



Greetings!

The information in this handbook includes what to expect at our event at Willow Springs, what to bring (and what not to bring), proper riding gear, bike preparation, flag rules, our policies, and much more.

For experienced track riders, it is critical that you recognize the difference between a traditional “track day” event and a TrackXperience event. We are not a race practice, nor are we an open club event. **We run with “gentlemen’s rules” for passing** and we have a very high expectation of rider courtesy. Discourteous or unsafe riding will not be tolerated. However, we welcome skilled riders and racers who desire to ride with other courteous riders in an uncrowded environment. Just know the difference!

If you are attending our riding school, relax. Don’t worry if you can’t remember everything in this orientation packet. We’ll be there in person to help you understand the rules and guidelines for safe and enjoyable track riding. Just come ready to learn!

Remember that you must turn in your liability waiver (we have extras if you forget to print the one in this packet), and you will also be required to sign the racetrack’s liability waiver as you enter the facility. If you have any questions or concerns about the enclosed materials please contact us immediately.

When not on the track or in the school, try to stay in the shade and stay well hydrated throughout the day! Remember to take it slow the first few laps to get your tires warmed up since the track temp is going to be lower during the first AM session! **AVOID COLD TIRE CRASHES!**

We look forward to seeing you at the track!

The TrackXperience Staff
925.788.0082
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RULES AND POLICIES

What to bring to registration

- 1) **Completed** liability release form
- 2) Valid Photo ID
- 3) Medical Insurance Card & Emergency Contact Info

TRACK RULES

Riders may only enter the course under the approval of the grid entry marshal.

Riders who disregard the grid entry marshal are subject to dismissal from the event, as the potential for serious injury is very likely with unsafe or untimely track entry

Riders exiting the course into a runoff area may only re-enter the track with the approval of a corner worker or track marshal (provided one is in view)

We expect safe and courteous riding. We mean it, period. We are NOT a race practice and NOT a place for people to show off.

If you ride with disregard for the safety (or expensive equipment) of others your day will be ended by our staff shortly thereafter.

DO NOT look behind you. Ride in a bubble. That is, ride for yourself, and do not worry about who is behind you. It is the overtaking rider's responsibility to pass you safely, or they may not pass.

If you are a slower rider, DO NOT use the whole track. Think about leaving a lane around you as you set up for a corner. More important, just be consistent with your chosen line through each corner so that faster riders can pass you safely with ease.

CRASH POLICY (In most cases, if you crash your day is over)

Some people seem to view a track event as a place to push their limits, which will inevitably result in crashing at some point in their learning curve. **WE ARE NOT THE PLACE TO PUSH YOURSELF.** You don't go out to ride the canyons thinking that you will push yourself until you crash...please come to our event with the same attitude. For you seriously advanced riders and racers, remember that every crash is predicated on the fact that you could have or should have used more moderate throttle or smoother braking or shifting, so please focus on those skills. Smoother riders are safe riders, and you'd much rather go home with a pretty bike, trust us.

Only riders involved in VERY MINOR CRASHES (i.e. low speed tip-over or slides) may be allowed to continue the day at our discretion. This is certainly NOT just to punish people. We have simply found that riders who crash often spend the rest of the day focusing on the crash, and may in fact crash again later with more serious consequences. All riders who have a crash where their helmet impacts the ground OR where they are observed by a corner worker to lay on the ground and not immediately get back up must be evaluated by the on-site paramedic staff. And their day is definitely over. There is no appeal to this policy.

The bottom line: ride within your limits. If you don't know your limits, slow down.

RIDING GROUP DESCRIPTION

For those of you attending this event, your choice of riding group will dictate a rather different experience for you at the racetrack.

Novice School - Come ready to learn. We will be taking you through several classroom workshops and on track drills. Things happen very quickly, so please BE PROMPT to all classes. Passing rules will be modified as the day progresses, so please stay on top of what we tell you. AT ALL TIMES ride well within your limits. We do want you to get used to accelerating down straights to start bringing up your speed as you learn, but DO NOT feel pushed or rushed to progress faster than you are comfortable. This is your day to learn and develop new skills.

