

Roger Lyle's
Motorcycle Excitement!
Advanced Rider Training Track Days / Road Racing School



courtesy Speed of Life Photography

Track Day Riders Manual

www.motorcyclexcitement.com

roger@motorcyclexcitement.com

301-933-2599

Going To The Track

Deciding to attend your first track day is a great decision, but the thought of attending a track day can be quite overwhelming and intimidating. Many uncertainties and questions are sure to come up as you plan for your first adventure to the track.



- What do I need?
- Where do I go?
- How do I get my bike there?
- Do I need leathers?
- Do they sell gas?
- Do I need to “prep” my bike?
- Should I ride my bike there?
- Will anyone help me?
- What if I need help?
- What time should I get there?
- Is there camping?
- What time does it start?
- Do they sell food?
- Does everyone just race around the track together?
- Are there rules?
- Is it safe?
- What should I take?
- Do I need a race bike?
- Can I ride my street bike?
- Do they rent gear?
- Do they rent bikes?
- What if I forget something?
- Will I learn anything?
- Why should I pay money to ride when the street is free?

This manual attempts to answer all of these questions. Roger Lyle, and the entire staff, is here to help you because we know how intimidating it can be to prepare for your first visit to the track. Relax! We are here to help you.

You'll be a track day veteran before you know it!

Getting Started



Motorcycle Xcitement **does not** rent motorcycles. You must bring your own motorcycle, leathers, helmet, boots and gloves. Street bikes are welcome. You don't even need to remove the license plate! Some riders will choose to ride their bike to the track. However, most will trailer their bike so they can bring all necessary items to ensure their comfort at the track. Either way, the Motorcycle Xcitement Staff and Coaches as well as the nearby enthusiast will gladly help should you need any assistance.

Both Summit Point Motorsports Park (SPMP) and NCBIKE allow free camping. We encourage our riders to come out the night before the event, so that you can be fully prepared for the 7am start time to the day. There **IS** a charge for electric hookup at SPMP, but **NO CHARGE** at NCBIKE. There **IS** gas on-site at SPMP, but **NOT** at NCBIKE. There's a gas station 1 mile away (by the highway). Food and drink is **NOT ALWAYS** available at either venue.

A checklist to ensure you do not overlook supplies you may need at the track is a valuable tool. *Most riders utilize some version of a checklist.* Below are some valuable items to bring to your first track day. This list is not inclusive of all items that you may decide to bring, but it should assist you with beginning your personal checklist of items.

- Shade canopy
- Chair
- Cell phone
- Wallet
- Cash / Credit Card
- Tire pressure gauge
- Basic tools
- Drinking water
- Food
- Zip ties
- Full-faced helmet
- Over-the-ankle boots
- Gauntlet gloves
- Leathers
(One-piece or full-zip Two-piece)
- Fuel
- Motorcycle key

If you have forgotten a necessary item, find Roger Lyle. He **MAY** have what you need or he can find out if another rider has that item.

At The Track

Once you have arrived at the track, you'll need to select a location in the paddock to unpack and set up your pit area.



- Attend **mandatory** Rider's Meeting
- Attend **mandatory** Novice group meetings
- Attend technical discussions
- Check tire pressure
- Check fuel
- Stay hydrated
- Introduce yourself
- **Talk To Coaches**

Schedule for the Day

The daily schedule for a track day is well organized. Below you'll find information related to the day's activities.

6:30 am – Coaches Meeting

Motorcycle Xcitement's Coaches and Staff meet to discuss the upcoming track day and ensure that they are fully prepared to provide an outstanding track day experience to every customer.

7:00 am – Registration and Tech Inspection Open

All riders **MUST** visit Registration and Tech Inspection each, and every, track day. You must sign a release form each day you participate. Tech inspection cards are issued at Registration. Ride your bike and bring your helmet to Registration and on to Tech Inspection.

8:00 am – MANDATORY Rider's Meeting

Roger Lyle leads the Rider's Meeting to share information about group alignment, track conditions, weather expectations, and additional items of importance related to that day's activities. All riders must attend this mandatory meeting, regardless of group assignment. Advanced riders are always called to be the first group on track for the day, followed by Intermediate, then Rookie, and then Novice riders.



8:30 am – MANDATORY Novice Group Meeting

Prior to the first on-track session for the Novice group, there is a **MANDATORY** safety briefing for all Novice group participants. This meeting includes information about:

- Safety precautions and procedures
- First-time track riders
- Flag review
- Passing rules
- Coaching
- Schedule for the day

8:30 am – Advanced Group On Track

8:45 am – Intermediate Group On Track

9:00 am – Rookie Group On Track

9:15 am – Novice Group On Track

After the *first* on-track Novice-group session, **ALL Novice riders** are required to attend a final **MANDATORY** session review debriefing. This follow-up meeting will review final safety points and move into track-specific and technical discussions such as proper riding techniques.

This schedule will continue throughout the day with Advanced, Intermediate, Rookie, and Novice groups rotating track time.

Each group's session will be announced over the public address system.

Novice Riders will listen for these calls prior to their group going on track:

"1st Call Novice" (10 minutes until you go on track)

"2nd Call Novice" (5 minutes to go)

"3rd Call Novice" (2 minutes to go) Ride to Pit Out and wait for further instruction.

Technical Inspection



All motorcycles that participate in track day activities must pass a technical inspection.

