

NOLA Motorsports Park

Track Day Rules

I. THE RACETRACK ENVIRONMENT

Your first time on a racetrack will very exciting and rewarding. It is not like riding on a public road, so it will take time to get used to. The racetrack is designed for high speed. Therefore, it is a safer place to go fast, with plenty of run-off areas and fewer obstacles, as well as no head-on traffic because everyone is traveling in the same direction. Remember that you can still get hurt if you crash. This is NOT racing! No trophies will be given at the end of the day. We want you and your bike to leave in the same condition you were in when you both arrived. We will give you plenty of time to get used to this new riding environment. **Don't push too hard, too soon.**

II. GENERAL MOTORCYCLE TRACK DAY RULES

- 1) Must read and understand track day track facility and on track rules.
- 2) Riders must be 18 years old or older, minors must be 16 + years old and have a minor waiver on file. Riders under 16 with NOLA Motorsports Park approval, a competition license and minor waiver on file will be allowed to ride in the appropriate group.
- 3) Drugs are prohibited on the facility, consumption of alcohol by participants is not allowed until the rider's last session is completed.
- 4) Paddock speed is 15 MPH
- 5) No Sparky knee pucks
- 6) **NO Stopping on the race track**, if you are exiting the track the rider must raise his/her hand to indicate that you are slowing and planning on exiting the track. Riders that encounter mechanical problems on track must raise his/her hand to indicate you are slowing and pull off track and out of impact area and close to a corner station if possible.
- 7) Verbal or physical confrontation with officials, riders or crew will not be tolerated, such action and you will be escorted off the property without a refund.
- 8) NOLA Motorsports Park limits the number of participants per group, per event to provide the safest environment possible. Events fill up fast. To ensure your spot, we advise you to register in advance. There will be no overbooking of events and no exceptions will be made.
- 9) A valid expert race license is required for first-time riders at NOLA Motorsport Park to be placed into the Advanced (A) Group.
- 10) Riders Meeting attendance is mandatory for ALL.
- 11) After the riders' meeting, first-time New Riders (C) Group and all Intro riders will attend the classroom session. This session will be kept short (about 1/2 hour). We will focus on "on-track" learning, with less emphasis on theoretical racing science. While the New Riders (C)/Intros are in class, the other two groups will start their 20-minute sessions, with

the Advanced (A) Group starting the rotation, followed by the Intermediate (B) Group. By the time they are done, the New Rider/C and Intro Groups will be ready for their first time on the track.

- 12) We will continue with 20-minute session rotations for each group until noon, when we break for lunch. Lunch will last about one hour. There will be a short afternoon riders' meeting, if needed, prior to the afternoon sessions.
- 13) No wheelies on the track or in the pit area. Pit lane Speed is 35mph
Paddock speed is 15mph

III. GROUPS

New Rider/C

This group is very structured. Control Riders (CRs) act as instructors. Every group will have a lead and floating CRs. The leader is assigned to a group and sets the pace for that group all day. The pace will be moderately increased as the day goes on. The pace will be based on the level of the less experience rider. CRs will move around in the group, assisting anyone who needs help. A CR will communicate with hand signals, see *Control Rider Hand Signals* for details. During the day a CR may signal you to follow him, this is your chance to observe a CR's lines. At any time if you feel you are riding over your head, back off and slow down—***we are not responsible for any damages to you or your motorcycle.*** Passing is allowed anywhere ***EXCEPT*** in the corners (we will cover this in the riders' meeting). We will run standing yellow flags for the first two laps of the first two sessions. There is no passing of a Control Rider unless you are signaled to do so for safety reasons.
NOTE: If you want help and aren't receiving it, just ask CR. NOLA Motorsport Park CRs are here for you! Look for their bright yellow "Follow Me" vest in the pit area.

Intermediate/B

This group is less structured. CRs observe rider's ability, encouraging faster or slower riders to move to a more appropriate group. Passing is allowed, anywhere ***EXCEPT*** the inside of turns, because this can cause less experience riders to be startled. Braking areas and turn exits are allowed. CRs also look for unsafe riding and will take appropriate actions if necessary. Passing of Control Riders is allowed only with permission (i.e., a wave by). The structure of this group may change to more closely resemble either the Advanced or Beginner group, depending on the group's riding ability.

