

# NESBA Riders' Manual

(as of Winter 2011)

Autobahn Country Club • Barber Motorsports Park •  
BeaverRun Motorsports Complex • Blackhawk Farms  
Raceway • C... Motorsports Park • Gingerman  
Raceway • G... Motor Racing Cir-  
cuit • Heath... Jennings GP  
• Mid America... Motorsports Park •  
Nelson Le... International  
Rac... Raceway •  
Putnam P... Roebling  
Road • Spokane Raceway • Summit Point • Talladega  
Grand Prix Raceway • Virginia International Raceway



**Northeast Sportbike Association**  
**P.O. BOX 70**  
**Mohnton, PA 19540**  
**610.750.6909**  
**fax: 610.750.6909**  
**www.nesba.com**

*High performance riding in a safe, structured environment. Grab your helmet and join us!*

Welcome NESBA Member!

This manual is the key to having a great time on the track with NESBA. It will answer most, if not all, of your questions regarding your membership, member benefits, rules and regulations, and the preparation needed for your event. **There are some notable rule and policy changes within this manual regarding new riding gear requirements and transfer and cancellation policies so be sure to read it carefully.** It also contains helpful riding tips and contact information. Please read and review it before your first/next event—it is required reading, but well worth your time.

NESBA is proud to continue our long-term sponsorship agreements with Yamaha, Yamalube, GYT-R, Dunlop, Ohlins, Brembo, Trackday Store, Vortex, Arlen Ness, Arai and Armour Bodies, which means enhanced support and discounts for you, our members. Visit our website often to stay abreast of the latest NESBA happenings, dealer/sponsor specials and any schedule or policy changes, or to participate on our BBS located under “Track Talk Forum.” Of course if you still have questions, call Member Relations at 610.750.6909 or e-mail [info@nesba.com](mailto:info@nesba.com).

Safe Riding!

A handwritten signature in black ink that reads 'Bob Blandford' in a cursive, slightly slanted script.

Bob Blandford  
President

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## FOREWORD

*As a member of the Northeast Sportbike Association (NESBA), you are required to read this manual, as it relates directly to you and everyone's safety on the racetrack. Our goal is for you to have a safe, fun and rewarding experience at the track by providing an alternative to riding fast on the street.*

*For many of you a lot of things will be new, unfamiliar and somewhat intimidating. Be aware that there is much more to a racetrack than going fast. Thinking and planning a strategy play a big part if you want to improve your riding skills and eventually graduate to a more experienced level. NESBA will teach you the basics and work into advanced riding skills with the help of some of the area's best coaches and racers.*

*Before we get started, we need to warn you that this is a DANGEROUS sport. There are many hazards involved with motorcycle riding. However, we feel that although it is dangerous, riding on the track is much safer than riding fast on the street. Our bottom line is SAFETY. We want you to have fun in a safe environment. We hope you enjoy your experience on the track for years to come. If you have any questions, please feel free to contact us.*

*Welcome to the world of speed! Welcome to our addiction!*

## GENERAL RULES AND REGULATIONS

1. You must read this manual before you participate in a NESBA event.
2. Minimum age for ALL participants is 16 years of age. All participants under the age of 18 must sign a consent form the day of the event and have a parent or guardian present at all times.
3. Participants will NOT consume ANY alcoholic beverages during a track event. Even though you are off the street, this law will be enforced. Alcohol impairs your ability to operate a motorcycle, and we don't want anyone to get hurt.
4. Absolutely NO drugs will be allowed at the track. Each rider is responsible for his/her actions on and off the track. We will hold each member responsible for any infractions of the NESBA rules by him/herself or any crew or family member associated with the rider.
5. Memberships are non-refundable, non-transferrable, and expire 365 days from date of activation.
6. No refunds are issued for NESBA account credits.
7. **Credits issued after 1/1/2011 are subject to a 15% surcharge if transferred to another member and will expire after 365 days from the date of issue. For example, if a member has \$50 credits in account, the member can transfer a maximum of \$42.50 with \$7.50 forfeited to transfer surcharge. \*\*See event cancellation policy for exceptions.**
8. **Credits existing in member accounts prior to 1/1/2011, may be transferred one time without surcharge and will expire no later than 12/31/2011.**
9. Family members are encouraged to attend events. Your family will enjoy seeing you ride your bike fast and safely, but remember that you are responsible for your guests at all times.
10. Pit speeds are limited to 10 mph.
11. No sparky knee pucks are allowed.
12. There will be NO STOPPING on the track at any time. Each rider must raise his/her hand when coming off pace or exiting the track.
13. There will be no verbal or physical confrontation with any other member, crew or event staff. Infractions may result in suspension, fines, and possible prosecution through local law enforcement agencies.

