

NRS

New Racer School



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New Racer School

Goals

- Familiarize you with the AFM
- Familiarize you with race day procedures
- Test your on-track abilities

Teaching and instruction are not part of the program. We cover race day procedures and AFM rules. Students should have a sound foundation in:

- identifying the need for and understanding basic reference points for braking, turn-in, apex, throttle management including roll-on point and exit point
- smooth operation of the motorcycle including motorcycle controls and movement on the bike
- sound line selection
- judging speed and speed differentials

There are many good instruction schools.

- Pacific Track Time
- Keigwins
- Z2 Trackdays

How do I fail the NRS?

- Miss or be late to class
- Failing tech
- Mechanical failure
- Failing written exam
- Crashing
- Failing NRS on-track evaluation

Tech Inspection

All bikes must pass tech inspection at the beginning of the weekend. The first tech of the season you must bring:

- Leathers
- Back protector
- Gloves
- Boots
- Helmet
- Bike
- Belly pan

You will receive a gear tech sticker on your helmet and a belly pan sticker on your bike. After that first tech, you need only bring your bike and helmet to subsequent tech inspections. Always come to tech with your belly pan removed.

Each race weekend you will receive two practice group stickers once you have passed tech inspection. If you crash, turn workers will remove your practice group stickers and you will need to go back through tech with your gear.

You must re-tech your bike and all gear after any crash.

Bike tech requirements – details listed in section 8 of the AFM rule book

- Any caps or plugs with fluid must be safety wired
 - Oil drain plug
 - Radiator cap
 - Oil filler cap
- No glycol
- Oil filters need hose clamp safety wired
- Belly pan with three quart capacity
- Calipers safety wired
- Kill switch
- Rear axle nut clip
- Numbers
 - Front (Either side of duct if there is a center duct)
 - Side fairings

Number plates

- Yellow background – novice
- White background – expert
- Black background – class champion
- Red background – former top ten plate holder

Number assignments

- 1 - 5 from Formula Pacific
- 6 - 10 from overall points
- 11 - 99 two or more years expert

Superstock rules

- Stock brakes, throttle housing
- Tech does not check for superstock compliance during tech inspection. They will check bikes when completing a production race or upon a protest.

Cameras

- Cameras must be approved by tech
- cameras must have two contact points (safety wire and mount)
- AFM may download footage after event

Race Day Procedure

Pre-entry is available at <http://afmracing.org/online-entry>. Pre-entry opens 4 weeks prior to an event Monday 8am and closes Wednesday Midnight prior to the event. After that date entry is considered late and a Post Entry fee is assessed.

First step on race day is to pick up your registration slip. Registration opens at 7am. Go to the table with the registration slip file folders and pick yours out. They are sorted by race number. If you are in the NRS or need a transponder or have a hold on you registration, you'll need to stand in line for registration personnel.

Once you have your tech slip, go to tech with your bike and helmet for tech inspection. Be sure to remove your belly pan and bring your helmet.

Each rider is required to have health insurance to participate in race day activities. Be sure your insurance covers competition events.

Familiarize yourself with the AFM rule book. Behavior on the track and in the paddocks is governed by conduct rules. As an AFM member, you are responsible for the behavior of your guests.

- No race engines before 8am
- No unruly conduct in the paddock
- Race numbers on pit bikes
- All children must be supervised
- Nobody under 18 years old on motorized vehicles in pits
- All pets must be leashed
- There is a 80db limit for generators in the AFM pits
- 5mph speed limit in paddock
- Fire extinguisher for each racer
- No alcohol/drugs before going on track
- No dangerous riding on track

Riders' Meeting

Each race day has a mandatory riders meeting. Listen to the announcements. If you miss a riders' meeting, you can be fined. Saturday riders' meeting is at 0800. Sunday riders' meeting is after the round of practice before the first race. If you are in the first race, consider coming to the riders' meeting in your leathers.

The riders' meeting covers rules highlights and any day-specific information. Always refer to the AFM rule book for a comprehensive list of rules.

Practice

Your practice group is based on your previous lap times. Your registration sheet and your tech stickers tell you which practice group you are in. The AFM usually runs five practice groups.

If you think you are in the wrong practice group, go to registration for verification of group change. Bring this to tech for a new group sticker.

When the race director calls your practice group, come down to the hot pits. Race control will let the practice group out in waves.

Stay to the pit lane side when entering the track until after the first turn, then blend in to traffic at speed. This is not necessary for the warm up lap.

