

NOVICE RACER SCHOOL 2014



SCHOOL OBJECTIVES

Learn about the Association.

Meet your 2014 mentors.

Understand race day logistics and procedures:

Registration

Pits

On Track

Recognize what it takes to **graduate**:

To Novice

From Novice

Gain a deep appreciation for track **safety**.

Prove you can **retain** the information.

Get excited about **Friday!**



OMRRA BASICS

Founded - 1972. 2nd oldest Road Race club in America.

Board of Directors – elected volunteers, open monthly meetings.

Membership – rejoin yearly to retain your race number.

- **Race Schedule** – monthly thru September at PIR rain or shine.
- **Communication** – OMRRA.com, Facebook, race day program, email, newsletter, phone.
- **Rule Book** – updated yearly, race classes, procedures, conduct. You're responsible for knowing it.
- **Events** – January Film Festival, February General Membership Mtg.

WMRRA – the Washington Motorcycle Road Racing Association.



PIR BASICS

PIR is a City Park – helmet laws, leash laws, trash, recycling, used oil, used tires, gas containers, alcohol policy all apply.

PIR History - formerly the city of Vanport, built in 1960, and costs OMRRA over \$20,000 per weekend to rent.

Guests, Kids and Dogs – keep them safe, keep us safe from them, YOU are responsible, in case of emergency go to ASIT.

Track Overview – the following slides will show...

- Track layout, pits, hot pit, track entry and exit
- Tower location – registration, scoring, results
- ASIT (Accident Support Information Team)
- Gear Tech
- Bike Tech
- Bathrooms
- Food