14. NESBA 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.
15. A valid expert race license is required for first-time riders with NESBA to be placed into the Advanced group.
16. Participants who register at least 15 days prior to an event will receive the standard rate for the event. Those registering less than 16 days before an event will pay a surcharge of \$30 for convenience late registration provides them. The pre-registration period ends at 12:00 a.m. exactly 15 days prior to an event (i.e. if your event is on the 20th day of the month, you would have to register by 11:59 p.m. on the 4th).
17. **No checks will be accepted. Cash or credit card only.**
18. Once you have registered for a track day, you may cancel up to 30 days prior to the event without penalty, with the exception of a \$5 processing fee. You may cancel between 15 and 30 days prior to the event and receive a NESBA account credit. No cancellations will be accepted less than 15 days prior to an event; however, you may sell/transfer your spot to another NESBA member. \*Under certain circumstance (i.e. a serious injury to a member) NESBA may allow the transfer of credits from one member to another without surcharge. Contact info@nesba.com for details.
19. **If credits are used for an event which the member subsequently canceled, the credits will retain the original date of expiration (i.e. credit 365 day expiration date will not begin from date of event cancellation, but rather from the original date of issue).**
20. Any sale or transfer of track days must be authorized through NESBA via an e-mail sent to info@nesba.com, prior to the day of the event. If not, the sale/transfer will not be honored at the track. NESBA is not responsible for facilitating the sale, but provides this service as a courtesy to our members who cannot attend a purchased event.
21. We reserve the right to enforce all the rules contained in this manual, along with any rules and regulations set forth by the hosting track.
22. This manual and its contents are subject to change at any time. When possible, please refer to NESBA's website ([www.nesba.com](http://www.nesba.com)) for posted changes. If you have a question about a policy or procedure, please contact 610.750.6909 or info@nesba.com.

## NESBA \$25 MEMBERSHIP BENEFITS

### 1. FREE Qualified Instruction

Only the best qualified riders are handpicked to become NESBA control riders. They provide FREE, one-on-one instruction to those who want it.

### 2. Crash/Mechanical Insurance

NESBA knows that you sign up to ride at the track, not to crash or break down. Be assured that if you crash or break down, you get a credit of your track day fee, based on the amount of unused track time for the day.

If you crash or your bike breaks and it is determined unrepairable\* prior to lunch, you will be qualified for a 50% credit of the base event rate. If you were to crash or have mechanical problems after lunch, no credit will be issued for the remainder of the day. If you are signed up for multiple days and crash or have qualified mechanical problems, you will receive credit for the base rate of the remaining subsequent days. Credits should appear in your NESBA account within two weeks and are good for one full calendar year from date of issue. **To qualify, you must be a member, be pre-registered for the event (registering at least 15 days before the event) and pass tech the morning of the event. Accidents/breakdowns must be reported to the event director the day of the event in order to qualify for the credit, no exceptions.**

*\*a bike will be determined unrepairable (any available means) by the director in charge.*

### 3. Discounts & Pricing Incentives

#### o **Credit Block Discount**

Members who purchase blocks of credits in \$500 increments will receive a 15% credit issued to their account. Foreexample: if you purchased \$1000 worth of credits after factoring in the 15% bonus, you would receive \$1150 credits.

#### o **Multi-Day Discount**

If you sign up for a multi-day event, every day after the first day will be discounted \$10. So if you sign up for Saturday, Sunday, and Monday, Saturday will cost you the regular rate, Sunday and Monday will cost you \$10 less for each day (total savings of \$20).

