

ApexTrackdays Event Requirements

PLEASE READ ALL OF THIS: ApexTrackdays, LLC, a Utah limited liability company (“*APEX*”) has the following requirements for participation at an APEX trackday. Failure to read and follow the requirements set forth below may result in you missing valuable track time or even the entire trackday. Please take the time to review all of the information below BEFORE your trackday. We want you to have a great experience, and taking the time to understand the information below before the event will help ensure a fun, low stress trackday for you. Please feel free to email or call us if you have any questions based on the material below. We strive to provide a very casual, stress free day and your understanding of the items below will help everyone achieve that.

BIKE PREP:

Except for a few special requirements listed below that differ from street preparation, preparing your bike for an APEX trackday is not unduly burdensome; the main requirement is that your bike is in good mechanical condition. APEX welcomes any brand of motorcycle in good working condition with at least 250cc displacement meeting the following requirements:

- Good, working mechanical condition.
- **Glycol coolant flushed from system and replaced with distilled water** (with or without a non-glycol based corrosion inhibitor, e.g., Redline Water Wetter)
- Headlight disabled or taped over.
- Mirrors removed or taped over.
- Taillight disabled or taped over (so that the brake light cannot be seen when your brakes are applied).
- Engine in good running condition and NO FLUID LEAKS.
- Tires in new or near new condition.
- Chain properly tightened and in good condition.
- All controls (throttle, brake & clutch levers, shift linkage, etc.) properly adjusted.
- All the nuts and bolts, especially those removed and replaced during routine maintenance (brake caliper bolts, oil drain plug, axle nuts, etc), are tight (i.e., fastened with proper torque).
- Brake pads are in good condition with plenty of wear left.
- REMEMBER TO BRING YOUR KEY.

REQUIRED GEAR:

- Full-coverage leathers (one-piece or jacket and pants attached with minimum $\frac{3}{4}$ zip around waist) or an equivalent high quality textile riding suit (Aerostich Roadrafter or similar).
- Leather riding gloves that extend above the wrist.
- Leather riding boots fully covering the ankle.
- DOT-approved full-faced helmet.
- A back protector is highly recommended.

THE RIDERS MEETING:

At the beginning of each trackday, a Rider's Meeting will be held. This meeting is MANDATORY for every trackday participant. We will briefly cover on/off track etiquette and procedures specific to the track, flags, safety procedures and other trackside services provided throughout the day. In addition, any unusual/unique track conditions will be brought to everyone's attention during this meeting. APEX reserves the right to remove any participant who (i) misses the Rider's Meeting, (ii) disregards the rules discussed in this document or at the Rider's Meeting.

FLAGS:

We keep the flagging simple by only using five (5) flags. Before your trackday, make sure you have the following five flags memorized.



GREEN - The track is open!



RED - The track is closed, most likely due to a crash or some other hazard that needs to be cleaned up. Put your arm in the air when you see the RED flag, slow your pace somewhat and be vigilant for hazards, and then proceed to clear the track by leaving at the track exit.



CHECKERED – End of the session or day, and the track is closing. Leave the track when you reach the EXIT point.



YELLOW – This could be waving or steady. In either case, slow your pace somewhat, do not pass other riders, and be extra vigilant for a possible trouble spot. The track will remain open, but there is some kind of hazard that could cause a problem. If the yellow flag is waving, the problem or hazard is immediately ahead. Passing and resumption of full speed is not allowed until you pass (a) the incident, (b) a subsequent, occupied flag station where the YELLOW flag is not displayed or (c) a GREEN flag. An example for a YELLOW flag might be a crashed bike that is off the track and being moved out of a run-off area. The yellow flag means to roll off the throttle only somewhat (60-70% of normal speed) so you are in complete control of your bike; it does not mean stop or slow to a crawl.



BLACK – Any BLACK flag, whether plain black or with a large orange circle (the meatball flag) indicates a possible problem with you or your bike. If the BLACK flag is pointed directly at you, it means that there is something going on with you or your bike that may be a safety concern. Raise your arm and move off the racing line in case you are leaking fluids. Leave the track when you reach the EXIT point. Go to the HOT PIT area and wait for one of us to tell you what the problem is.