Historic
Vanport

N
Ave

N
Lake Ave

N
Vanport Rd

W
Delta Park

N
Cottonwood St

N
Broadacre Rd

W
Delta Park

Delta
International
Raceway

N
Expo Rd

N
Expo Rd

N
Denver Ave

Columbia Slough Trail

Columbia Slough Trail

Delta

Columbia Slough Trail

Columbia Slough Trail

ve

Malarkey
Roofing
Products

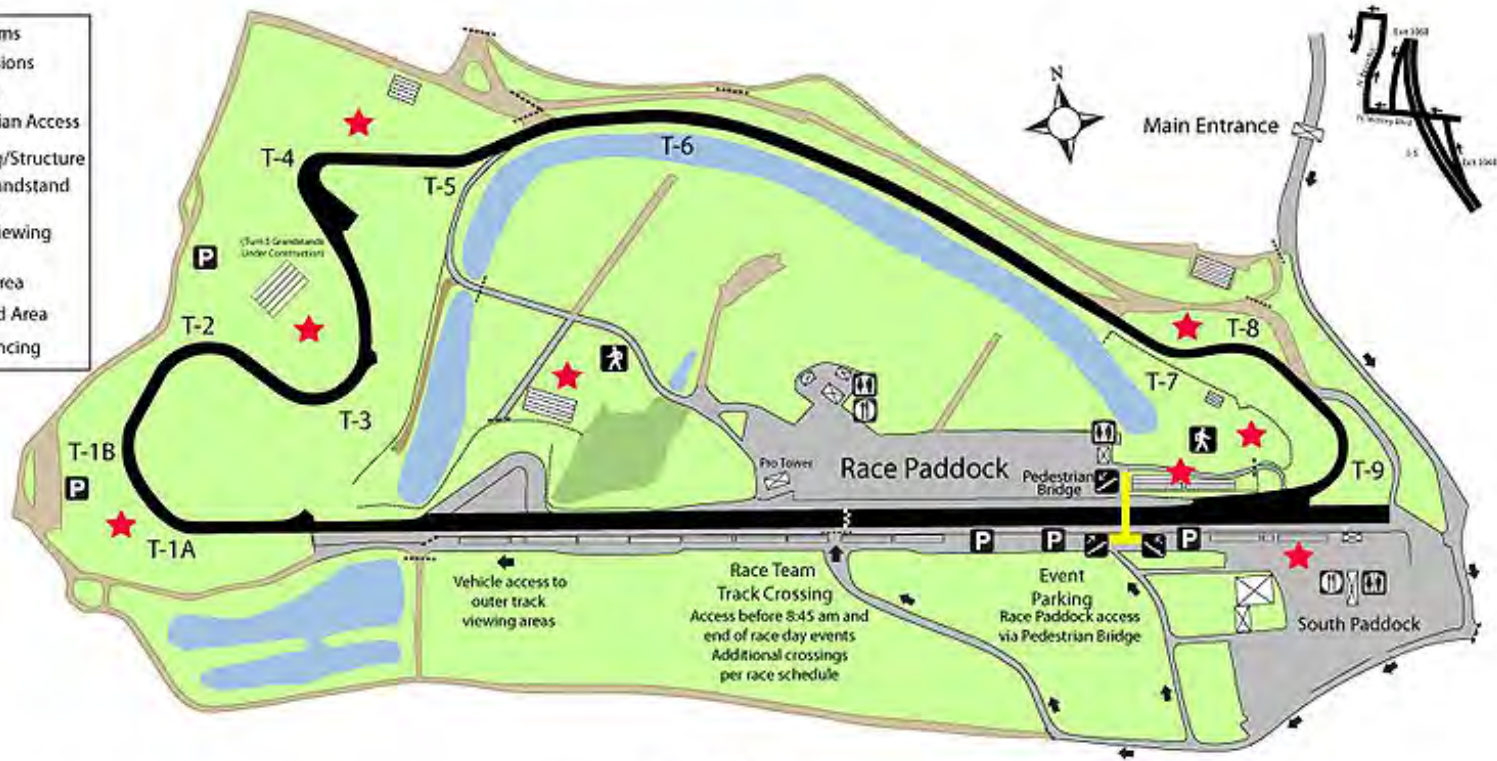


PIR TRACK MAP

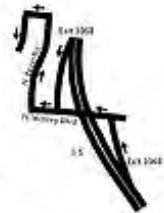
Portland International Raceway



- Restrooms
- Concessions
- Parking
- Pedestrian Access
- Building/Structure
- Free Grandstand
- Seating
- Prime Viewing Area
- Paved Area
- Unpaved Area
- Gate/Fencing



