

NOLA Motorsports Park Open Motorcycle Track Day Regulations

- Registration and Sign-in begins at 7:00am.
 - Riders **WILL NOT** be allowed on track without the proper armband received at sign-in. Sign-in takes place in the building adjacent to the entrance gates.
- Technical Inspection begins at 7:25am.
 - Riders must complete and sign the self-inspection portion of the tech sheet before proceeding to Technical Inspection, please display your armband to the inspector.
- Track goes hot at 9:00am, beginning with the Intermediate Group
- Nola Motorsports Address: 11075 Nicholle Blvd, Avondale LA. 70094
- Lunch Break will be 12:00pm – 1:00pm (INVITE YOUR FRIENDS FOR PARADE LAPS)
- Track goes COLD at 5:00pm

NOTE: Tire service is available and provided by The NOLA RIDING ACADEMY SPEEDSHOP, at their on premise, trackside garage. They also offer suspension service, bike prep, gear rental, motorbike storage, used motorcycle sales, and are dealers for MOTO-D, HOTBODIES, WOODCRAFT, SPEIGLER, DUNLOP RACE TIRES, AMSOIL, ARAI HELMETS, RST LEATHERS, VORTEX, SPEEDCELL, T-Rex Racing, and many other brands, ask for a track day / racer discount. **Please support your local speed shop.**

REQUIRED FOR ADVANCE GROUP: proof of experience in the form of a valid racing license from any club such as AHRMA, WERA, CMRA, etc., or proof of Advance group participation from another track-day organization is required to register in this group.

Any questions, please email Clint@NolaMotor.com or Reginald@NolaMotor.com

Riders Meeting

Each day begins with a MANDATORY riders meeting. ATTENDANCE IS A MANDATORY!
Please notify Reginald and Clint at email addresses above if you are running late.

GENERAL RULES AND REGULATIONS

1. You must have read these general rules before you participate.
2. 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 rule 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.
5. Pits speeds are limited to 13mph.
6. No "sparky" knee pucks are allowed.
7. There is NO STOPPING on the track at anytime. Each rider must raise his / her hand prior to coming off pace.
8. When exiting the racetrack each rider must raise their hand at the designated location prior to pit in. This location is usually indicated with a green "Pit-in" cone and discussed during the riders meeting.
9. **Mandatory** Riders Meeting (ALL RIDERS) begins at 8:15am.
10. **Mandatory** Novice Group Rider Meeting begins at 8:40am.

Motorcycle Requirements

IMPORTANT: All bikes must pass technical inspection prior to admittance to the track. It is your responsibility to have your bike prepared prior to riding on the race track. Technical inspection sheets will be provided at registration. If your bike does not pass technical inspection, you will not be issued a group sticker to access the track.

- Tires and brakes must be in good condition. Tires should be at least 70%+ of new condition, flat spots on the center of the tire may cause disqualification.
- All glass, headlight, turn signals, and plastic lenses must be taped over or removed.
- We recommend but do not require removal of center stands. No bikes with center stands will be allowed in the Advanced Group due to the ground clearance issue.
- All machines must have an operational handlebar mounted kill switch/button and self-closing throttle in good working condition.
- Riders must use water, Water Wetter **or a non-ethyl glycol based anti-freeze/coolant.** Approved Poly Glycol brands are: Evans, 7th Gear, Liquid Performance, Motul, Red Line, and VP.
- All valve stems must have caps.
- Wheel balance weights must be well secured and duct taping is required.
- License plates must have bolts taped or be removed.

- Advanced riders must safety wire oil drain plugs, oil filter, and oil fill caps.