Advanced/A

This group has very little supervision. CRs are present to spot unsafe riding maneuvers. Passing is allowed anywhere on the track. Riders can pass CRs without permission. This is run very much like an open racing practice, however keep in mind this is *not* racing.

NOTE: At the end of each session, CRs will stop at the entrance of the paddock to answer any questions or give feedback to riders who want it. The most important concept to learn and remember is to be SMOOTH! Be alert for the corner workers and observe the flags. Occasionally CRs must act as policemen to keep the track safe. If you are continually riding in an unsafe manner, you will receive up to two warnings (it may be less if you are extremely unsafe, CR Director's discretion). If the behavior continues, you will be asked to leave for the day, without refund. This goes for your conduct in the pits, as well as any infractions of rules established during the riders' meeting.

IV. CONTROL RIDER HAND SIGNALS

- Pat on helmet: "Follow my line",
- Slash across throat: "Pit in to talk",
- Arm waving past: "OK to pass"
- Arm moving up and down: "Slow down",
- Tap on their tail section: "Move in behind/move off line".

V. RAIN POLICY

- If NOLA Motorsport Park Director or designated representative cancels the track day due to severe weather, you will receive a track day voucher good for another event. Your voucher will be good for a year.

NOTE: The track day will not be canceled solely for rain unless it is determined to be hazardous by NOLA Staff.

VI. STAGING TO START YOUR SESSION

When lining up to start your session, we stage in two lanes. The left lane is "lane one." This lane will be the first lane to enter the track and will consist of the faster riders in the group. The right lane is "lane two." This lane is the last lane to enter the track. It is generally for those new to the track or wanting to ride toward the rear of the group. CRs will be staged to the far left of the track and dispatched into the groups.

NOTE: Anyone wishing to be evaluated and move up to the next group must advise the CR of his intentions and stage in the front of lane one. If your riding is safe, smooth, consistent, courteous, predictable and running a reasonable pace for that group, they will approach you to upgrade to the next group.

VII. CRASH SENARIO

If you go down, there is nothing you can do to save your bike, so don't fight it, relax and let go. Give a thumbs up to the corner worker to signal you are OK. If you are hurt, stay on the ground and do not move. Someone will be with you shortly. Riding will be red-flagged and stopped.

If you are behind someone going down, try not to watch him/her. Hold your line and continue riding. **Never stop** to help someone because you could make the situation worse. If you crash, you may be done for the day. This is at the staff's discretion, which may be influenced by your on-track behavior or the condition of your motorcycle. If you are allowed to continue riding, you will need to re-tech. If an Intro rider goes down, they will be done for the day.

VIII. CORNERWORKERS, TRACK MARSHAL, AND FLAGS

There will be corner workers positioned at strategic points around the track to monitor for potential hazards, should any situation occur. Waving flags alert you to the hazard. The flags they will use are as follows:

Green Flag: Displayed at pit out (start/finish). Track is open and active.

White Flag: Displayed at pit out (start/finish). One more lap to the checkered flag. This is an advisory flag only.

Checkered Flag: Displayed at pit out (start/finish). Your session is over. Continue at speed until about half way to pit in, then progressively start to slow down until you are in the pit in lane.

Yellow Flag: Displayed at the problem corner and the one before. Be extra cautious! Something has happened up ahead. Back off a little, DO NOT STOP OR PASS! Be prepared to change your line. You do not need to put a hand up on the yellow flag. Waving Yellow, potential track blockage/Serious problem up ahead get your hand up or leg out to indicate to the riders behind that a problem exists slow down until past the incident.

Red Flag: Displayed at all stations. The session is over due to an unsafe situation. Slow down smoothly and bring your bike into the pits.

Black Flag: The flag will be displayed and then pointed at you as you go by a corner worker and/or at start/finish. The flag will be shown at both the corners and the start/finish if something is wrong with your bike. Get off the racing line and bring your bike into the next corner, off the track. Your bike may be leaking oil, etc., so it is very important you stay away from the line where everybody will be. If the black flag is displayed only at the start/finish, it means it is a behavioral problem. Please finish the lap and pull in to talk with the track marshal.