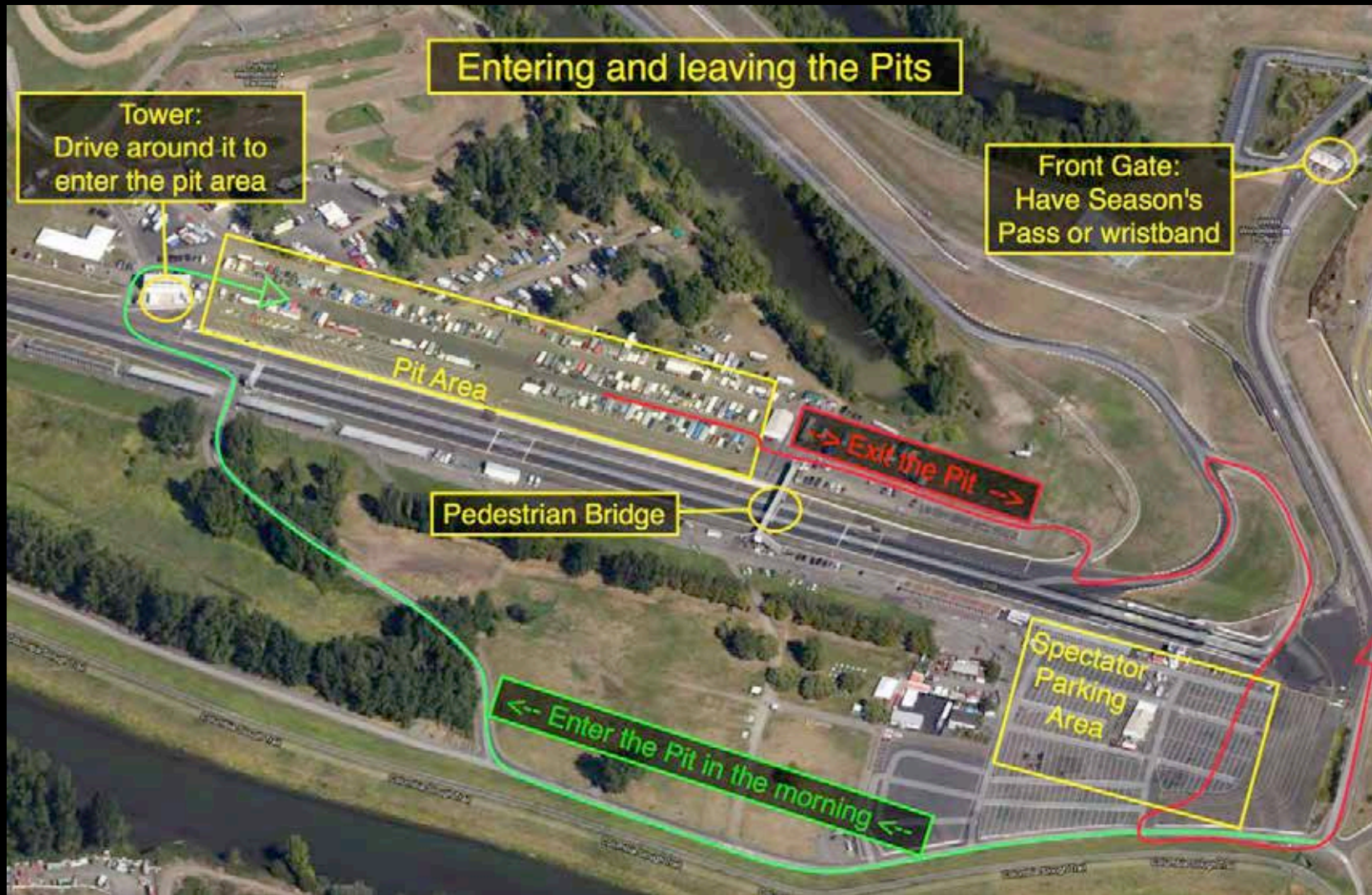
Main Entrance



Oregon Motorcycle Road Racing Association



PIR ENTRY AND PIT AREA



PIR PIT AREA DETAIL



MOTORCYCLE RACING BASICS

Physical prep – diet, exercise, hydration.

Mental prep – track days, schools, reading, mentorship, goals.

- **Gear** – high quality, proper helmet fit Snell 2005+, earplugs, leathers and gloves, back and chest protector. Please...duct tape is not a “repair”
- **Bike** – clean and workmanlike, no leaks or loose parts, proper safety wire, **excellent** tires.
- **Attitude** – courteous to volunteers, safe on the track, support each other and the club. Zero tolerance for fighting. **This is for fun!**



NOVICE SPECIFICS (APPENDIX A)

NV1

- Typically smaller displacement (Ninja 250, SV650, Vintage).
- Practice in Expert sessions within normal lap time guidelines.
- Race on Expert grids – from the back the first weekend.
- Collect class trophies and contingency, score class and championship points.

NV2 and NV3

- Typically modern 600-1000.
- Practice in Novice practice sessions (when available).
- Race only Novice and Sportsman events each race weekend.
- Class points accumulate, race and year-end trophies awarded.
- You may not participate in Expert races.



NOVICE GRADUATION (APPENDIX A)

Prove **yourself** safe, reliable and consistent on the track.