RIDER REQUIREMENTS:

You must already be a relatively skilled motorcycle rider to participate in a trackday. If you are not already comfortable riding fast on your motorcycle and do not enjoy a riding at a brisk pace on a twisty canyon road, you probably need to obtain more experience on your bike before coming to a trackday. As a general rule, you probably need to have at least one year of experience before you are ready to start riding at a faster pace at the track. All riders, no matter how experienced, need to take the time to put themselves in the proper trackday attitude before showing up for the trackday; a trackday is for honing your skills while riding fast and perhaps enjoying some FRIENDLY dicing with your buddies. A trackday is NOT A RACE or your chance to show others how fast you are. There are no plastic trophies awarded, and everybody is a winner at the checkered flag. There is never justification for a risky pass or stuffing someone in a corner. A trackday is not a seven-lap sprint; you have all day to ride, so have the patience and maturity to avoid a risky move that may end the trackday for you and/or another rider. Stay in control and within your abilities at all times. Ride at 80% so you leave yourself with a safety margin in case you make a mistake. If you stay at 80% and safely build your skills, soon your 80% will be well beyond your earlier 100%. However, the squid who goes out at 100% and crashes never really improves, and often gets worse.

RIDER GROUPS:

We try to provide a controlled environment that allows you to ride as fast as you want (in keeping with the paragraph above) and explore the performance of your motorcycle without the hassles and dangers of the street. To accommodate different riding levels, participants can select between two different riding levels/groups:

Advanced Group | A

This group is typically made up of licensed road racers and fast and experienced trackday riders. As a reference, Group A Riders lap ThunderHill in 2:20 minutes or less, the lower Reno-Fernley course in 1:40 minutes or less, and Spring Mountain (Pahrump) in 2:00 minutes or less. If you question whether you are fast enough for Group A, sign up for Group B and we will move you up to A after the first session or two if you are fast enough. 35 people are permitted to sign up in this group.

New Track Rider's School & Conservative Group | B

This group is typically made up of individuals new to the trackday experience, and people wishing to improve upon their riding skills at a more comfortable pace. Your first session will start with some Lead/Follow siting laps led by APEX instructors to help you become familiar with the track. 35 people are permitted to sign up in this group.

If this is your first trackday ever at any track, you are required to attend the New Track Rider's Orientation and to ride initially in the B Group. This class is not a riding school, but a track orientation class designed to acquaint you with the peculiarities of trackday riding. The class is taught by the USBA at MMP for a fee. The first class session is held during the A Group's first track session (9 a.m.), so you don't miss a minute of track time. At 9:30 the School hits the track with the B Group. The second and subsequent class sessions are held during the A Group's second and subsequent track sessions (10 a.m., 11:00 am, 1:00pm).

SESSIONS:

- 9:00 AM: A Group On Track (Rider's Orientation Classroom Session)
- 9:30 AM: B Group On Track
- A Group on the hour
- B Group on the half hour
- Before entering the track, check the (1) group sign, (2) green flag, and (3) track marshal to make sure it is safe to enter.

GENERAL TRACKDAY SCHEDULE

7:00AM - **Gates Open (Don't show up too early; gates really don't open until 7:00)**

7:15 – 8:15 - **Registration & Tech Inspection** (Riders and Guests must bring signed waivers)

8:15 – 8:45 - **Riders Briefing** ALL riders must attend! (Tech is closed)

8:45 – 9:00 - **Gear Up For A Group** (Put on Gear and grid up for first A group session; B group in the paddock or in the Classroom)

9:00 – noon - **Track is Green** - 30 Minute alternating A/B sessions (A Group begins with first 30 minute session)

12:00 – 1:00 - **Lunch Break** Track is Closed, except for racing certification school which may operate during lunch

1:00 – 5:00 - **Track is Green** - 30 Minute alternating A/B sessions (A group begins)

6:00PM - **Gates Close (Must be packed up and gone; \$100 fine by MMP for each 15 minutes later than 6:00)**

