

# Motorcycle Lapping Day Tech:

## Riding Gear:

- Full one piece leather or two piece full-zip leather suits required. Ballistic nylon suits are not permitted.
- DOT Approved full-face helmet required. Modular helmets are not permitted.
- Gauntlet style leather gloves that cover the wrist required.
- Riding boots required. No laces hanging out.
- Back protector optional but recommended.

## General Rules:

- You must attend the riders' meeting at 8:30am.
- No show-boating permitted (wheelies, "stoppies", etc.)
- You must pass tech between 7:30am and 8:30 am.
- You must obey the flagmen.
- No session jumping. If you are caught doing this, you are off the track for the day.

## Tech Inspection:

- Bikes that do not pass tech inspection IN FULL will not be allowed to enter the track.
- If you crash/fall off your bike you must return to the pits to be re-inspected by tech.
- You may repair your bike temporarily with duct tape, zip ties, safety wire etc. to get you back on the track
- Bikes that do not pass tech inspection after a crash/fall off will not be allowed to re-enter the track.

## Technical Inspections Standards:

Have your bike completely prepared BEFORE coming to Tech. You will not receive your tech inspection sticker until the bike is completely ready. If you don't have your side stand tied up, then your bike is not ready.

Approach tech inspectors when instructed. .riding your bike. Roll into the tech area at approximately 5 mph and apply the front brake firmly. The tech inspector is checking to see that the front brake is working and your suspension functions. He is listening

for loose steering head bearings. When instructed, roll ahead again at 5mph and apply rear brake to demonstrate proper function.

Three common reasons for tech failure follow. Check them again before coming for inspection.

1. **Speedo must be taped over.** At 200km/hr you cover 55 metres in one second. It is essential that you look where you are going, not at your speedometer.
2. **Throttle must be self closing.** It must snap back when released. The throttle must close in case you and your bike part company. It also allows the motorcycle to perform smoothly. Canyon dancers and tie down straps often move the right hand grip out of position which does not allow the throttle to snap shut.
3. **Side stand tied up.** It is a pain to deal with for everyone, but it's for your own safety. Weak side stand springs and bumps in the track can, and have allowed the stand to bounce enough to trigger the side stand cut off switch. This causes the motor to die unexpectedly. Having this occur in mid corner could be catastrophic.

A side stand safety kill switch that does not work properly can allow you to start riding with the stand down. This is something that has happened on more than one occasion.

The side stand rule is to prevent these very dangerous things from happening.

The rest of the inspection standards

4. **Water in your radiator.** Engine coolant is very hard to clean off any surface, especially the track. Coolant spilled on the track requires it to be shutdown until the spill is cleaned up. This not only ruins everyone's fun, but also can cause a crash if it isn't completely removed. All bikes must have antifreeze removed and replaced with water. This may take several heat cycles and flushes to get it all out. Anyone failing to remove coolant may be banned from the track.
5. **All glass or plastic lenses must be taped over.** This includes reflectors, brake lights, signals and headlights.
6. **Mirrors must be taped up or removed.**
7. **The chain cannot be too loose, too tight or rusted.**
8. **If the chain has a clip link for a master, it must be secured with a smear of silicone or safety wire.** A better solution is to use a master that has a rivet link (not mandatory)
9. **Tires cannot be excessively worn, misshapen or have shifted belts.**

10. **No fluid leaks.** This includes, but is not limited to, forks, shocks, brake lines and brake masters, radiator, rad hoses, seals, gaskets, etc.
11. **Brakes must be in good working condition (front and rear).** Brake pads must be in good condition.
12. **Brake lines must be secure.** They must not be able to rub on a tire or to bind moving parts.
13. **All fairings must be securely attached to the motorcycle.**
14. **All components must be securely attached.**
15. **Kill switch must be functional.**
16. **There cannot be any mechanical issues with the motorcycle.**
17. **Motorcycles with missing body work must have all component securely attached.** (e.g. body mounts, clips and drain hoses).

#### The Final Word About Inspection:

The tech inspector has the final say about the safety of your motorcycle. If in his opinion it does not meet all the standards, it will not be permitted on the track.

#### Noise:

Once the tech inspection has been completed you will advance to the sound test area. All motorcycles are subject to noise testing. No motorcycle can run without a muffler.