* Instructors work very closely with assigned students, 4:1 ratio

Level 1 Open Lapping - You will be riding around our school riders at a more relaxed pace (Beginner riders). People in this group are expected to yield to L1 school riders during the drill sessions (in other words, ride with due regard for them while they practice exercises in certain corners). Passing may be done on either side with an 8-10 FOOT lateral buffer. There is NO passing in the "Omega" (turns 3-4-5) at Willow Springs. AT NO TIME should you cut off or take away the line of (called "stuffing") another rider...it's neither safe nor necessary and could potentially end your day.

Instructors available for personal coaching, riders may still attend classes for refresher

Level 2 Open Lapping - For intermediate track riders, typically someone who is a faster than a beginner but slower than an advanced rider at track day events. You MUST be stable and predictable and able to hold your line. SPEED DOES NOT COUNT as long as you're not a rolling roadblock, but if you cannot hold your lines or you are unpredictable, we will very likely move you into the L1 group for everyone's safety. We MANDATE a reasonable and prudent safety rule in passing other riders. You may pass to either side, as long as it's safe. We require a 6-8' lateral buffer where possible, and **no close or discourteous passes will be tolerated. WE ARE NOT A RACE PRACTICE.** If you are coming out with that mindset and cannot ride with "gentlemen's rules" you will have a problem our event.

Instructors available for 1-on-1 coaching

Level 3 Open Lapping – Advanced Track Riders, our fastest group of riders! We MANDATE a reasonable and prudent safety rule in passing other riders. You may pass to either side, as long as it's safe. We require a 6' lateral buffer where possible, and **no close or discourteous passes will be tolerated. WE ARE NOT A RACE PRACTICE.** If you are coming out with that mindset and cannot ride with "gentlemen's rules" you will have a problem our event. That being said, a large group of extremely fast track riders & racers enjoy our events for the safety and fun we provide.

There are no trophies or money to be won at our events!

TRACSTAR CHALLENGE

At morning registration, you may choose to participate in the optional and free Tracstar program, where you will work to master progressively harder riding skills. Tracstar achievers will be awarded a patch for their leathers and a certificate of accomplishment. A certification course overview will be available at the registration area. Here's how it works...

L1 Riders - You will have the opportunity to train for Bronze and Silver certification. This will be explained during the first level one meeting. You may test for one level each day. A school rider who listens and applies themselves to making the most of their day should be able to achieve Bronze, but it's not guaranteed. This is about skill, and everyone has their own learning curve, but we will help you to the best of our ability.

L2 & L3 Riders - If you have opted to participate, you will start with Bronze and Silver, progressing to Gold and eventually Master Rider at a future event (no rider may test for more than 1 level per day and Gold/Master levels could take several events to achieve!).

BIKE PREPARATION

All bikes **MUST** pass technical inspection prior to admittance to the track. If your bike **DOES NOT** pass tech inspection, you will **NOT** receive a refund

Tires and brakes must be in good condition. Tire tread should be in near new condition with good tread depth. Any tires with shredding, cracking, or flat spots with no remaining stiping will not be allowed. **CHECK YOUR TIRE PRESSURE**, as track pressures will differ from street pressure.

Brake levers must be functional, and may not show signs of not being safely bled (excess pull/play)

All lights must be taped over. We also suggest pulling fuses to avoid having residue baked onto your lights. Side mirrors must be taped over or removed (we suggest removal)

All machines must have an operational kill switch/button and self-closing throttle in good working condition

Wheel balance weights must be well-secured (crimped or taped over)

License plates must have bolts taped or be removed

WE STRONGLY SUGGEST SAFETY WIRING OIL DRAIN PLUG. In fact we really think for those of you who frequent track days safety wiring **MANY** things is advisable, and many motorcycle shops will "track prep" a bike for you. It's **NOT** required mind you, but it's a prudent thing to do.

Level 2 & 3 riders must drain glycol coolant and run water, with any of the major aftermarket non-glycol coolants such as Water Wetter or equivalent.

Tape over your speedometer. Nobody cares how **FAST** you go in miles per hour. We care about how smooth you ride, which will result in lower lap times.