#### o **Membership Rewards Program**

This works very much like a frequent flyer miles. For every track

day you attend, you get points. Different tracks have different point values. Once you reach 5,000 points, a \$50 credit is placed in your NESBA account which can be used for towards trackdays or memberships. Points will NOT expire! Individual point totals are available on the website via your account.

o **Elite Membership Program**

Members can upgrade their membership to an Elite Membership at any time. Members who do 12 or more events within a season automatically qualify for an Elite Membership at no charge.

**4. Free Beginners Orientation**

We know some people are unfamiliar with the track environment so at each event we offer a FREE 40-minute seminar that tells you what you need to know when you're out on the track.

**5. Trackside Support**

NESBA offers dedicated trackside support at all events. Contact the trackside vendor for your region or email [info@nesba.com](mailto:info@nesba.com) for more information.

**6. Leather Rentals**

Each region will have a limited number of suits available to rent on a first-come, first-served basis. Leathers can be reserved by contacting your trackside vendor (see page 13 for contact information).

**7. FREE Gate Entrance**

When tracks require a gate fee, NESBA picks up the the cost. NESBA never charges you or your friends and family a gate fee.

**8. FREE Tire and Suspension Seminars**

At select events, our sponsorships partners will hold seminars about tires and how they work and educate members on suspension technology.

**9. Prime Riding Times**

Most of our track days are held on weekend dates.

**10. Sponsor and Dealer Savings**

Other benefits include special tire, shock, bodywork, and lap timer pricing, discounted trailers, and more. NESBA's trackside vending, The Trackday Store, and dealer network offers significant savings on parts and accessories (see Trackday Store and Trackside Vending).

## NESBA \$200 ELITE MEMBERSHIP

Elite members are entitled to all of the standard membership benefits in addition to the following:

- o **No late fees for registration.** Elite members NEVER pay a late fee and can sign up for an event any time at the standard price. (providing there is space available in their group).
- o **Flexible Cancellation.** Elite Members can cancel up to the morning of the event(9 a.m.) and be issued full credit (minus a \$5 processing fee).
- o **Event Cancellation Insurance.** If an event has to be cancelled you will receive 100% credit to be used at another NESBA event. Event cancellation credits will be added to your online account and can be used to purchase NESBA events or memberships (credits will expire after 365 days and are non transferable). If an event is cancelled after it has started no credits will be issued. You do not have to be present to receive credit for a cancelled event. Event cancellation is at the sole discretion of the event Director and any determination to cancel an event will be made by the Director on the day of the event.
- o **Elite Membership.** Elite members will receive an Elite member ID card, a NESBA Elite member T-shirt, and NESBA Elite member stickers.
- o **Free Elite Memberships.** Members who attend 12 or more events in a season will receive a free Elite Membership on 1/1 of the following year. Contact [info@nesba.com](mailto:info@nesba.com) for more information.

## FREE MILITARY MEMBERSHIP

Active duty military are eligible for a free NESBA membership plus a \$15 discount for each track day purchased. Contact [info@nesba.com](mailto:info@nesba.com) for details.

## A DAY AT THE TRACK

When you first get to the track, whether the night before or the morning, find a spot to designate as your pit area. Registration and tech inspection opens at 7 a.m. the morning of the event. Registration and tech closes at 8 a.m., sharp.

First, check in at registration. **Make sure you have a form of picture ID, and your e-mail confirmation with you. You will be assigned a riding group and your rider number must be displayed on the front and/or tail section of your bike (rider numbers can be changed via your account profile at nesba.com). You may be required to fill out a membership form if you do not have proof of being a member and have not pre-registered for the event.**

Next, you'll need to take your bike and riding gear to tech inspection. Whether you pass or fail is up to you. Preparation is the key here. If you go over the guide we provided and don't leave any items in question, you will pass inspection. It is important, for your safety and the safety of others, to have your bike in proper operating condition (see tech inspection points) If you fail the tech inspection, your options are as follows:

- 1) You will be able to remedy the problem, re-tech and be on your way
- 2) or, you will not be able to fix the problem, and your day is done.

**There will be no credits or refunds issued if you fail tech.**

All of the tech inspection points are important but the following are the most common reasons for failing tech:

- Brake pads are too worn
- Chain is too loose
- Chain is too tight
- Tires are too worn
- Headlight not disconnected
- Taillight not disconnected
- Headlight and taillight are not taped properly

NESBA offers express tech and registration. Members with ID and their signed event confirmation waiver can speed up the tech and registration process by heading to the express lanes—where registration and tech are done at the same time.

