session flag is Red. Do NOT "run" this flag (The cross-traffic gate is open; it creates a hazard and your group will lose track time).

If you have any questions??? about the flags, you should report to the second floor immediately after the required a.m. meeting in the winners' circle

2. If at any time you are **off-pace**, please put a hand up or leg out.

**The same off-pace signal applies, and IS REQUIRED when you are exiting the track.**

**Enter** the track at speed and **only** from the pit lane. Glance over your shoulder for oncoming traffic, merge gradually and stay to the "entry side" of the track. This means that if we are running Counterclockwise (CCW) you must stay to the **left** of center-track; if we are running Clockwise (CW): you must stay to the **right** of center-track.

**There is one track-exit ONLY.** If this is your first MLD, the HART instructors will be explaining this location and procedure during the first classroom session.

**Fall rule-** If you are injured, stay down (if you are down 10 seconds, help is on the way).  
If you are okay, get up and let us know by waving to the corner worker.  
If you fall more than once, your day is over.

**Mechanical-** Pull off-track onto the infield (CCW rider's left, CW rider's right)

3. **NO inside passing** at corner entry. In other words, if you are on the brakes going into a corner, or if the rider you are passing is on the brakes, you are only permitted to pass a slower rider on the **OUTSIDE**. So if the track turns left, you cannot pass to the left, and if the track turns right, you cannot pass to the right. And if there is a right-to-left, or a left-to-right transition, passing is prohibited until you have cleared that section.

We **strongly recommend** that you adhere to the "6-foot rule." In any passing situation, you should allow a minimum of 6 feet distance between yourself and the bike you are overtaking.

Absolutely **NO Wheelies** in traffic.

Do **NOT stop on track** to help your buddy, as you then become a hazard.

4. **Groups:** You are called to grid three times. An appropriate access sticker is required before you are allowed to stage on the grid. **Tech** is on the grid, so be early for your first session. **REQUIRED:** Number on both sides of your bike, stickers on your helmet and bike, and armband on your wrist.

Advanced – only licensed racers or very experienced track-day riders

Street- Track-day experience required.

Novice- Track riders who have completed HART - first classroom mandatory.

HART – First-time at Hallett – all classrooms mandatory.

5. **Drain plugs** – Check and recheck your drain plugs as well as pinch bolts, caliper bolts, etc.

If you are not having fun or you have any concerns, let us know immediately - (we cannot do anything about it AFTER the event!) We do our best to monitor on-track activities, but **need your input** on unsafe situations. If you find you are in the wrong group, please ask if it is okay to change.