TRACKDAY RULES AND SAFETY CONSIDERATIONS:**Passing**

Passing in all groups must be safe and courteous. In both groups, passing is permitted both inside and outside as long as you maintain a courteous 6-foot buffer between you and the motorcycle you are passing, which of course precludes any drafting. The 6-foot buffer around every rider extends to the sides, the rear, and the front of the bike. Simply imagine that each bike has a 6-foot (a bike length) bubble around it that you have to avoid. In the A group, some minor leeway is granted to allow passes on closely matched riders as long as the passing is still very safe and courteous (no stuffing; remember this is not a race). However, in the B group, we never want to see anybody starting to crowd the 6 foot buffer, and all passes must be extremely courteous (i.e., get the passing done on the straights before corner entry or only after a rider has smoothly settled into a longer corner. If you are uncertain whether you can pull off a pass with the necessary margin, for safety and courtesy, DON'T TRY IT. If you are frustrated with a slower rider or group of riders in front of you that you cannot safely pass, pull into the hot pit for 30 seconds and go right back out so you don't have to deal with them anymore; don't get frustrated and make a stupid mistake.

No Stopping On Track

DO NOT STOP ON TRACK, even if another rider crashes and you know the rider. Instead, come into the pit and let the tower marshal know about any crashes or other problems.

Signal When Doing Anything Unusual

If you (i) see a yellow or red flag, (ii) need to roll off the throttle in an unusual place for any other reason, or (iii) need to do anything else unpredictable, get your left hand up in the air to signal that you are about to slow or do something else unusual **BEFORE** you do it. Do not assume that the person right behind you saw the flag or problem; if you slow before signaling, you may get rear-ended.

Entering the Track and Exiting Properly.

Check carefully to make sure nobody is coming down the straight before entering the track. You cannot afford to pull out in front of somebody barreling down the straight. Again, before entering the track, check (1) the group sign (A or B) to make sure you are in the right group, (2) the green flag to make sure no problems exist on the track, and (3) the track marshal to make sure it is safe to enter. As you enter the track, **make sure you stay to the far right through the first turn.** When exiting the track, be sure to get your left hand up in the air on the straight well before the last corner to **signal before exiting.** **You must decide that you are exiting well before the exit so you can signal in time to avoid problems.** You should signal and stay to the right as you come out of the final turn. Stay as far to the right as possible when exiting. However, do not make any sudden moves to the right. Raise your hand first...pause... and then move smoothly to the right.

Do Not Crash (Duh!)

However, if you do crash, (1) wait to make sure you are OK before trying to get up (even pros sometimes injure themselves by trying to stand up before they have stopped sliding), (2) if you can do it safely, get yourself and your bike out of the impact zone, and (3) wait until the end of the session for bike retrieval. One of the APEX staff will come and check on you as soon as possible. If you require medical attention, do not move and we will bring an ambulance to you.

Warm Up Your Tires

Trying to go fast on cold tires is the number one cause of trackday crashes. Even a member of APEX, who shall remain nameless, has embarrassed himself by getting too heavy on the throttle during the out lap before the tires were warm. Take a full lap, leaning your bike over just a little more and going a little faster in each turn before you really get on the gas. On a cold day, it may take even more than a lap to be safe. With 100 laps or more available, it is silly to crash on the first lap out because you were too impatient to warm up your tires.

Keep Your Lines Tight

All but the fastest of riders need to keep middle to tight lines. A slower rider never really needs to use all of the track setting up for a corner or exiting the corner (unless they have made a mistake). If you don't want someone to pass you on the inside, leave plenty of

room on the outside as you set up for, and turn into a corner. If you really want to annoy the faster riders (and eventually get yourself stuffed on the inside), drifting clear out to the outside edge of the track to set up for every turn is one sure way to accomplish that. We say this in every Rider's Meeting, but we always get at least one person who is well off the pace yet still uses up all of the track like they were going faster than Rossi. Don't be that guy. Take a middle line (down the center of the track), make a normal turn that cuts to the apex, and exit the turn to the middle of the track.

Bring Plenty Of Water

Bring plenty of water in a cooler. Even on cold days, you need to drink water to avoid dehydration that could impair your judgment by the end of the day. Good hydration starts the day BEFORE, so remember to drink plenty of water on the way to the trackday. Also, because MMP rules prohibit APEX from cooking lunch, bring some extra money to purchase your lunch from the MMP food service folks or bring your own lunch.

