

NESBA Riders' Manual



(as of Winter 2008)

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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 tech inspection requirements, payment policies and NESBA's onsite vending services so be sure to read it carefully.** It also contains helpful riding tips and contact information, as well as valuable coupons from NESBA, *Roadracing World*, and Worthington Trailers. Please read and review it before your first/next event—it is required reading, but well worth your time. Your membership packet should also contain WERA and sponsor information, NESBA stickers and your member card, which is valid for one calendar year and must be used for proof of membership at track events and for dealer discounts.

NESBA is proud to continue our long-term sponsorship agreements with Yamaha, Yamalube, GYT-R, Pirelli, Renegade, Vortex, Teknic, Chicken Hawk Racing and Armour Bodies. This 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 1.877.AT.NESBA, or e-mail info@nesba.com.

Safe Riding!

Bob Blandford
President
NESBA

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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 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.
6. No refunds are issued for NESBA account credits.
7. NESBA account credits expire after 365 days.
8. 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.
9. Pit speeds are limited to 10 mph.
10. No sparky knee pucks are allowed.
11. 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.
12. There will be no verbal or physical confrontation with any other member or crew. Infractions may result in suspension, fines, and possible prosecution through local law enforcement agencies.
13. 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.
14. A valid expert race license is required for first-time riders with NESBA to be placed into the Advanced group.
15. Participants who register at least 15 days prior to an event will receive the standard rate for the event. Those registering less than

15 days before an event will pay an extra \$20 for late registration. Event fees vary, depending on the track and course.

16. **No checks will be accepted. Cash or credit card only.**
17. Once you have registered for a track day, you may cancel up to 15 days prior to the event without penalty, with the exception of a \$5 processing fee. You can choose to have a full refund or credit applied to your account. If you cancel between 15 and seven days before an event, a full credit will be applied to your account, minus the \$5 processing fee. If you cancel within seven days of the event, 100% of the track fee will be forfeited. **NO credits or refunds will be issued for missed or uncompleted events due to personal circumstances on your part.**

Under certain circumstances members may be eligible for a credit refund for cancelling within seven days of an event if they submit a credit request form. The form must be mailed in and postmarked prior to the event date. Upon approval, credits (minus a \$45 processing fee) will be placed into a member's NESBA account; no cash refunds will be issued. Allow 2-3 weeks for credits to be processed. Credit request forms can be downloaded at www.nesba.com.

- 18 Any sale or transfer of trackdays 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.
19. A postponement/cancellation due to rain will be determined the day of the event. If it is raining the morning of the event, we will make a decision based on the weather report. Remember, just because it's raining at your house, doesn't mean it's raining at the track.
20. 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.
21. This manual and its contents are subject to change at any time. When possible, please refer to NESBA's website (www.nesba.com) for posted changes. If you have a question about a policy or procedure, please contact 1.877.AT.NESBA or info@nesba.com.

MEMBER 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 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 (late fees will not be refunded). 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 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.**

**a bike will be determined unrepairable by the director in charge.*

3. Rain Policy

If we do not roll a wheel on the track and the event is canceled due to rain, you will receive a 100% credit to be used at another NESBA event. Rain credit is only good for one calendar year from the time of the cancellation. Credits can be used via your online profile.

If we get rained out after an event has started, there will be NO credits or refunds issued. If you choose not to show up and we ride, you will not receive any credit. If you choose not to show up and we cancel the event, you will receive a 100% credit for another NESBA event, to be used within one calendar year. Credits will be applied to your account within two weeks of the event.

NESBA will ride on a wet track. However, there may be circumstances when we feel it is not safe enough to ride and cancel the event. This will be determined only on the day of the event.

NESBA reserves the right to adjust this policy at anytime without notice.

4. Discounts and Pricing Incentives

a. *Package Discount*

A member can sign up for a block of 12 events or more at one time and get 15% off the total cost of the events. Members must complete all 12+ events in order to keep the discounted rate.

b. *Multi-Day Discount*

If you sign up for a multi-day event, every day after the first day will be discounted \$15. So if you sign up for Saturday, Sunday, and Monday, Saturday will cost you the regular rate, Sunday and Monday will cost you \$15 less for each day (total savings of \$30).

c. *Member Discount (Elite Membership)*

If a member completes 12 events or more in one year, he/she qualifies for no late fees or cancellation penalties, with the exception of the \$5 processing fee, during the following membership year.

d. *Free Tire Program*

Members who do 15 or more NESBA events in one season will receive a certificate for a free set of select sponsor tires prior to the start of the next of the season.

e. *Membership Rewards Program*

This works very much like a frequent flyer miles. For every track day you do, 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.