After tech inspection, return to your pit area. You may see control riders on the track for an initial sighting and warm-up session. Listen for the announcement for the riders' meeting, which is held around 8:15 a.m.

This rider's meeting meeting is **MANDATORY**, and all riders must attend. During the meeting we will inform you of changes to the schedule and any hazards on the track, and go over other important information. Throughout the day we will be using the PA system (if available) or bull horns to announce important news and calls for certain rider groups. This will be your main source of information throughout the day, so listen up.

After the riders' meeting, first-time Beginner and all Intro riders will attend the classroom session. This session will be kept short (about 30 minutes). We will focus on "on-track" learning, with less emphasis on theoretical racing science. While the Beginners/Intros are in class, the other two groups will start their 20-minute sessions, with the Advanced group starting the rotation, followed by the Intermediate group. By the time they are done, the Beginner and Intro groups will be ready for their first time on the track. They will start slow and progress to higher speeds as the day goes on.

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, before the afternoon riding sessions begin. A typical track day schedule is as follows, but times may vary so listen for announcements:

***For late arrivals, The NESBA staff will make every effort to get you on the track after we complete a full class rotation. However, your absence from the rider's meeting may delay your track time until lunch. We will offer a second-chance rider's meeting over the lunch break.***

### **Day of Event**

- 7:00 a.m. - Registration and tech inspection opens
- 8:00 a.m. - Registration closes
- 8:15 a.m. - Mandatory riders' meeting
- 8:30 a.m. - Beginner and Intro groups report to the classroom area
- 9:00 a.m. - Event begins, Advanced session first, then Intermediate and Beginner, alternating 20-minute riding sessions.
- 12:00 p.m. - Lunch and afternoon riders' meeting
- 1:00 p.m. - 20-minute riding sessions resume
- 5:00 p.m. - End of event

## RIDING GROUPS AND CONTROL RIDERS

Control Riders are the pace setters of the track. The number of Control Riders will be determined by the size of the group on the track. They will determine if you need to move up or down a group according to your skill and comfort level. *Note: When moving from the Intermediate to Advanced group, the safety wiring rules must be followed (see page 19).* **Never follow a Control Rider faster or closer than you feel comfortable. Ride within your limits!**

### ***Intro:***

This exclusive, free, one-time trial group is combined with the Beginner group and the same rules apply. This group was created for the street rider who is unsure about signing up for a full day of riding, but wants a feel for the racetrack environment. Basically, we will give you access to the track for two 20-minute sessions in the morning rotation. You will also get the Beginner classroom session. We don't require bike numbers or bike preparation for Intro riders, with the exception of taping over or disconnecting rear brake lights. All Intro riders must pass tech inspection, meaning the bike must be in good working order (i.e., no leaks of any kind, good brakes, tires, etc.). Any Intro rider may stay for the full day if there is room in the Beginner group. You will need to pay for a membership and the standard rate for the day, and your bike will need to be prepped for the Beginner group, as well as rider gear requirements. Spaces are first-come, first-served, and at the director's discretion.

### ***Beginner:***

This group is very structured. Control Riders act as instructors. Every Beginner group will have a lead and floating CRs. The leader is assigned to a group and sets the pace for his/her group all day. He/she is responsible to lead the group each time on the track so the group is guaranteed a steady increase in speed throughout the day. Floaters will move around in the group, assisting anyone who needs help. A Control Rider will tap his helmet while riding in front of you when he wants you to follow his line to the best of your ability. This is your chance to learn from a CR's line. If you feel that 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 waved by for safety reasons. *Note: If you want help and aren't receiving it, just ask. NESBA CRs are here to help you! Look for their orange NESBA caps off the track or their "Follow Me" shirts on the track.*

**Intermediate:**

This group has less supervision and structure. Control Riders look at riding ability, encouraging faster or slower riders to move up or down a group. Passing is allowed, anywhere except the inside of turns. Braking areas and turn exits are allowed. Control Riders 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:**

This group has very little supervision. Control Riders do not wear the orange shirts, but are present to spot unsafe riding maneuvers. Passing is allowed anywhere on the track. Riders can pass Control Riders without permission. This is run very much like an open racing practice.

