



MID-ATLANTIC DUCATI TRACK DAYS / FUN DAYS BEGINNER GROUP GENERAL INFORMATION AND CHECKLIST REMINDERS

Thank you for choosing to ride with Cornerspeed at the Mid-Atlantic Ducati Track Days / Fun Days! The following information will aid you in preparing for your day at the track. You will want to familiarize yourself with the Safety Flags and track layout(s), and use the checklist to make sure you have everything you will need for your track day. We look forward to riding with you in the near future.

LEARNING THE TRACK LAYOUT AND SAFETY FLAGS IN ADVANCE: You can use the online videos to begin to familiarize yourself with the track. Additionally, we have attached track maps for you to use and follow along. Start the memorization process now so you can concentrate on the skills, not just where you are going. You will be that much further along when the day starts. The Safety Flags are very important. Please begin memorizing them now. You will find them on page 4.

SUGGESTIONS FOR A SUCCESSFUL DAY:

Get a good night's sleep. Come rested and alert. The day before an event, keep alcohol consumption to a minimum. Make sure you are properly hydrated one to two days in advance. Re-hydrating a tired, dehydrated body takes 2-3 days of water/fluid intake. Have everything (bike, gear, YOU) prepared in advance. Scrambling around on the morning of your school will only get you hyped-up and frustrated. Be ready. Be relaxed. You are going to have fun!

ARRIVAL: Arrive early (6:30am). We hold a mandatory rider's meeting at 8:00am. Classroom begins promptly at 8:30am. Be early. Be on time. It's your money, spend it wisely.

DIRECTIONS TO VIR: Can be obtained at <http://www.virnow.com> or doing a mapquest search of 1245 Pine Tree Rd. Alton, VA 24520.

TRAILER DROPS: You may drop your trailer the night before the event after 5:30pm and before 7pm. Camping will be allowed in the paddock - \$35/tent and \$50/RV paid at the front gate when you arrive to VIR.

ACCOMMODATIONS: Our preferred hotel in Danville is the Comfort Inn & Suites located at 100 Tower Drive, Danville VA 24540. Mention to them that you are a Cornerspeed student at VIR and get our special Student Rate of \$77.00 per night! Phone: 434.793.2000. There are other accommodations within VIR and many hotels in the Danville area. An internet search will yield ample rooms as well as restaurants that are within 15 minutes of the track.

GATE OPENING: The main gate opens at 6:30am on the day of the event unless otherwise specified.

GATE FEE: There is no gate fee at our Mid-Atlantic Ducati events.

FOOD AND DRINK: There is a restaurant in the paddock.

MEDICAL STAFF, INSURANCE AND TRANSPORT CHARGES: There will be two ambulances at all events with certified EMT's. No medical facility or medical coverage will be provided. You must have primary medical coverage to participate in our events. In the event of a medical transport, you will be charged \$300 by VIR emergency services for the ambulance ride to the off premise medical facility.

WHAT TO DO WHEN YOU ARRIVE: When you arrive, sign in at the main gate. Proceed to the stop sign. You will be provided with a medical/tech form. If the main gate does not have the form, don't worry, you can pick one up in the Tech area on the morning of the event.

Go through the main gate down to the Stop Sign, TURN RIGHT and proceed to the North Paddock.

PARKING MY TRUCK OR CAR: The classroom is in the lower left side of the main scoring tower. This is the large barn shaped building with the flag pole next to it. You will be parking your bike next to the side door entrance for the morning classroom sessions. You may want to find a parking place for your vehicle and trailer near this area as you will be very busy and have limited time to get from point A to point B.

TECH: The tech building is the smaller building next to the scoring tower. Once you've parked, get unloaded and proceed to tech. Complete your medical form before going to tech. Take your completed medical form, helmet and motorcycle to tech.

LAST MINUTE CHECKS: Make sure your tire pressures are set while the tires are cold (30-32psi front and rear). Check your fuel level and look over your bike to make sure nothing has been overlooked.

LEATHERS and LEATHER RENTALS: You should be dressed in your leathers and in the classroom by 8:30am. Have your helmet and gloves with you so you can immediately go onto the track from the classroom. If you are renting Vanson leathers, come to the classroom after you have completed tech. We will then fit you for your suit.

PRECAUTIONS AND THOUGHTS ON THE DAY.

This is your day. We are here to teach, instruct and guide your skills. Do not worry about lap times and speed today. You will be learning new techniques and concepts. Learn these and apply them to your riding. You will find that your riding will greatly improve. **IF YOU RIDE OVER YOUR HEAD (i.e. BEYOND YOUR COMFORT ZONE), YOU WILL NOT BE LEARNING, ONLY SURVIVING FROM TURN TO TURN.**

Slow down, think about what you are doing. If you can recognize your mistakes then you can correct them.