Pick Up After Yourself

Make sure all of your empty water bottles and other trash wind up in a trashcan or leave the track with you. Again, if we leave a mess, motorcycles won't be welcome at the track again. Leave the paddock nice and clean.

5 MPH Paddock Speed Limit

This is slow! Be very careful and keep your speeds way down within the paddock. It is foolish to risk an accident in the paddock. No wheelies or stoppies.

Children and Pets

Keep small children under very close supervision, and keep all pets on a leash in the paddock. Due to the amount of activity and traffic in different directions in the paddock, it can be a dangerous place.

Guests and Spectators

All guests and spectators need to sign a waiver before being allowed into the track. Guests and spectators must stay in the paddock and APPROVED viewing areas. A guest who wanders out toward the track may be asked to leave for the day. All tracks have stringent rules requiring spectators to stay only in the designated spectator areas.

Enforcing The Rules & Playing Well With Others

Again, APEX prides itself on running a very friendly and fun day. We have been able to have this kind of friendly, casual atmosphere because our riders have been responsible enough to understand and follow the rules that keep the day fun for everybody. No one wants to feel like a rule Nazi, and paying attention to the information above and exercising a little common sense helps everyone have a good time. If you make a mistake (for example, make a close pass that scares someone), fix the problem yourself and apologize to the affected party. Just saying to someone, "Sorry, that was a crappy pass/move on my part," will usually solve most problems between riders. If someone comes to APEX to have us referee a dispute, we will try to enforce the rules, but remember that we often won't see the incident in question and realize that riders can have very different perspectives of the same event. Our experience is that everyone really is

trying to live by the rules and that we don't have to do much policing. We will try to fix problems if they occur, but realize that there is no way we can be everywhere to make sure everyone is obeying the rules. You really have to depend on each other following the rules.

Follow Me Signal

There may be times during the day where a member of APEX or one of our USBA helpers notices a minor problem in your lines or technique, and they will pull in front of you and tap the tail of their bike, which is a signal for you to follow them. They may be showing you a safer line through a specific turn or a series of turns, or they might want you to follow them all the way back into the paddock to tell you something. Please do not be offended by this or take it as an insult; they are just trying to help. Only a fool thinks they don't have anything left to learn in this sport. The members of APEX just want to pass on to you some of tips that will help you be safer on the track. Again, we are just trying to help everyone have the best day possible, so please follow a staff member when you see him tap his tail section in front of you.

WAIVER:

Riding fast on a motorcycle is inherently dangerous, that is why it is illegal everywhere but the track. Although we believe that proper bike prep, gear, and mental attitude, along with the track benefits of run-off areas and the elimination of four wheel traffic reduces many of the risks of riding fast, the risk that you, or another rider affecting you might make a mistake cannot be eliminated. The risk of serious injury, even death, and costly property damage will always be present when riding a motorcycle at fast speeds. By participating at a trackday you are assuming these risks and agreeing not to hold the track and its owners and staff, APEX, or any other person participating in the trackday with the permission of APEX liable for any injury or harm that you may sustain at an APEX trackday, and you will be required to sign a more comprehensive waiver to that effect. If you believe that the risks of going fast on your bike outweigh the fun and enjoyment of going fast (a valid judgment many non-motorcyclists make), then do not participate in a trackday. It will take just one injured rider teaming up with an ambulance chaser to close the tracks for motorcycles and ruin this activity for the rest of us.

Additional Things to Consider and Remember...

1. Chair(s)
2. Shade/shelter
3. Miscellaneous tools (bring zip ties, duct tape and your bikes tool kit... just in case)
4. Extra fuel
5. If you are coming to the track by yourself, it would be a good idea to keep lines of communication open with family or friends, just in case an incident were to occur.
6. **Remember your bike key...it happens!**

Finally, make a checklist of all the things you need/would like to bring. Driving for a couple hours and realizing you forgot something important is not fun at all. This all gets much easier once you attend your first trackday or two. If you have a problem, the APEX staff, and usually your fellow riders, will do what they reasonably can to help you.