At the end of each session, Control Riders will stop at the entrance of the paddock to answer any questions or give feedback to riders who want it. Control Riders must occasionally 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). If the behavior continues, you will be asked to leave for the day, without refund. Riding on the track is a fun and rewarding experience that can be ruined in an instant if you don't give it the respect it deserves.

## 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"

## THE RACETRACK ENVIRONMENT

Your first time on a racetrack will be a very exciting and rewarding experience. 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, usually with plenty of run-off areas and most obstacles out of harms way, 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.

## 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 second and 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. Control Riders will be staged to the far left of the track and dispatched into the group. **Anyone wishing to be evaluated to move up in class should stage in the front of lane one.** Control Riders will notice you here and if they feel your riding is smooth, consistent, and courteous, they will approach you to upgrade to the next riding group.

## GENERAL RIDING GUIDE

For Beginners, we will start slow and progressively work up-to-speed, so everybody will get a chance to become comfortable with the track. Your riding will be more aggressive than you are used to, so it is more important than ever to use your throttle and your brakes smoothly. As with all riding groups, the most important concept to learn and remember is to be SMOOTH! Be alert for the cornerworkers and observe the flags.

**It is VERY important that you put your hand up when coming off the pace or exiting the track, regardless of your riding skill level or experience.** Use caution, be alert, and try to learn from your mistakes. You must be patient. You will learn quickly as the day goes on, and you will get faster as a result. **Don't push too hard, too soon.** Don't get frustrated or scare yourself—it may cause you to crash. Crashing hurts, is usually expensive, and can ruin your day!

## BRAKING/THROTTLE CONTROL

When applying the brakes, it is very important to apply them correctly. Start out by using only the front brake. The front brake provides over 90% of the stopping power, and using only the front brake will prevent you from skidding the rear wheel. Apply the brake with consistent, increasing pressure. Don't think of the brake lever as an on/off switch that gives you light at its highest power instantly. Think of it more like a dimmer switch. If you snap it on, you stand the risk of locking your front wheel, which could cause you to crash. Applying the brake gradually and evenly will result in

consistent brake pressure similar to the way a dimmer gives you more light as you slide the switch up. The throttle is equally important. You “dial” it on and off, instead of snapping it open and then closing it abruptly. The goal of exiting a corner is to constantly dial the throttle on as you pass the apex of the turn. You can always spot a novice rider by the way he/she applies the throttle in the turn—it is usually on, off, on, off, on. Strive to be smooth, smooth, smooth.

## **HOW TO CORNER**

Make sure you are on the correct side of the track, far left side for a right hand corner and far right side for a left hand corner. All braking should be done before making the turn, using your front brake. Remember to pull and release the lever SMOOTHLY. As you transition into the turn, look towards the apex of the corner—you go where you look!! The fastest way around a racetrack is to have the correct line through each corner. A line is the path you choose to take through a corner. The line you choose determines how fast you complete the turn (we will spend time showing you how to choose the best lines). When you pass the apex, start to shift your vision forward and down the track. As you start to stand the bike up, start to “dial” the throttle on nice and smoothly. When learning how to corner, take your time and go slow. Work on your smoothness and try to make cornering a continuous, seamless, flowing motion. Remember, if you can't be smooth going slow, there is no way you can do it going fast.

## **HAZARDOUS RIDING**

Control Riders will monitor all riders, regardless of group. If we see any erratic, dangerous or otherwise unsafe riding, you will be warned. If the problem is not resolved, we will pull you off the track. We reserve the right to revoke a membership due to any hazardous riding. This goes for your conduct in the pits, as well as any infractions of rules established during the riders' meeting.

## **CRASHING**

If you go down, there is nothing you can do to save your bike, so don't fight it. Relax and let go. Before attempting to stand, physically pat the ground to make sure you're not moving. Give a thumbs up to the cornerworker 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. There is nothing you can do. However, there is a good possibility you will

follow him/her off the track if you are looking at them (remember you go where you look). 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. 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.