ONE CRASH RULE.

We, Cornerspeed, have an excellent safety record and we want to keep it. It is up to you, the rider, to exercise good judgement and ride within your limits. We consider running off the track and into the grass as a crash. If you do this on the street, most likely you would have just had a head on collision. Use good judgement and complete this school without running off the track. Do NOT ride beyond your abilities. Make gradual changes to your riding and gradual increases in your speed. If you crash, we will evaluate you, the machine and why you crashed. At this point, we will determine whether or not you can continue in the school. There is no debate on this point. We have an obligation to you as well as the other riders to keep everyone as safe as possible. The best rule of thumb is to ride within your limits and NOT CRASH. **WE RESERVE THE RIGHT TO TERMINATE YOUR ON TRACK ACTIVITY ANYTIME YOU ARE BEING UNSAFE.** This includes aggressive riding, inside passing and crashing. Treat your fellow riders with the same respect that you would want. Everyone is here to learn. Be respectful of others.

WHAT TO DO IF YOU DO RUN OFF THE TRACK:

Do NOT make any quick steering inputs. Do NOT use the front brake. The front will immediately lock up and you will crash. If you find yourself heading for a barrier then you may want to bail off or lay the bike down. VIR does have good run-off areas (better than most facilities in the USA) but barriers do exist and anything is possible.

RE-TECH: In the event of a crash, your bike and gear must be completely re-teched before you are allowed to proceed. Failure to adhere to any tech requirement or procedure at any time will disqualify you from riding the rest of the event AND your money will NOT be refunded.

All of this is to not lessen your fun and excitement for the day but to make you aware of the seriousness of high performance riding. We want to make this the best day of riding you've ever had!

MOTORCYCLE REQUIREMENTS:

Our inspection in no way guarantees your safety at this event. You are responsible for properly preparing your motorcycle for safe operation and it is your responsibility to check your motorcycle to assure that it will pass our technical inspection. In the event of a crash, your bike and gear must be completely re-tched before you are allowed to proceed. Failure to adhere to any tech requirement or procedure at any time will disqualify you from riding in this event/school AND your money will NOT be refunded. In addition to the requirements listed on the registration form and on our internet site, please make sure the following is done: Have the license plate removed. If you have installed an after market plate holder with sharp edges, either remove the holder or tape/pad over it.

Motorcycle

- Frame inspected for cracks and/or damage
- All bodywork/fasteners tight/secured
- All safety wire as required per website
 - Oil fill, Oil drain, Oil filter
- Beginners** are not required to safety wire oil fill cap or oil drain plug. In lieu of safety-wire, Beginners will be allowed to use high-temp silicone as a temporary measure to seal the oil fill cap and oil drain plug. Oil filter is still required to be safety wired. (See our website for details.)
- Centerstand removed
- Sidestand either removed or zip tied in up position
- Beginners** are also not required to zip-tie their sidestands; however, side stand engine kill switch must be operational and will be inspected at Tech.
- License plate(s) removed
- Headlight, taillight, turn signals taped over or removed
- Speedometer taped over
- Mirrors removed
- Footpegs secure
- Passenger pegs zip tied up or removed
- Clip-ons or handlebars tight

Brakes, Controls and Drive train

- Chain adjusted and lubricated
- Rear sprocket = wear not excessive, good condition
- Brake Lever and Rear brake foot control- firm feel
- Brake fluid level within recommended levels
- Throttle = spring works and snaps shut (off)
- Clutch lever action in good condition
(Hydraulic clutch fluid level with recommended levels)

Fluids

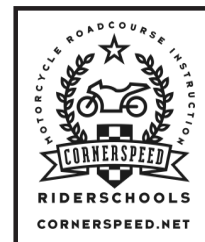
- No fluid leakage (fuel, coolant, oil, brake fluid)
- Gas tank full
- Engine Oil within recommended levels

Safety Gear

- HELMET: Snell, BSI or DOT approved helmet less than 5 years old with NO VISIBLE CRASH DAMAGE. CHECK THE DATE STAMP INSIDE YOUR HELMET BEFORE COMING TO THE EVENT. If your helmet does not pass tech, you will not be allowed to ride and will not be given a refund.**
- Face Shield- snaps closed and good visibility (i.e. minimal scratches on the visor)
- Gloves- full coverage over wrist in non-torn condition
- Boots- leather 8 inches, over ankle. Motorcycle race boots w/ armor recommended.
- Suit- Leather suit w/ hard shell back protector. Two-piece leathers must have 360° zipper.
(Textile suits and/or garments are not allowed.)
- Back Protector- Hard shell race style protector.
- Suit liner - if you do not own an inner suit, lycra tights and shirts work well. (Such as "Under Armor" etc.)
- Rainsuit - this is a wet or dry school. Be prepared for wet weather should it occur.