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

- Brake pads are too worn
- Chain is too loose
- Brake / clutch lever is broken off
- No bar end plugs or lever guards
- Fork seals are leaking
- Chain is too tight / Loose / Sprockets worn
- Tires are too worn
- Headlight not disconnected
- Taillight not disconnected
- Headlight and taillight are not taped properly

Rider Groups:

Novice:

- If you have no prior motorcycle track experience you must register in the Novice group. NO EXCEPTIONS!
- This group is designed for street riders, new(er) track riders and those seeking a bit more relaxed pace.
- Instructors will accompany riders on all track sessions and your instructor will supervise you throughout your day.
- You will learn how to enter and exit the track safely, and the meaning of all flagging communications.
- Everyone rides at his or her own pace with an emphasis on fun and learning.
- If offered, All Novice group riders **must** attend all classroom sessions.
- We are aware that many riders chose to ride in the Novice group multiple times due to the relaxed pace, which is why we divide the novice group into several sub-groups based on skill level. This allows for many differently skilled riders to enjoy this group for an indefinite amount of time. You do not have to graduate from Novice until **you** feel comfortable.

Intermediate:

- This group is for people who have enough experience to feel comfortable at an accelerated riding pace at a race track
- Instructors will be available upon request whenever possible. Please always feel free to ask them for help.
- Safe passing is permitted anywhere with a 6-foot minimum safety cushion from ANY side (unless otherwise noted during the riders meeting) of the bike being passed.
- The track tempo is intermediate - fast.

Advance:

- Intended for the club racer or very accomplished track rider.
- The pace is fast and there are no restrictions on passing, BE CONSIDERATE
- Riders in this group must be comfortable passing and being passed in very close proximity to other riders and at high speeds.
- This group has very little supervision. Control Riders do not wear the orange vests, 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.

Control Riders:

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 observed riding in an unsafe manner, you will receive a warning. If the behavior continues, you will be asked to leave for the day, without a 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 that is required.

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: "Slowdown"

Tap on their tail section: "Move in behind/move off line"

Rider Gear Requirements

- Damage free Snell 2010 or newer certified full-face helmet with face shield.
- Riding boots that fully cover the ankle.
- Gauntlet style gloves with full wrist coverage.
- Leathers Two piece leather suits must zip together for Novice . Intermediate or Advanced groups must have one piece leathers. (leathers are available to rent)
- Advanced and Intermediate group riders are required to wear back protectors. Riders can contact the Clint@NolaMotor.com in advance to purchase or rent for the day.

Corner Workers, Track Marshall and Flags

There will be corner workers positioned at strategic points around the track to monitor for potential hazards or unsafe riding observed. They are equipped with flags and radios to alert you of any hazards. Corner workers are essential. The track marshal oversees all activity on the track and is responsible for maintaining a safe environment. The track marshal is the final authority on-track. The flags they will use are as follows:

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

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 to advise riders of a potential hazard or on-track incident that may require your attention. When this flag is observed, DO NOT chop the throttle or make abrupt changes in your riding. There is no passing when the yellow flag is displayed. Once you pass a corner station displaying a yellow flag, be alert and look for the next corner station. It may be clear or you may see a red flag.

Red Flag: Displayed at all stations due to an unsafe situation. Immediately get a hand up or foot out before reducing your speed as the rider(s) behind you may not have seen the red flag. Your session is over. Proceed to pit in at a safe pace without delay so safety workers/vehicles may enter the track.

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 - worker. Your bike may be leaking oil, etc., so it is very important you stay away from the race line. 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.

Meatball Flag: If the meatball flag (black with a red dot) is displayed by the track marshal, it means the track marshal needs to talk to you. It could be a behavioral comment, or some other NON-emergency discussion. Please finish the lap and pull in to talk with the track marshal.

GENERAL RIDING GUIDE:

For Novices, we will start slow and progressively work up-to-speed, everyone will get a chance to become comfortable with the track. Your riding may be more aggressive than you are used to, so it is important to use your throttle, body inputs 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 corner workers 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.** 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 70% of the stopping power, and using only the front brake will prevent you from skidding the rear wheel. Apply the brake with firm, increasing progressive pressure. Never grab or jerk the front brake lever! Applying the brake gradually and evenly will result in consistent brake pressure that you can feel. The goal of exiting a corner is to constantly roll 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 begin as you approach a corner using brake markers or other visual turn-in point references. Braking should be performed smoothly and slowly, then gradually decreased as you reach the apex of the corner. This is known as trail braking. Remember to squeeze and release the brake lever smoothly. As you transition into the turn, look towards the apex of the corner and through to the exit point - you go where you look you should be picking reference points and working on this at every turn. 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. You will learn the lines of the track during your first sessions, think outside, inside outside. When you pass the apex, your vision should be focused down the track on where you are going.