IX. WHAT TO BRING TO THE TRACK

- Registration information (photo ID, and e-mail confirmation)
- Tools may be necessary. Don't rely on others to have them. Our on track service department "The Transportation Revolution" will provides specialty service.
- Water, Gatorade, etc. are good for keeping you hydrated on hot days. You can also buy a New Orleans cuisine at "Stanley at the Track".
- Quick-up tent for shade

X. PERSONAL EQUIPMENT NEEDED

- Helmet, undamaged, full-face SNELL 2005M or newer, or European standard approved, with eye protection. No flip-up helmets allowed.
- Leathers one or 2 piece. Two-piece suits must zip together; **full circumference is required.**
- **No jeans allowed.** Rental leathers are available at the Transportation Revolution Service Center.
- Sturdy over-the-ankle leather boots
- Leather gauntlet-type gloves (NO textile gloves)
- Back protector (strongly recommended)

XI. TECH INSPECTION POINTS

The items listed below will be checked at the track by our CRs. If any of these items are found unsatisfactory and can't be rectified, you will NOT be able to participate. Advanced riders must remove the lower fairing to check for safety wiring, ect.

All video setups must also be tech inspected.

Note: If you crash and are permitted to continue, you will have to go through tech again. Any control rider can re- tech you at any time. We recommend all classes tech to advanced group requirements.

Bodywork

- Bike numbers can be displayed either on the front or sides of the tail section, or on both; at least 6 inches high with a white or yellow background (Intro excluded)
- Clean and secure, with no loose parts, bolts, or fasteners
- Fairing and windshield solidly secured, if applicable
- Tank
- Seat
- Fender
- All lights and reflectors removed or taped over with masking, electrical, or plastic-type tape or covers (Intro excluded)
- Mirrors removed (Intro excluded)
- Belly pans (*Advanced* riders must remove for the tech inspectors to

- check wiring, etc)
- Oil drain plug (*Advanced* A safety wired, New Rider C and Intermediate B strongly recommended)
- Oil fill plug (*Advanced* A safety wired, New Rider C and Intermediate B strongly recommended)
- Oil filter (*Advanced* A safety wired, New Rider C and Intermediate B strongly recommended)
- Coolant drained, flushed and replaced with water. No Engine Ice or Evans coolants. Water Wetter is permitted
- Brake pad wear
- Reservoirs (front and rear)
- Fluid condition (if over one year old, replace it)
- Fluid level
- Lever feel (should not be allowed to contact handlebar when squeezed hard)
- Brake hoses (condition and routing, no binding or interference allowed)

Chassis & Suspension

- Steering stem and bearing play
- Exhaust (all bikes must have mufflers in working order)
- Foot pegs
- Shift linkage
- Rear brake linkage
- All levers (front brake, clutch) must have ball on end
- All Brembo brake levers must have pin safety-wired or otherwise secured
- Throttle smooth and returns automatically
- Handlebars
- Triple tree
- Front fork seal leaks
- Front fork alignment
- Front wheel bearings
- Front wheel axle bolt and pinch bolts
- Rear wheel axle and alignment
- Rear wheel bearings
- Rear shock seal leaks
- Tire condition (1/2 tread in center) and pressure (30-35 psi)
- Chain and sprocket condition, alignment and tightness
- Engine and frame mounting bolts
- Swing arm pivot bolts
- Kickstand permitted

We recommend you look over your motorcycle prior to your NOLA

Motorsport Park Track Day. This will ensure your bike is in good working condition and you can enjoy your track day. **There will be NO refunds or credits issued for a bike that fails tech.**

Intro, New Riders C, and Intermediate B riders are not required to have any items wired, but we strongly recommend. Advanced riders are required to have specific items safety-wired (see above).

Wiring is not very difficult, but it is VERY IMPORTANT. By going through the simple process of wiring these essential items, it is a double check to ensure you completed the task. In addition it prevent bolts from vibrating loose while riding. Safety wiring is the only reliable method to ensure this. If you need assistance please visit our trackside service department "The Transportation Revolution".