Races

Grid sheets are posted prior to the races. Check your grid sheet for your position. Consider marking it on a piece of tape that you attach to your tank. You may also look them on your myAFM but be sure to double check for any updates as they are subject to change up to two races prior to the race. Listen for announcements about grid changes.

Races are announced with three calls. First call means you have about seven minutes before your race. Third call is your last warning. You should be in your gear on your way down to the hot pits at third call.

Consider using the warm-up area made available at each track. You may practice race starts in this area.

Race Starts

Each race starts with a warm up lap. When you complete the warm up lap, slow coming onto the front straight. Find your grid position and place your front wheel in the box or behind the line. If your tire exits the box or crosses the line before the green flag, you will be penalized. The penalty is at the discretion of the race director.

Watch the starter.

- 3 board – riders are still heading to the grid
- 2 board – riders are ready. You have about 20 seconds to one board
- 1 board – Starter will tilt 1 board 90 degrees, then wave green flag
- Green flag – go!

At the 1 board, put bike in gear, open the throttle, and release the clutch just enough to start pulling. Be sure to not cross line with your front tire. Do not forget to close your visor before the start.

If your engine dies during the two or three board, try to restart it. If you cannot, get the attention of grid control and push the bike off the grid to a safe location, usually the track infield or against a wall.

If your engine dies during the one board, do not try to restart. Raise your arms and wave them to alert other riders behind you that your engine has died and you will not be starting.

Many multi-class grids have multi-wave starts. Very large single class grid starts can start in multiple waves. If you are in a later wave, watch for the race official holding the 2nd wave sign. He will stand in front of the grid. Hold up both hands until all waves before you have left. Each wave has its own start sequence beginning with a two board.

Race Finish

Race until the finish line. The finish line can be past the checkered flag; know the track.

Checkered flag means race is over.

You must be able to complete turn 1. This is especially critical at Sonoma.

Complete cool down lap and exit track.

Flags

Section 4.1 in rule book:

- Green flag: Race Start
- Black flag: Deprecated
- Red flag: Stop racing, raise arm, reduce speed, continue around track and exit to pits
- Yellow flag (standing): Caution. Danger exists off track. Look for waving yellow.
- Yellow flag (waving): Extreme caution. Incident on track or in direct impact area.
- Black flag with green stripes: Fluid on track
- Yellow flag with red stripes: Debris on track
- Black flag with orange dot: shown at start finish with rider number. Complete lap, exit track, and report to Race Director.
- Black flag with orange dot combined with black flag with green stripes; shown at start finish with rider number. You are leaking fluid and are an immediate hazard. Put hand up and pull off line, off track as soon as is safely possible. Wait for instructions from turn workers.
- Ambulance flag: Ambulance on track. Passing ambulance is ok. Passing other racers is not.
- Deer flag: Animal on track. Race will be red flagged.
- White flag: Last lap
- Checkered flag: Race or practice complete. Exit after lap is complete.
- Crossed green and white flags: Half way

Yellow, fluid, debris, or ambulance flags all mean no passing. Penalty is usually disqualification. If you pass a rider on a flag, you must slow and let that rider pass you back in order to not be penalized.

Races that are red-flagged may be restarted. Listen for announcements after return to the pits.

Crashing

Make sure you have good health insurance. It should cover:

- Competition events
- Helicopter transport

Upon a crash

- Assess yourself. If you are injured, stay down. Wait for help.
- Clear the impact area. The impact area is where you ended up.
- Follow turn worker instructions.
- Do not run across a live track unless directed to do so by a turn worker.

- Let the workers know if you are injured
- Do not ever re-enter practice or a race after a crash (4-hour endurance exception)
- You must re-tech the bike and all gear after a crash

The AFM crash rule allows the Race Director to take action with frequent crashers. Any crash, whether in practice, a race, or in the hot pits, counts towards the crash rule.

If you have an off track excursions without a crash you can re-enter the track. Be sure to check if turn workers are signaling you. They may tell you to hold or that it is safe to enter. If you do not see a turn worker, re-enter on your own when safe to do so. After re-entry, you may continue your practice or race.

Crash Appeal – if a crash is not your fault you can appeal the crash to the Race Director on the day of the crash or to the AFM board within two weeks of the incident.

Skills on Track

In order to be a safe rider you need to have mastered certain basic riding skills. The NRS is not the place to learn them. We will evaluate your competency in these areas during the on track evaluation.

- Predictability on track: Do not make sudden movements. Maintain your line.
- Smooth operation of motorcycle & motorcycle controls.
- Demonstrated fast & safe riding skills.
- Demonstrated common sense & ability to exercise sound judgment.
- Passing and being passed – Be predictable. Maintain your line. It is the passing rider's responsibility to make the pass safely.