RIDER EQUIPMENT

BSI, DOT, or SNELL full-face helmet with face shield. Swing-up chin-bar helmets are ONLY allowed in the Level 1 school, and any of these helmets that don't lock firmly (i.e. ROOF and others) will not be allowed period. You are risking your own head by riding with a damaged helmet, but any damage more than scuffs or scrapes will NOT pass tech since we care about your safety even if you don't.

Leather, Lorica, or similar material motorcycle riding boots that fully cover the top of the ankle and MUST overlap your suit's pant leg. No external laces allowed.

Undamaged gauntlet style gloves with full wrist coverage (must overlap sleeve of suit). And for your own protection, don't come to a track day wearing some cheapo paper-thin gloves.

One or two piece protective suit. Two piece suits must zip together fully (90%) if worn in Level 2 or 3...at least a standard "back zipper" is required for Level 1 riders. Ballistic nylon suits such as Joe Rocket, AeroStitch etc. are acceptable (Level 1 only) provided they have reinforced and padded shoulders, elbows, hips, and knee areas.

Level 2 & 3 riders MUST WEAR A BACK PROTECTOR. Back pads sewn into suits are not enough.

NO sparking knee sliders allowed. At ANY venue.

IMPORTANT NOTE: YOU MUST RIDE A MOTORCYCLE APPROPRIATE FOR HIGH PERFORMANCE RIDING. SEVERELY UNDERPOWERED MOTORCYCLES, OR THOSE NOT SUITED TO HIGH SPEEDS OR REASONABLE LEAN ANGLES WILL NOT BE ALLOWED ON THE TRACK. BMW K and R bikes and power cruisers are acceptable.

WHAT TO BRING TO A DAY AT THE TRACK

Bike Key (no fun to pay a mobile locksmith \$100...trust us!)

Medical Insurance card or a photocopy for our reference (we do not provide medical insurance for riders).

If attending alone, throw a piece of paper on the dash of your car with a couple emergency contact numbers. While we don't expect problems, we have had a couple occasions where we could not reach the emergency contact person provided during online registration

Sunscreen: We suggest the spray on non-greasy types.

A nylon-type folding chair. Few venues have chairs and your tailgate gets HOT. Our riders are always welcome to hang out on the chairs we provide near the grid under our canopies, but it's something cheap and simple to bring.

DO NOT have any alcoholic beverages open during the event. They MUST be kept in your trailer/vehicle or cooler until after 5PM each day. Any rider observed drinking an alcoholic beverage before 5PM will be subject to immediate ejection.

Do not bring dogs if at all possible. We understand that some people travel with dogs. If that is the case, the dogs MUST remain in your trailer or tow vehicle, or kept on a leash while escorted.

Other Miscellaneous Rules

Pit Speed: The pit speed is 10 MPH. Excessive pit speed is grounds for having your head torn off by the track management.

Wheelies: There is a huge difference between a power wheelie from a racer setting your lines around the course and riding a wheelie on purpose to stunt. Tracks have a zero-tolerance policy to riding wheelies for show, and we support that policy. Do it, and your day is over. This is not "Las Vegas Extremes". Ride in full control.

Smoking: OK...this one should be a no-brainer. If there's gasoline around, don't do it. If you want to smoke, you are welcome to do so either in your vehicle or in an area away from bikes and gasoline.

Spectators: We are more than happy to have you bring guests and family to our events. But some very simple safety rules apply. Your guests must observe all stated track rules. Children must be monitored at all times. Loose children will be sold to passing gypsies.

No Drafting: Drafting other riders (tucking in right behind them on a straightaway) is a race-practice that is neither safe for track days nor allowed at our events..

Watch out for Instructors: They will frequently pull right and slow on straights, they may pass you in corners (safely of course), and will generally be riding differently than the rest of the riders since we're watching the groups and often following slower riders who are taking erratic lines. **Look for them in yellow vests!**