## **CORNERWORKERS, TRACK MARSHAL, AND FLAGS**

There will be cornerworkers positioned at strategic points around the track to monitor for potential hazards, should any situation occur. They will be armed with flags and radios to alert you of any hazards. Cornerworkers are essential. The track marshal oversees all activity on the track and is responsible for maintaining a safe environment. What he says, goes. 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 get to pit in. If you were to roll off too suddenly, you could get hit by someone behind you.
- Yellow Flag:* Displayed at the problem corner and the one before. Be extra cautious! Something has happened up ahead. Back off a little, but don't stop! Be prepared to change your line. You do not need to put a hand up on the yellow flag. No passing is allowed.
- 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 cornerworker 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-

worker. 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.

## WHAT TO BRING TO THE TRACK

- o Registration information (photo ID and e-mail confirmation, which is e-mailed prior to the event)
- o Tools may be necessary. Don't rely on others to have them. If you plan on working on your bike to get it dialed in, bring whatever other equipment you need, including a service manual.
- o Food for lunch and lots of beverages (non-alcoholic). Water, Gatorade, etc. are good for keeping you hydrated on hot days. You can dehydrate very quickly if you don't drink plenty of fluids throughout the day. Stay away from caffeine.
- o Your own gas (5-10 gallons extra)
- o Money for gas (if available)
- o Canopy to stay out of the sun
- o Spare equipment
- o An open mind and willingness to learn

## PERSONAL EQUIPMENT NEEDED

- o Helmet, undamaged, full-face DOT, SNELL, or European standard approved, with eye protection. No flip-up helmets allowed.
- o Leather riding suit; for a two piece suit a **full circumference zipper is required. Airmesh-style suits (where you can see your skin through them) will NOT be permitted in any group. Textile suits like Areostich are only allowed in the Intro group.** All other groups are required to have leather riding gear.
- o **No jeans allowed.** Rental leathers are available.
- o Motorcycle specific boots designed to protect your feet are required, and race style boots with high quality armor are highly recommended. Work boots or fashion boots will not be allowed. Rental boots are available from your trackside vendor.
- o Leather gauntlet-type gloves that cover the wrists and leave no skin exposed.
- o Back protector (strongly recommended)

## TECH INSPECTION POINTS

The items listed below will be checked at the track by our inspectors. If any of these items are found unsatisfactory and can't be rectified, you will be disqualified from participating for the day. We take this very seriously because it affects everyone's safety. Basically, we are looking for a bike that is clean and in close-to-perfect working order. Advanced riders must loosen bodywork enough for the tech inspectors to check wiring, etc. All video setups must also be teched. *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

- o Bike numbers can be displayed either on the front or sides of the tail section, or on both; at least 6 inches high with no special background required (Intro excluded)
- o Clean and secure, with no loose parts, bolts, or fasteners
- o Fairing and windshield solidly secured, if applicable
- o Tank secure, noleaks
- o Seat secure
- o Fender secure (not required)
- o All lights and reflectors removed or taped over with masking, electrical, or plastic-type tape or covers (Intro excluded)
- o Mirrors removed (Intro excluded)
- o Belly pans secure (not required, but strongly recommended)

*Advanced riders must loosen bodywork enough for tech inspectors to check wiring.*

### Engine

- o Oil drain plug (Advanced safety wired, Beginner and Intermediate strongly recommended)
- o Oil fill plug (Advanced safety wired, Beginner and Intermediate strongly recommended)
- o Oil filter (Advanced safety wired, Beginner and Intermediate strongly recommended)
- o Oil leaks
- o Fuel leaks
- o Coolant drained, flushed and replaced by water (for Advanced only). No Engine Ice or Evans coolants.
- o Coolant hoses and connections checked for leaks

## Brakes

- o Brake pad wear
- o Reservoirs (front and rear)
- o Fluid condition (if over one year old, replace it)
- o Fluid level
- o Leaks
- o Calipers mounting bolts
- o Lever feel (should not be allowed to contact handlebar when squeezed hard)
- o Brake hoses (condition and routing, no binding or interference allowed)

## Chassis & Suspension

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

These tech inspection items need to be taken care of BEFORE you get to the track. It will save you a great deal of frustration and ensure a day of fun riding instead of a day of turning wrenches. Any questions about tech inspection can be directed to [info@nesba.com](mailto:info@nesba.com). **There will be NO refunds or credits issued for a bike that fails tech.**

## SAFETY WIRING

Intro, Beginners, and Intermediate riders are not required to have any items wired, but we strongly recommend doing it anyway. Advanced riders are required to have specific items safety-wired (see below).