In short, the NRS evaluators are going to consider if you are somebody they'd be comfortable racing next to.

Resources

You have many resources available to assist in your development as a racer.

You should be very familiar with the rule book. It is quite comprehensive and covers everything from rules to costs to bike prep requirements.

Rider Reps are advocates and mediators for the racers.

The AFM mentor program can pair you with an experienced racer to help.

Local track day providers provide on-track training to improve your skills.

Clubman

All new racers must compete in clubman. Clubman is designed for new racers to race in a less intense environment to gain experience before racing in regular races. It is also a venue for racers who are seeking more experience to race.

See cutoff times for Sunday races. A Novice Clubman racer who make the cutoff time may race in Sunday races as a Novice. Novice racers have their own grid, points, and trophies.

Immediately following mandatory riders meeting, Clubman receives an enhanced riders meeting. This meeting is mandatory, if you choose not to attend, you may be subject to a fine determined by the Race Director.

You must complete one season as a Novice, if you elect to advance to Expert the following season: you must have completed 6 races on 6 different race day events. There is no time limit to complete the 6 races. You may stay a Novice as long as you like, or until you have met the mandatory advancement criteria.

Tech Check List

ALL MACHINES

- AXLES: Cotter pin or safety wired?
- BODY WORK: Secured?
- AFM legal belly pan? (Required for all 4-stroke bikes)
- Lights taped over or removed?
- BRAKES, FRONT/REAR (as applicable)
 - Brake caliper bolts: safety wired or mechanical locking device?
 - Anchor arm: safety wired or mechanical locking device?
 - Actuating mechanism: operating properly?
 - Brake pads: in good shape and have enough material?
 - Cables and hoses: in good shape?
 - Brake fluid: level OK and cap tight?
- SIDE CASES: See rule book Appendix A
- BELLY PANS: See rule book Appendix A
- VENTED CATCH TANK: required for all overflows, drains or breather tubes
- CRANKCASE BREATHER TUBE: into catch tank or airbox
- OIL DRAIN PLUG, ENGINE: tight and safety wired?
- OIL FILTER: Secured with safety wire and hose clamp or safety wire with an aftermarket filter (see rule 8.1.1.1j)?
- OIL PRESSURE SWITCH: have RTV securing it?
- OIL FILTER CAP: safety wired/clip allow if properly wired?
- OIL LINE BOLTS: safety wired or RTV secured?
- BOLTS and HOSES TO OIL COOLER: safety wired?
- WATER JACKET DRAIN BOLTS: safety wired?
- WATER PUMP DRAIN BOLTS: safety wired?
- HOSE CLAMPS: safety wire is recommended
- RADIATOR CAP: tight and safety wired or clip allowed if properly wired?
- RADIATOR FLUID: water or AFM-approved substances; no glycols allowed!
- EXHAUST SYSTEM:
 - Header pipe fastening OK?
 - Rear supports OK?
 - Exhaust baffles: safety wired?
 - Quiet enough? Noise limit is 101-103dB maximum
- NUMBER PLATES: all bikes must have appropriate number plates, rule 8.2.1.
 - Are plates securely mounted? See rule book Appendix A.
 - Are number legible? See rule book Appendix A
 - Is the number on the bike your AFM number?
- SCORING TRANSMITTER: All bikes must have an AFM scoring transmitter at all times while on the track.
 - Is it mounted correctly?
- CLEANLINESS: Is bike clean? Excessively oily?
- DRIVE CHAIN TENSION: OK?
- CHAIN TENSION: adjusters tightened?
- MASTER LINK: clip mounted correctly and in good shape? See rule book Appendix A
- REAR WHEEL ALIGNMENT: OK? Wheels balanced?
- SPOKED and MAG WHEELS: OK? No cracks? Spokes tight?
- TIRES: Good Condition? Steel valve caps on? Correct pressure in tires?
- REAR SHOCK: Nuts, bolts and retainers good?
- FRONT END: Triple clamp bolts secure? Steering damper mounted correctly?
- HANDLEBARS: Tank clearance good? Secure?
- ON/OFF SWITCH: Functional?

PRODUCTION

- Exhaust baffles wired?
- License bracket removed?
- Stop light disabled?
- All lenses taped?
- Turn signals removed?
- Mirrors removed?
- Center and side stands removed?

RIDER

- SAFETY GEAR: See rule book Appendix A
 - Helmet
 - Leathers
 - Boots
 - Gloves
 - Back protector

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