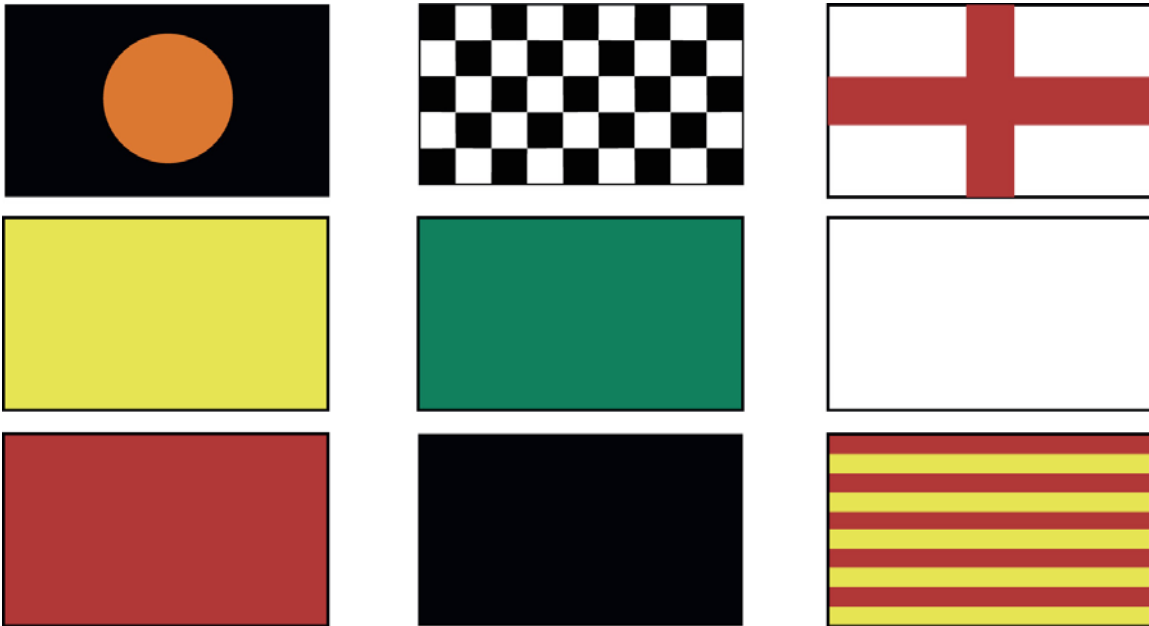
TrackXperience™

Willow Springs Raceway
Length = 2.5 miles

Understanding control flags

We use a standard flag system that is common to most racetracks. Disobeying or ignoring flags is unacceptable. A blatant violation, (especially of red/black flags) could mean the end of your day.

Read the flag explanations below. **KNOW IT, LEARN IT, LIVE IT, LOVE IT.**



We will be running the Standard WSMC flag rules

GREEN FLAG: Indicates the start of a session if shown at Start/Finish.

YELLOW FLAG (stationary): Normally shown during the first 2 (sighting) laps of the day for each group. This is to help you learn where the corner workers are around the course. Other than sighting laps, you may pass under a (stationary) yellow flag. The track is not blocked, but be alert

YELLOW FLAG (waving): If the yellow flag is waving, the incident is at or near that corner worker station. Slow a little down, be ready to change your line. **USE EXTREME CAUTION** until you pass the incident. **DO NOT PASS** under a waving yellow flag. You may resume passing at the next standing yellow or green flag.

YELLOW/RED STRIPED FLAG: Indicates debris or fluid on the track. Passing is allowed but use caution since you may NOT see any obstacles.

WAVING BLACK FLAG: Indicates a course closure. Maintain a reasonable speed and return to the pit area as soon as possible to see the grid marshal. **DO NOT FORGET** to put your hand up or leg out as you near the exit to let other riders know you're pitting!

BLACK FLAG (Pointing at you): Indicates a rule infraction. Finish your lap and **IMMEDIATELY** report to the grid marshal. If you're not sure if the flag is meant for you, come in to see us to make sure. If an instructor pulls in front of you and points to their rear wheel or taps the back of their bike, this is the **SAME THING** as getting a black flag and you **MUST FOLLOW THEM** to the pits. **Ignoring this flag or instructor direction is a serious violation, and grounds for immediate ejection.**

BLACK/ORANGE (Meatball) FLAG: If you see this flag, there is something wrong with your bike (MECHANICAL). You **MUST** exit the track and see the grid marshal.

RED FLAG: There is immediate danger on the track. Signal by hand or foot and SLOW to a safe and controlled speed. Proceed to the Hot Pit for further instruction. Watch for emergency vehicles on or near the track moving in either direction. Use proper signal at exit.