1. Complete 6 OMRRA races in a row **without crashing**.
2. Meet **graduating time** in 6 events, 2 of which may be rain races in which time is not considered. Dry Race Graduation Time is 115% of the winning Expert in the class your bike primarily fits.
3. Complete 8 hours of **volunteer time**.
4. Document race and volunteer time, sign-off by your mentor.

DNF due to crash re-sets race count to 0, and is **subject to review**.
Negative observations by OMRRA Officials re-set race count to 0.
DNF due to mechanical that does not result in a crash does not re-set.

Result: receive a nationally recognized Expert License.



ADDITIONAL

You Must

- Participate in at least one daily practice session.
- Put a yellow “X” at least 7 x 7 inches on your helmet.
- Maintain your OMRRA Track Intel online account.

You Should

- Register for races at least 2 days in advance.
- Purchase a season gate pass (cheaper + Friday entry).

You’re Invited

- To the trophy ceremony at the end of each race day.
- Camp out at PIR Friday and/or Saturday night.
- Watch other races from various points around the track.
- Introduce yourself to other racers in the pits.



MART



**AT THE
TRACK
WITH
OMRRA**



ARRIVAL

Front Gate Opens 7:00 a.m.

- Pay \$10/day gate fee (1-day or 2-day available).
- Sign the waiver (every race weekend).
- Put on your wristband (wear the entire weekend).

Drive to Mid-Straight, Cross When Directed

- If unattended, do not open the gate yourself.
- Enter pits on left side of the Tower.

Locate Your Pit Spot

- Don't block fire lanes.
- Take only as much space as you need.
- Share electrical power with neighbors.
- Securely tie down canopies.
- Pick up safety wire etc.
- Have a pit partner – bring guests.



PRE-RACE

Pick up Registration Forms

Second floor of Tower, closes one hour before first race.
Bring your license, AMB number, fill out Contingency Form.

Take Gear to ASIT

Gear Tech: helmet every race weekend, gear once/season.
Medical form: one copy for ASIT, one in your leathers.

Push Motorcycle to Bike Tech - (no race engines pre Riders Mtg.)

Bring your AMB and Registration forms.
Bring your Contingency Form, get it signed, return it to Tower.

Riders Meeting at ASIT @ 8:30

Attendance mandatory, names will be called, no exceptions.

Check Postings at Base of Tower

Practice lap times (and AMB function), grid positions.



FLAGS AND PROCEDURES

Flags

Green, Yellow standing / waving, White, Crossed, Striped Red Yellow standing / pointed, Black, Red "P" and "G".

Red Flag Specifics

Raise hand clearly, pause, THEN roll smoothly out of the throttle.
Do not cause an additional incident.
Slow smoothly to second gear. No passing.
Do not stop on track.
Look for P "pit" or G "grid" red flag indicator.
If G, return to your original Grid position.
If P, return to the Pits.



PRACTICE

Listen for Announcements on PA or Radio (KPIR AM1620)

1st, 2nd and Last calls made before each practice.

Proceed to Pit Out

Enter Hot Pit Lane, ride slowly toward the Starter.
When given green flag, accelerate onto the track.
Stay clearly to right when entering track from Hot Pit.
Do not merge suddenly with faster traffic.

On Track

1-2 laps to come fully up to speed (especially Turn 3).
Watch for riders coming onto track from Hot Pit.
Watch for riders leaving the track before close of session.
Slower bikes stay to the right on Front Straight.
End of session, checkered flag shown Start-Finish, Turn 9.
Take a full cool down lap, somewhat reduced pace.
DO NOT slow suddenly after checkered flag.



EXITING THE TRACK

Normal Exit

- Signal on back straight, clearly **RAISED HAND**.
- Decide early. Once you signal, you must follow through.
- Stay inside on Turn 8 and 9.
- Exit track by remaining fully to right thru and out of Turn 9.
- Do not pass exiting riders on the inside of Turn 9.