Wiring is not very difficult, but it is VERY IMPORTANT. We often get questions in regards to why do riders have to safety wire their bikes and why they can't use duct tape or hi temp RTV, etc. Just think of it this way. How would you feel if you were behind someone at high speed and then suddenly he starts dumping oil in front of you? You go down and get severely injured because the guy just changed his oil and forgot to tighten his drain bolt. By going through the simple process of wiring these essential items, it is a double check that the bolt will not come loose when riding. Safety wiring is the only reliable way of doing this—duct tape, RTV, etc., are simply not acceptable. If you need help with wiring or have questions, we highly recommend contacting one of our participating dealers to help you (see [www.nesba.com](http://www.nesba.com) for listing). There will also be someone at the track to assist you or you can call our toll-free number or contact your regional director.

### *Oil drain plug:*

In order to safety wire the drain plug, you must first remove the drain plug and store the used oil in a clean container so if you choose to reuse the oil, you may. After the plug is removed, use a 1/16<sup>th</sup> drill bit to drill a hole directly through the bolt head or the corner of the head. If you have access to a drill press, it will make this operation go much smoother. If not, a vice and a hand-held drill will do the job just fine. When you are drilling, be careful because the small bits tend to break very easy. It may help to use a small amount of cutting oil. After reinstalling the bolt and replacing the oil, you must find a place to anchor the safety wire. You can use another existing bolt close by, drill it, and anchor the safety wire to it, or you can use anything else that is permanently mounted to the bike, such as cooling fins on the engine case, etc. Try to find a spot that is reasonably close to the bolt being wired.

### *Oil fill plug:*

The oil fill plug is very simple. Most are made from plastic so they can be drilled very easily. The only tricky part is finding something to mount the safety wire to. Another existing bolt may be used, or anything else that is mounted to the motorcycle (except bodywork).

*Oil filter:*

Using a hose clamp, mount the clamp on the filter and wire the clamp to anything on the frame of the motorcycle (except bodywork).

## COOLANT

Coolant is required to be changed from antifreeze to water only for the Advanced group. When you change the coolant in your bike, do so with two flushes of the system with water wetter. Empty the coolant in a gallon jug and save it. It can be reused later if it looks clean. Fill the system with water, run the bike for a few minutes to bring it up to temperature, and then let it cool. Drain and repeat. Then fill it to proper level. You may think this is unnecessary, but riders have gone down because of coolant hose failure. Anti-freeze is very slippery and decreases available traction to the equivalent of ice. It is also very difficult to clean up and has to be flushed with large amounts of water, which is usually not available at the track. **Engine Ice and Evans-type coolants are NO longer permitted! Water Wetter is permitted.**

## NESBA PARTS & TRACKSIDE VENDING

Trackside vending services will be provided at all NESBA events. Vendors will carry parts and accessories as well as items from various sponsors, including: Dunlop tires, Vortex, Woodcraft tire warmers, Ohlins suspensions, Brembo Arai Helmets, Yamalube, and Arlen Ness leathers. NESBA has also partnered with The Trackday Store to provide you access to products from our sponsor partners, as well as many other products online. The Trackday Store also offers reward points for certain items that you can redeem for tracktime with NESBA. Visit [www.trackdaystore.com](http://www.trackdaystore.com) or call 262-951-8172 for more information.

Regional trackside vendors are as follows:

Mid Atlantic: NESBA Parts, [parts@nesba.com](mailto:parts@nesba.com)

Southeast: Performance Cycleworx, 214-316-1155  
[info@performancecycleworx.com](mailto:info@performancecycleworx.com)

Mid West: Turn One Racing, 847.899.5739  
[www.turnoneracing.com](http://www.turnoneracing.com)

NESBA's knowledgeable vendors can also supply information on suspension set up, bike maintenance, safety wire instruction, product explanation and special order items.

Along with parts and services, NESBA offers rider gear rentals (leathers, gloves, and boots) for every region. Leather rentals can be pre-ordered online by contacting the vendor for your region. Supplies are limited, so reserve early. Specific regions also offer rentals on items such as lap timers and tire warmers on a first-come, first-served basis the day of the event.