CHECKERED FLAG: This is to indicate the end of a session. After passing a checkered flag, put your hand up or leg out and pull off the track via the track exit.

WHITE FLAG W/RED CROSS: Indicates that a safety or emergency vehicle is on the track. This flag is usually shown after a red flag situation. If you see this flag pull to the side of the track. NOT FREQUENTLY USED.

HOW TO INTERACT WITH COURSE CONTROL STAFF:

- 1) **Grid Marshal:** This will be a uniformed TrackXperience staff member. Do not enter the hot pit from the paddock unless the grid marshal waves you on. This is also the person you will report to if given a black flag or meatball flag.
- 2) **If you have a mechanical problem:** If your bike starts having mechanical problems, pull off the racing line immediately in case you are either dripping fluids or being rapidly overtaken by a faster rider. This means stay to the right on the straights with your left hand up (if possible) and to the far outside of turns. If your bike is not going to make it around the track with at least 65% speed, pull off into a runoff area (NOT in an impact zone) and get at least 10-20 feet off the pavement if possible. Look around, find a corner worker visually, and then tap the top of your helmet so they know you have a mechanical failure. They will roll the crash truck at the end of the session. We DO NOT interrupt sessions to pick up mechanical failures.
- 3) **If you crash:** IF you feel you can sit up or stand, then try to get away from the impact zone and oncoming traffic. If you are unhurt, visually locate a corner worker, and wave at them so they know you are OK. If you are unhurt and able to push your bike away from an impact zone, then do so.
- 4) **If someone crashes in front of you:** DO NOT STOP for them. Get past them safely and start watching for a black or red flag. Only instructors are allowed to stop on course for any reason.
- 5) **Leave them a tip:** We always put up a tip jar at the registration area for the corner workers. These folks work hard all day for a lot less than we make, and we like to show them our appreciation. No, it's not required....just a nice gesture.

Daily Schedule (PRINT AND BRING WITH YOU FOR REFERENCE)

Please arrive promptly. Late entrants to a full event (after 9AM) may lose their spot. No-shows are not refunded.

7:15 AM – Gates Open (OUR STAFF ARRIVES @ 7AM and early arrivals will be held at the main gate while our staff sets up the day)

7:30-8:15 AM – Rider Registration and Tech Inspection. Walk-up riders must pay full price. Once you have signed in, take your bike (no gear) immediately to tech inspection.

8:20 AM – Registration/Tech closes – Mandatory rider meeting

You need not come to the meeting in your leathers. Level 3 riders will have at least 10-15 minutes to suit up prior to the track going hot. **If you miss this meeting you MAY not be allowed to ride unless we have time for an additional briefing. We're sorry, but that's how it must be for the safety of all riders.**

8:50 AM - First School Classroom Meeting (L1 open lappers must also attend).

9:00 AM – First track session: Level 3 Open Lapping goes out first. 20 minute alternating sessions with warning calls before each session.

12:00 PM – 1:00 PM Lunch Break. For most events we will continue riding through lunch. The snack bar will be open.

5:00 PM – Track closed. Please police your pit area for trash and exit the track premises by 6:00 PM.

TRACKSIDE SERVICES

Tires – trackside tire service by Cyclemall Race Tire Services (Bridgestone),

Suspension – Catalyst Reaction Suspension Tuning is providing suspension services.

Photography – CaliPhotography.com will once again be taking great shots for riders!

Fuel – A fuel pump is located on the east end of the paddock, near turn 9.

AMB Timing is not available as this is NOT a timed event.

NOTES FOR NEWBIES (and for you who think you know it all too)