5. 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.

6. Flexible Cancellation Policy

You can cancel up to seven days prior to an event FREE of charge, with the exception of a \$5 processing fee. (See rule #17 on page 5.)

7. Trackside Support

NESBA offers dedicated trackside support at all Mid Atlantic and Southeast events and has coordinated outside trackside support in its other regions. Call 1.888.543.1039 for more information.

8. 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 online via the Nesba Store at www.nesbastore.com.

9. 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.

10. 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.

11. Prime Riding Times

Most of our track days are held on weekend dates.

12. Sponsor and Dealer Savings

Other benefits include special tire, shock, bodywork, and lap timer pricing, discounted trailers, and more. NESBA's trackside vending and dealer network offers significant savings on parts and accessories. Call NESBA's trackside vending at 888.543.1039 or see the dealer link on our website.

13. No Track Bills for Transports

NESBA will not pass on to members the fees some tracks charge per ambulance transport. NESBA is not encouraging using transports, but if it happens, members can be assured NESBA will cover the track's bill for their ride.

A DAY AT THE TRACK

When you first get to the track, either the night before or that 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 your membership card, a form of picture ID, and your e-mail confirmation with you. A temporary membership card is printed on your membership invoice—use this if you haven't received your membership**

card in time. You will be assigned a riding group and your rider number must be displayed on the front and/or tail section of your bike. 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. 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
- 2) or, 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 credits or refunds issued if you fail tech.**

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 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 (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 1/2 hour). 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:

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 22).* **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.

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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 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 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 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 a switch. If you snap it on, you stand the risk of locking your front wheel, which could cause you to crash. The throttle is equally important. You "dial" it on and off, instead of jamming it on and off. 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 you get up, 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 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. Please finish the lap and pull in to talk with the track marshal.

WHAT TO BRING TO THE TRACK

- o Registration information (membership card, photo ID, and e-mail confirmation, which is e-mailed five days 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
- **Tire changing is not always available

PERSONAL EQUIPMENT NEEDED

- o Helmet, undamaged, full-face DOT, SNELL, or European standard approved, with eye protection. No flip-up helmets allowed.
- o Leather or textile riding suits (i.e., Cordura, Kevlar, or Aerostich-type). No textile suits will be allowed in the Advanced group. Two-piece suits must zip together; **full circumference is required.**
Airmesh-style suits (where you can see your skin through them) will NOT be permitted.
- o **No jeans allowed.** Rental leathers are available.
- o Sturdy over-the-ankle leather boots
- o Leather gauntlet-type gloves
- 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
- o Seat

- o Fender
- 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 (Advanced riders must loosen bodywork enough for the tech inspectors to check wiring, etc)

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 safety-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. **There will be NO refunds or credits issued for a bike that fails tech.**

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 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 1/16th 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 re-installing 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

Starting in 2008, trackside vending services will be provided at all NESBA events. Vendors will carry parts and accessories from various sponsors, including: Pirelli tires, Vortex Racing hardparts, Chicken Hawk Racing tire warmers, Penske Racing suspensions, Yamalube and Teknic leathers.

Regional vendors are as follows:

Mid Atlantic & Southeast, NESBA, 1.888.543.1039, parts@nesba.com

Mid Central, Lithium Motorsports, 712.276.1964, www.lithiummotorsports.com

Mid West, Turn One Racing, 847.899.5739, www.turnoneracing.com

Northwest, SB Motorsports, 253.606.7271, www.sbmotorsports.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 at www.nesbastore.com. Supplies are limited, so reserve early. Specific regions also offer rentals on items such as laptimers and tire warmers on a first-come, first-served basis the day of the event.

Service doesn't stop at the track either. Contact NESBA all year for your bike and rider needs. NESBA deals with an extensive line of distributors (such as Parts Unlimited, Tucker Rocky and Lockhart Phillips) to meet all motorcycle needs, from sportbikes to motocross. You can view many of these items on our vendor website (see the sales and sponsor sections at www.nesba.com)

To order, contact parts@nesba.com or call 1.888.543.1036. Please be sure to include your name, member ID, daytime contact and specific information for the item you're ordering (i.e. year, make, model, color and size etc.), as well as a part number when possible. NESBA offers free shipping* on tires and all orders over \$300.

Supporting NESBA when you're at the track or at home enables NESBA to continue offering trackside service and support.

NESBA looks forward to servicing your riding needs!

**Some oversized items excluded.*

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