FINAL CHECK:

- Ignition Key
- Battery fully charged/battery charger
(extension cord for charger)
- Wallet/Credit cards (cash)
- Hotel reservations/confirmation
- Driving directions
- Overnight bag
- Prescription meds (if taken)
- Emergency contact information
- Trailer lock (and keys)
- Insurance information
(Auto and Personal medical)



Tires

- New or in nearly new condition
(80% or better of original tread depth)
- Tire gauge - reliable and accurate
- Tire pressure - check tire pressure the morning of the event. 30-32 psi front and rear.

Additional Items

- Rear stand/race stand
- Tool box and/or necessary tools if you are changing tires.
- Fuel can
- Extra tie downs



SAFETY FLAGS AND DEFINITIONS

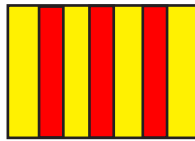
Flags are the means of communication used by officials and cornerworkers to convey safety information to all on track participants/racers. It is your obligation to know all the flags and procedures associated with each flag. The flags and definitions will be discussed in the classroom. Please take some time to learn them prior to your event.



YELLOW
STATIONARY
CAUTION.
HAZARD
NEAR
TRACK SUR-
FACE.



YELLOW
WAVING
EXTREME
CAUTION.
HAZARD ON
TRACK.
NO PASSING.



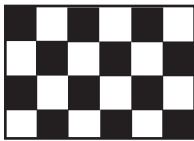
**YELLOW /
3 RED
STRIPES**
STATIONARY
DEBRIS ON
TRACK. (rock,
puck, cone, etc.)



**YELLOW /
3 RED
STRIPES**
ROCKING OR
FOLDED AND
POINT TO SKY
SLIPPERY
SURFACE.



**GREEN /
3 BLACK
STRIPES**
OIL / SLIPPERY
SURFACE.
(W.E.R.A. and
A.M.A.)



CHECKER
PRACTICE
OR RACE
ENDED.
RETURN TO
PIT ROAD/
PADDOCK.



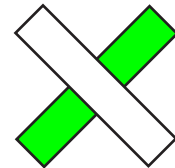
GREEN
OPEN
TRACK AND
READY FOR
RIDERS.



**BLACK/
ORANGE
DOT**
JUMP START
MEATBALL.
STOP AND GO
PENALTY.



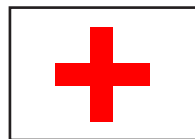
WHITE
ONE LAP TO
GO BEFORE
CHECKER.



**WHITE /
GREEN
CROSSED**
RACE
DISTANCE
IS HALF-WAY.



BLACK
TECHNICAL /
MECHANICAL
VIOLATION.
SIGNAL. SLOW.
PULL OFF
AT NEAREST
CORNER STA-
TION.



**WHITE/
RED CROSS**
AMBULANCE
ON COURSE.
PASS THE
AMBULANCE
BUT NOT THE
OTHER
RACERS.



BLUE
PASS-
ING FLAG.
HOLD YOUR
LINE. YOU
ARE BEING
PASSED.



RED
SESSION
STOPPED
SIGNAL.
REDUCE
SPEED. RE-
TURN TO PIT
ROAD.

ADDITIONAL INFORMATION

1. **THE RED FLAG** IS VERY IMPORTANT. PAY ATTENTION TO THIS FLAG.
2. **SLIPPERY SURFACE:** YELLOW/RED AND GREEN/BLACK ARE TREATED AS THE SAME.
3. **THE BLACK FLAG:** 99 OUT OF 100 TIMES WHEN THE BLACK FLAG IS DISPLAYED TO YOU, THE ODDS ARE THAT YOUR MACHINE IS LEAKING/ PUKING FLUIDS ON THE TRACK. PLEASE NOTE THAT CCS/ASRA RACING USES A ROLLED UP DEBRIS FLAG (YELLOW/RED STRIPES) POINTED AT THE OFFENDING RIDER. SAME AS BLACK FLAG.



VIR NORTH COURSE / 2.26MILES
 THIS IS THE CIRCUIT USED FOR THE MAJORITY OF OUR EVENTS
 AND IS THE SAME CIRCUIT RACED BY AMA, WERA, AND CCS/ASRA

