



## **GENERAL RULES & REGULATIONS**

1. You must read this information packet before you participate in Coleman PowerSports' track day event.
2. Minimum age for ALL participants is 18 years of age.
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, we don't want anyone getting 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 participant responsible for any infractions of these rules by him/herself or any crew or family member associated with the rider.
5. Family members are encouraged to attend events. Your family will enjoy seeing you ride your bike fast and safely. You are responsible for your guests. Children must be supervised at all times.
6. Pit speeds are limited to 10 mph.
7. No sparky knee pucks are allowed.
8. There will be NO STOPPING on the track at any time. Riders must raise their hand when coming off pace or exiting the track.
9. Once you have registered for a track day, you have 14 days prior the event to cancel for a full refund. If you cancel fewer than 14 days of the event the 100% of track fee will be forfeited.
10. Track events run rain or shine – sorry no refunds for weather conditions!
11. We reserve the right to enforce all the rules contained in the manual, along with any rules and regulations set forth by the hosting track. We reserve the right to dismiss a rider from the event for careless or otherwise dangerous operation of any machine.
12. If you are involved in an incident resulting in damage to your motorcycle, you must go through tech inspection before returning to the track.



## A DAY AT THE TRACK

When you first get to the track find a spot to designate as your pit area. Tech inspection opens at 7 a.m. the morning of the event and closes at 8:45 sharp for a mandatory riders meeting.

First, check in at registration. Make sure you have a form of picture ID. You will be assigned a riding class and your rider number must be displayed on the front and/or tail section of your bike.

Next, you'll need to take your bike and riding gear to tech inspection. You will either pass or fail. If you pass, great! You are in for a fun day! If you fail, it could go either of two ways:

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

Preparation is key here. If you go over the guide we provided and don't leave any items in question, you will pass inspection. **There will be no credit or refund if you fail tech inspection.**

After each 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 at 8:45 a.m. This meeting is **MANDATORY**, and all riders must attend. **If you miss the meeting you will miss your first session while we go over all meeting information with you.** 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 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.

We will continue with 20-minute sessions rotating by 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.



## CLASSES & 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 class according to your skill and comfort level. Never follow a control rider faster or closer than you feel comfortable. Always keep your ego in check and ride within your limits.

### ***Beginner:***

This class is very structured. Control riders act as instructors. Every Beginner group will have a lead and floating control rider. The leader is assigned to a group and sets the pace for his group all day. He is responsible to lead his group each time on the track so the group is guaranteed a steady increase in speed throughout the day. Floaters will move around 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 control rider's line. If you feel that you are riding over your head, back off and slow down – we are not responsible for any damage to you or your motorcycle. Passing will be limited to straight-aways. Never pass a control rider unless you are waved by for safety reasons. *Note: if you want help and aren't receiving it, please approach a control rider. That is their job!*

### ***Intermediate:***

This class features less supervision and structure. Control riders look at riding ability, encouraging faster or slower riders to move up or down a class. Passing is allowed, except in corners. Braking areas and turn exits are allowed. Control riders also look for unsafe riding and will take appropriate action 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 class features very little supervision. Control riders 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 ride 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 & down:	"Slow down"
Tap on their tail section:	"Move in behind me/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 acclimated. The racetrack is designed for high speed. 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 class.

### **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 you get up, physically pat the ground to make sure you're not still 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, do not 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.

### **CORNERWORKERS, TRACK MARSHAL, & 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.
- 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. Raise your hand to acknowledge the flag. 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 cornerworker. 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. Finish the lap and pull in to talk with the track marshal.