Mechanical Issue On-Track

- RAISE HAND.**
- Leave racing line as smoothly as possible.
- If safe to continue, proceed to track exit at T-9.
- Stay **CLEARLY** to the side.
- If unsafe, exit with care **ASAP**, clear impact area.
- Discuss with corner worker.
- DO NOT** oil the entire track on your way to the pits.



RACE - GETTING TO GRID

Listen for Announcements on PA or Radio (KPIR AM1620)

1st, 2nd and Last calls made before each race.

Proceed to Pit Out

Enter Hot Pit Lane, ride slowly toward the Starter.
After Last Call the Starter will sound a horn.

30 seconds later track entry opens for **30 seconds**.

Practice start is ok if hot pit is clear.

Miss the 30 second opening? Start from Hot Pit.

Warm-Up Lap

75-80% pace, no weaving, no cold tire crashes or sudden passes.

Hand up turn 8, slow out of turn 9.

Gently find your grid position. Stop.

Neutral, hand up.

Recognize if you're in wave 1 or 2.



RACE - STARTING, RIDING

Starting Sequence:

Grid board raised, sideways, green flag!

If the starter sees “creeping” he lowers the board and reinitiates.

Jump start costs five finishing positions.

Next wave, remain in current grid spot, neutral, hand up.

If a grid issue arises, raise hand, **DO NOT MOVE** while number board is raised.

Lapped Traffic:

Do not try to get out of the way. Ride the racing line.

The rider behind must make a safe AND COMPLETE pass.

Race End

Ride fully past start finish, slow gradually.

Cool down lap 75% speed, pass with great care.

Wave at the workers.



RACE - SMART PASSING

The rider BEHIND is responsible for making a safe **AND COMPLETE** pass. Dangerous riding has a price.

“Showing a wheel” defined – your bike must be **AT LEAST** even with their bike at turn-in.

Examples

Turn 1, lap 1.
On the brakes.
On the gas.

When Passing Makes Less Sense

Bowling for position – don't overreach.
“Showing up” at the apex.

Awareness

Of those behind you – assume overlapping wheels.
Increase your peripheral view.
No weaving.



IF YOU CRASH

Crashing hurts. You. Your bike. Maybe someone else.
If you're down, you're out – you may NOT re-enter the race.

- Wait until you come to a full stop. Really...
- Self assess BEFORE you get up.
- If you're ok, clear the impact zone immediately.
- Look for nearest corner worker, go to them, follow instructions.
- Do not attempt to get your bike until certain you're not injured.
- Turn worker will remove bike and gear tech stickers.
- Return to pits (crash truck, transport, ride-in).
- Check in with ASIT.
- Re-tech bike and gear after completing repairs.

If you see a crash on track, LOOK where YOU want to go.

Injured Riders Fund – donate when you register, receive if hurt.



REMEMBER...

Racing motorcycles is physically and emotionally intense.

- **Be prepared** – your equipment and yourself.
- **Think ahead** – to scenarios, situations.
- **Learn incrementally** – track days, TV, magazines, books.
- **Don't be a jerk** – to other racers, volunteers, your friends or family.
- **Give back** – to the club and to other new racers, spread the word.
- **Stay upright** – it's easier on your bike, your body, your budget.
- **Stay connected** – your instructor is your mentor all season.

Have fun!

Taking it to the Street

- You represent OMRRA.
- You'll appreciate safety gear more than ever.
- Nothing left to prove out there.





FRIDAY ON-TRACK SCHOOL



FRIDAY LOGISTICS

Arrival - 7:00 a.m.

Pit together – near the Tower.

Gear and Bike Tech - at the base of the Tower.

2Fast Riders Meeting - attendance mandatory.

Classroom 3rd floor of the Tower – every hour on the :10.

On track – riding drills 20 minutes of every hour on the :40.

Crashing is not ok.

Drink plenty of water - bring food.