Tech inspection begins at 7:00 am when Registration opens.

There are a number of things that you can do to ensure you quickly and easily pass Tech Inspection. Prior to arriving at the track, be sure your motorcycle is clean, dry, and self-inspected. Inspectors are looking for:

- Loose fairings
- Loose bolts
- Loose levers
- Tire condition
- Brake pad thickness
- Throttle snap-back
- Brake lever travel
- Chain tension
- Leaks
- Fork seals
- Headlight(s) taped*
- Turn signals taped*
- Mirrors (removed or taped)*
- Full-faced helmet

** painter's tape is recommended in taping your headlights, turn signals, and mirrors*

You are not required to remove anti-freeze, nor are you required to safety wire. However, you should take extra precaution to ensure that your coolant and oil systems are secure and do not pose a threat of spillage.

Anti-freeze and oil are extremely slick on an asphalt surface and require extensive effort and time to properly clean and remove from the track surface. No one is able to ride during cleanup efforts. The Motorcycle Xcitement staff recommend Engine Ice or Water Wetter as an alternative to anti-freeze.

Safety Precautions



Motorcycle Xcitement takes every precaution to ensure a safe and enjoyable track day experience. However, motorcycle riding does include inherent risk. With safety in mind, Motorcycle Xcitement has specific rules that apply to each group and must be adhered to, in order to maintain a consistent level of safety for all participants. Safety rules are reviewed at every Rider's Meeting and Novice Group Meeting. Some of the more important safety items are detailed below:

Passing Rules

- **6 FOOT MINIMUM** between you and any rider you pass
- Passing on any straightaway
- Novice / Rookie / Intermediate Rules
 - Passing on the **OUTSIDE ONLY** in a corner
- Advanced Rules
 - Passing on **inside or outside** in a corner

Entering / Exiting the track

- **ALWAYS** keep right (or left), depending upon the track, to avoid crossing the "Race Line" prior to Turn 1. Blend into the race line at Turn 1
- Signal prior to exiting the track and entering the Pit area
 - **Left arm or left leg**
 - **Once you signal, you have committed to that decision**

Accidents

- Get away from the track
- Get behind a wall, if possible
- Keep your helmet on
- Leave your bike alone

Safety Flags

Standing Yellow

- **Caution!**
- **Maintain pace**, but be aware that something has occurred near the track just ahead of you

Waving Yellow

- **Extreme Caution!**
- No Passing
- **Maintain pace**, but be aware that something more serious has occurred near the track just ahead of you

Waving Red Flag

- **Signal that you have seen the red flag while maintaining pace**
 - **Left arm or left leg**
- Something has happened and the session is ending
- Proceed to Pit In at a brisk pace that is safe for conditions
- There will be a waving yellow flag in the corner where the incident occurred

Hand Signals

Without an effective means of 'verbal' communication while on-track, the coaching staff uses a number of hand signals to communicate with riders and other coaches. Some of the more common hand signals are detailed on the following pages. Hand signals are reviewed during each Novice Group meeting at the start of each track day.



Exit Track / Enter Pit

This signal should be used by **ALL** track riders. This signal informs riders *behind you* that you are exiting the track.

Reasons for exiting the track are:

- Session has been Red flagged
- Session has been Checker flagged
- Personal / mechanical issue

ALL riders should signal appropriately, either left arm or left leg, of their intention to exit the track and enter the pit area. For everyone's safety, it is extremely important that **ALL** riders signal under **ALL** flag conditions (green / yellow / red / checkered) of their intention to exit the track.

Once a rider/coach has signaled their intention to exit the track, they have committed to that decision and MUST EXIT THE TRACK.

***DO NOT CHANGE YOUR MIND!
DO NOT REMAIN ON TRACK!***



Coaching signals include:



Slow Down



Speed Up





Follow Me

Motorcycle Xcitement Coaches use the signal of “tapping-the-tail” to request a rider to follow them. This could be to demonstrate a better line, point out an apex, or simply to allow quicker traffic safe passage around a slower paced rider. Either way, the rider should fall in line behind the coach, at a safe distance, and observe additional signals that the coach will use to communicate with the rider.

Wave Around

In conjunction with the “follow me” signal, coaches will employ the “wave around.” A high-armed, deliberate, wave around, immediately after the coach “taps-the-tail,” communicates to riders behind you that it is safe to pass. You should remain behind the coach. After following the coach, a low-armed “wave around” signals to you that the coach would like you to lead, perhaps to observe a skill that you’re working to improve.



Reference Points

When Motorcycle Xcitement coaches point directly, they are communicating specific items or locations to the rider. Typically, this will be a corner apex to help the rider develop a better flow through a corner, or series of corners.



Final Thoughts...

Please remember, a track day event is not a racing event. ***A track day is our time to work on a skill, or set of skills, and to improve our riding abilities.***

Motorcycle Xcitement is committed to hosting a non-competitive event that will allow everyone access to coaching and track time to improve riding skills.

Motorcycle Xcitement hosts a Road Racing School at multiple events during the season. If you are interested in obtaining your racing license and putting your riding skills to the test in competitive events, then you should enroll in the Motorcycle Xcitement Road Racing School. Upon successful completion of the school testing and mock race, you will be eligible to apply for your road racing license with CCS, WERA, and AHRMA racing organizations.

And again...Thank you for riding with us!