## WHAT TO BRING TO THE TRACK

- Registration information (copy of your entry form, photo ID, etc)
- 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 tools and equipment you may need, including a service manual.
- Tire pressure gauge and pump
- Food will be available at the concession stand at track
- Gatorade and water will be provided at the Coleman hospitality tent.
- Your own gas (5-10 gallons extra)
- Canopy to stay out of the sun
- Spare equipment

## PERSONAL EQUIPMENT NEEDED

- Helmet, full-face DOT, SNELL, or European standard approved, with eye protection. No flip up helmets allowed.
- Leather or textile riding suits (i.e. Cordura, Kevlar, or Aerostich-type). No textile suits will be allowed in the Advanced class. Two-piece suits must zip together, but full circumference is not required. **Airmesh-style suits (where you can see your skin through them) will NOT be permitted.**
- Sturdy over-the-ankle leather boots
- Leather gauntlet-type gloves
- 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 require a tech inspection at any time.

### *Bodywork*

- Bike number displayed on the front and/or both sides of the tail section; at least 6 inches high with no special background required
- 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
- Mirrors removed
- Belly pans (recommended, but not required)

### *Engine*

- Oil drain plug (Advanced and Intermediate safety wired, Beginner strongly recommended)
- Oil fill plug (Advanced and Intermediate safety wired, Beginner strongly recommended)
- Oil filter (Advanced and Intermediate safety wired, Beginner strongly recommended)
- Oil leaks
- Fuel leaks
- Coolant drained, flushed and replaced by water or Engine Ice coolant (Advanced and Intermediate safety wired, Beginner strongly recommended)
- Coolant hoses and connections checked for leaks

### *Brakes*

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

### *Chassis & Suspension*

- Steering stem & bearing play
- Exhaust
- Foot pegs
- Shift linkage
- Rear brake linkage
- All levers (front brake, clutch)
- Throttle smooth and auto return
- Handlebars
- Triple tree



- Front fork seal leaks
- Front fork alignment
- Front wheel bearings
- Front wheel axle bolt & pinch bolts
- Rear wheel axle and alignment
- Rear wheel bearings
- Rear shock seal leaks
- Tire condition (1/2 tread in center) and pressure (30-35psi)
- Engine and frame mounting bolts
- Swing arm pivot bolts
- Battery condition
- Kickstand must be removed for Advanced and Intermediate classes

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.

## WIRING

### *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 operations 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 in 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 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 hole 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 or Engine Ice type coolant. When you change the coolant in your bike, do so with two flushes of the system with water. 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.

If you have any questions regarding the preparation of your motorcycle, please call Jon Morse at the Falls Church store (703)237-3400 or bring your motorcycle to the store for a pre-track day check over. This work can be performed by our service dept., (participants receive a discounted price on parts and labor) if you do not feel comfortable doing it yourself.



## **TYPICAL SCHEDULE**

### **Day of Event**

- 7:00 a.m. - Registration and tech inspection opens
- 8:00 a.m. - Registration closes
- 8:45 a.m. - Mandatory riders' meeting
- 9:00 a.m. - Beginner group report to the classroom area
- 9:00 a.m. - Event begins, Advanced session first
- 9:20 a.m. - Intermediate
- 9:40 a.m. - Beginner parade laps
- 10:00 a.m. - Advanced
- 10:20 a.m. - Intermediate
- 10:40 a.m. - Beginner
- 11:00 a.m. - Advanced
- 11:20 a.m. - Intermediate
- 11:40 a.m. - Beginner
- 12:00 p.m. - Lunch and afternoon riders' meeting
- 1:00 p.m. - Advanced
- 1:20 p.m. - Intermediate
- 1:40 p.m. - Beginner
- 2:00 p.m. - Advanced
- 2:20 p.m. - Intermediate
- 2:40 p.m. - Beginner
- 3:00 p.m. - Advanced
- 3:20 p.m. - Intermediate
- 3:40 p.m. - Beginner
- 4:00 p.m. - Advanced
- 4:20 p.m. - Intermediate
- 4:40 p.m. - Beginner
- 5:00 p.m. - End of event

Note: Times are subject to change.

### ***TWO SUPERSTORE LOCATIONS TO SERVE YOU:***

**435 South Washington St.  
Falls Church, VA 22046  
(703)237-3400**

**14105 Telegraph Rd.  
Woodbridge, VA 22192  
(703)497-1500**

**WWW.WHERETHEPOWERIS.COM**