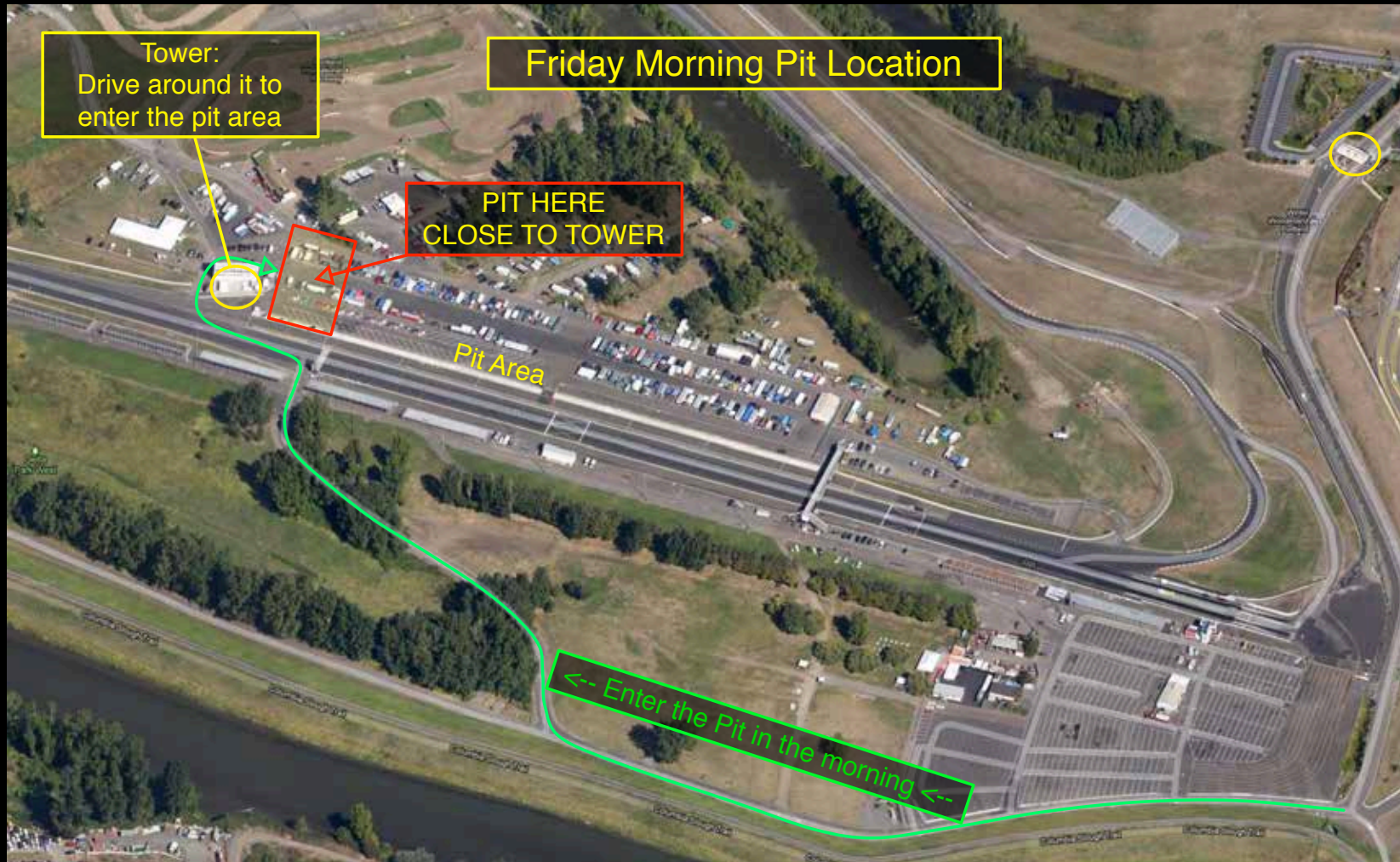
Written test and graduation - end of day in the Tower.

Rain or shine so...

Get some sleep, and come ready to have fun!



FRIDAY PIT LOCATION



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