- 1) **Work on being smooth, and the speed will take care of itself.** If you want to watch someone's lines, look for an instructor in a bright yellow vest.
- 2) **Ride for yourself**, don't compare yourself to anyone else on the track. You can always find someone faster. DO NOT get sucked into a group of faster riders. (That's a good way to crash)
- 3) **Stay hydrated.** Dehydrated riders think fuzzy and have slowed reflexes. EVEN on a cold day you will need to keep drinking plenty of fluids.
- 4) **When you want to push** that last 10%, remember that you really don't want to invest your next couple paychecks into bike repairs.
- 5) **After 2PM, when you start feeling tired, slow down by 10%** and work on smoothness again by picking 3-4 turns you've been struggling with to focus on...just cruise through the rest. You will be safer and go home happier.
- 6) **Get a good night's sleep** the night before. We're not starting registration & tech until 7:30 and the rider's meeting isn't until 8:20AM...good REM sleep will start your day off right.
- 7) **Don't be afraid to ask for help from instructors.** They WANT to help you, but they are NOT going to force it on you. While we may walk the paddock and talk to our riders, it's up to YOU to let us know if you're feeling uncomfortable or tentative about your riding. Our instructors frequently pull into the hot pit area during sessions to see if there are riders needing on-track help, so that's the place to come at the start of your session if you want help. If an instructor pulls in front of you and waves you in (overhand wave) they're inviting you to come work with them and follow their lines. THIS IS OPTIONAL. But if they pull in front of you and point to their rear tire or pat the back of their seat, you NEED to follow them back into the pits to talk. Maybe you're having a serious problem, or maybe your bike has a mechanical issue they want to address to you.
- 8) **Have a plan.** Think of something you want to work on in your riding skills before you come to the track, and then try to focus on the one or two things you're struggling with during your riding day.
- 9) **Don't worry about who's behind you.** And DO NOT look behind you. It is the overtaking rider's responsibility to make a safe pass. Just take predictable lines and you'll be easy for faster riders to get around safely.
- 10) **Stretch out in the morning.** Being as limber as possible will help you feel comfortable and agile on the bike that much longer. And stretching out when you get home after riding and drinking plenty of water will help you recover faster without cramping after a hard day's riding!

Getting to Willow Springs Raceway

Take Highway 14 north through Palmdale and Lancaster to Rosamond and exit Rosamond Boulevard. When you exit the freeway, turn left and go west for approx. 6 miles. As you clear the city area, you will see the racetrack complex on the hills to your right. DO NOT turn in at the first entrance (that goes to the oval and Streets of Willow). Turn into the second entrance which is the 4 lane main entrance. Stop at the gate and sign the waiver, then proceed straight to the pit area for the "big track".

"EVENT LIABILITY RELEASE"

Please fill in ALL information and write or print legibly.

This is a legal document and promise not to sue. If it is illegible, you will be asked to complete it again

Event Date - _____ / 2009

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE (____) _____ E-MAIL _____

BIKE(S) _____

LEVEL: SCHOOL L1 L2 L3 (CIRCLE ONE)

RELEASE & PROMISE NOT TO SUE

I, the above rider, hereby release and agree to hold harmless, TrackXperience Inc. the owners and lessees of the facility, the participants, the officers, agents, representatives, instructors, corner workers and any one else that we can think of, of any liability, loss, claims and demands that may accrue from any loss, damage, injury (including loss of life, limb and/or permanent disability) to my person or property, in any way resulting from or arising in connection with this event(s), while engaged in preparation or participation therefore, or while upon, entering or departing from said premises, from any cause whatsoever, I know and understand the risk and danger to myself and property while upon said premises and while participating or assisting in this event, so voluntarily and in reliance upon my own judgment and ability, I thereby assume all risk for loss, damage or injury as stated above (including death, loss of limb(s) and/or permanent disablement) to myself and my property from any cause whatsoever as I realize that RIDING MOTORCYCLES IS A POTENTIALLY DANGEROUS AND/OR LETHAL ACTIVITY. I voluntarily waive my rights and furthermore promise not to sue the owners, instructors and/or participants of this event and the facility for any reason. I understand that NO MEDICAL INSURANCE OR MEDICAL COVERAGE OF ANY TYPE is provided for me at this event. I also release rights to any photos or video taken of me at this event.

AGREEMENT

By my signature below, I agree to the content of the above release and terms. I further agree to abide by the rules and regulations of TrackXperience Inc. and it's officials. I certify that the above information regarding name, age, skill level and experience is true and accurate and given freely for the purpose of participating in this riding event.

PARTICIPANTS SIGNATURE _____ DATE _____

By my signature I confirm that I understand and agree to be bound by the terms and conditions stated above

Emergency Contact: _____

Phone: _____

Medical Insurance

Provider: _____