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.

CRASHING

If your going down, there is nothing you can do to save it, so don't fight it. Try to relax and make every attempt to separate from your motorcycle. Ideally, you want to slide to a stop and prevent tumbling. Before attempting to stand, physically pat the ground to make sure you're no longer moving. 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, look at your line or escape path and do not target fixate on them. However, there is a good possibility you will follow them off the track if you are target fixating (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.

Cover at Every Rider Meeting:

Never follow a Control Rider faster or closer than you feel comfortable. Ride within your limits!

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.

- **FLAGS**
- **THIS IS A DANGEROUS ACTIVITY**
- **ENTERING AND EXITING THE TRACK**
- **FLAG LOCATIONS**
- **WEATHER CONDITIONS**
- **WHAT TO DO IF YOU CRASH**
- **WHAT TO DO IF YOUR BIKE LOSES POWER**
- **HOW TO PASS**
- **PROPER RISK ASSESMENT – PASSING**
- **STAY ON YOUR LINE**
- **PASSING RIDER IS THE STAY CLEAR RIDER**
- **WHAT TO DO WHEN YOU SEE A RED FLAG**
- **WHAT IF YOU RUN OFF THE TRACK**
- **WHAT IF YOU RUN THE CHECKERED FLAG**
- **NEVER STOP ON TRACK**
- **WHAT IF YOU NOTICE ANOTHER BIKE SMOKING OR LEAKING**
- **WHAT IF A FASTER BIKE PASSES YOU AND HOLDS YOU UP AFTER THE STRAIGHT AWAY**
- **THIS IS NOT A RACE**
- **GET HELP FROM THE CONTROL RIDERS**
- **GROUPS AND HOW TO GET MOVED TO THE NEXT GROUP**
- **OPEN TRACK (END OF DAY)**
- **TRACK DIRECTION**
- **UNFAMILIAR VEHICLHLE ON TRACK OR AMBULANCE**
- **NO HELMET MOUNTED CAMERAS**

Other Frequently Asked Questions:

1. Question, what should I bring?
 - Helmet
 - Leathers/Riding Suit
 - Back Protector
 - Boots
 - Gloves
 - Bike
 - Bike Key
 - Earplugs
 - Lunch / Snack / Water
 - Tools
 - Fuel
 - Money
 - Canopy / Chairs
 - Spares

2. Question, what do I do when I arrive?
 - a. At the registration area, you will show your ID, sign a waiver, collect your technical inspection sheet, and receive your armband to access the track.
 - b. You'll then proceed into the track area where you can unload your bike and get through tech.
 - c. If your bike and equipment passes technical inspection, you will receive a group sticker to place, in plain sight, on your bike.
 - d. Listen for the calls, and enter the track with your group!!!

3. Questions, can I bring guests to watch?
 - a. YES, and we highly encourage it. It is completely FREE for your guests to come in to watch and hang out with you. However, there are a couple of guidelines to consider.
 - i. Guests must sign-in at the front gate. They will receive an armband that gives them access to the Park. However, this armband will be different from the riders' armband.
 - ii. Guests ARE NOT allowed on the track surface.
 - iii. Guests are allowed to view the track from behind the pit wall.
 - iv. Guests are allowed to view the track from the second floor balcony of the NOLA Motorsports Park Events Center.
 - v. Keep your children nearby, under control and away from the vehicles transiting in the pits. Children under 16 need to be supervised at all times and are NOT allowed to cross pit road.