

## OSC Track Day 2009 – Calabogie Motorsport Park

The Motorcycle Rider Course of the Ottawa Safety council is hosting an **OSC Track Day** at the Calabogie Motorsports Park facility on Saturday May 30<sup>th</sup> 2009.

### HIGHLIGHTS

- Classroom informational session
- Track side Riders' Meeting and Tech Inspection
- Corner marshals and a medical team for your safety
- Lapping of Calabogie Motorsports Park – complete track (5.05 km)
- Limited to just three groups of riders – with a target of 30 riders per group

### REGISTRATION

This track day is open to all riders but there is a limit to the number of riders allowed. Registration will be done on a first come first served basis according to the date registration is completed. Registration is completed once fee payments have been received.

In previous years, these events have sold out, with hopeful track riders showing up at the track to register on the day of the event, only to discover that all the slots have been filled. Register early to avoid any disappointment.

Registration fees are as follows:

- Early registration → \$ 185 + GST = \$194.25
- Regular registration → \$ 210 + GST = \$220.50

Early registration ends at noon, Friday April 24<sup>th</sup>, 2009.

### REFUND POLICY

The OSC Track Day will run "rain or shine". Refunds, less a \$30 administration fee, will be given only if notice of cancellation is received 15 business days prior to the event. However, if you find another replacement rider to take your spot, you are entitled to a refund, minus a \$30 administration fee, once the replacement rider completes the registration for the track day. The Ottawa Safety Council reserves the right to "approve" the replacement rider.

## RIDER CLASSIFICATION

Motorcycles and their riders will be broken down into classifications so that comparable motorcycles and riders will be on the track on the same sessions. Registering riders should choose one of the three classes available. The classifications are as follows:

- Beginner Class - Riders with little or no track experience
- Intermediate Class - Riders with some track experience with a street or track bike
- Advanced Class - Riders with extensive track experience with a well prepped track bike

Beginner Class is for new or less experienced track riders interested in a safe non-threatening track ride. This class is ideal for the rider who wants the time to learn the proper track lines and practice the art of cornering. Passing is not permitted in corners. Given that speeds associated with this group will be less as compared to the other riding groups, this group will have slightly more relaxed riding gear rules.

Intermediate Class is for experienced riders with some track experience, who are comfortable on the track at a moderate pace. These riders should be skilled at cornering on the track at speed. Passing is permitted, but overly aggressive passing will not be tolerated. If you want to race, go elsewhere.

Advanced Class is open to riders who are extremely comfortable on the track with their bikes and ride at a quick pace. This class is open to racers, ex-racers and some skilled non-racers who ride a motorcycle that is properly track prepped. Riders in this group have a solid knowledge of track riding and are very experienced in this environment. Although the pace is quicker than the other classes, a large emphasis will be put on safety. Since all the riders in this class are highly experienced at a race pace, these riders are expected to have the greatest comfort zone since they are not at race speeds. Passing is permitted but overly aggressive passing will not be tolerated. Again, this is not a race. This group will have the strictest standards for riding gear and bike preparation.

Riders should place themselves in the classification that best suits their motorcycle, riding gear and riding style. Riders will be asked to change classifications if it is observed that there has been misclassification. Riders riding at a level above their classification have the option of slowing down to comply with the other riders, or moving into a faster classification. A rider moving into a faster classification will be subject to the rules of their new classification. Furthermore, a rider/bike moving up a classification, must adhere to the more stringent gear/tech standards of the higher classification. Be accurate and realistic when choosing your class and it will save a lot of headaches later. The Ottawa Safety Council will have final say in the riders' classifications.

## TECHNICAL INSPECTION AND SOUND TESTING INFORMATION

The technical inspection will be held the day of the track day once the rider completes sign-in. Only riders and motorcycles that pass tech will be allowed to participate in the track day. Riders that have a problem with their motorcycles not passing tech or sound testing will be given as many chances as needed to pass; however ultimately responsibility for pass tech/sound remains the responsibility of the rider – please come prepared. On the other hand, If it is the rider's riding gear that doesn't pass tech, the only course of action is for the rider to get proper riding gear. Therefore, it is important that riders attend the informational session in Ottawa prior to the event. The tech inspection will be briefly explained but most importantly, riders may ask questions. If you are unsure about your riding gear, bring it to the information night... it will save possible disappointment at the track.

The tech inspection is very brief and looks only for the most obvious safety faults listed below. It is up to you as the bike's owner/rider to ensure there is oil in the engine, all filler and drain plugs are tight, and the engine and other components aren't about to fail. We require you to maintain your motorcycle in top shape, thoroughly examine its mechanical condition prior to each session and provide whatever maintenance and/or repairs necessary before participating.

### The Motorcycle

1. Overall: Good condition and clean
2. Brakes: Clean brake fluid, pads, rotors, calipers, and lines in good condition. We will check brakes for action, but you are responsible for their mechanical and functional soundness. Do they work properly? Will they last the day?
3. Throttle: Check to see smooth operation and that the throttle doesn't stick
4. Engine: All fluids (gas, brake, forks, radiator, engine, and battery) better not be leaking.
5. Suspension: Inspection of shocks, springs for operation and leaks. We will check brake bolts, steering head bearings, and handle bars for looseness.
6. Tires: Tires in good condition with tread depth for the event and proper rating. It is up to the rider to check axle nuts, pinch bolts, and to ensure tires are inflated and not too old for proper traction (good tires are cheap insurance).
7. Body work: No loose parts, glass/lights must be removed and/or covered with duct tape. Use your discretion on instrumentation and the windscreen.
8. Side Stands and Centre Stands: Stands that are obtrusive or have weak springs should be removed if possible or wired to stay up.
9. Chain: In good condition.
10. **Oil drain plugs safety wired or secured with a temporary silicone sealant such as "goop".**
11. Coolant: Glycol based coolant (antifreeze) is extremely slick if spilled on the track, and its cleanup will drastically reduce everyone's track riding time. For these reasons, riders are encouraged to replace their coolant with water and/or "Water Wetter". **This practice is REQUIRED for the advanced group, and HIGHLY RECOMMENDED for the beginner and intermediate groups.**
12. Bikes must be numbered for easy identification. Simply creating numbers with electrical tape on the windscreen is fine, so long as the numbers are identifiable by corner workers and marshals.

**Beginner and Intermediate Class** riders must prepare their bike as described above.

**Advanced Class** riders are expected to have more experience on the track and their speeds will be quicker than the other two classes. Due to the greater risk of injury if an incident occurs, in addition to the bike preparation described above, this class will have the following stricter

preparation requirements. Glycol (anti-freeze) will not be permitted; only water or "Water Wetter" will be allowed. Mirrors and other non-essential equipment must be removed.

The tech inspectors ask you not to bring hot (engine temperature) bikes for inspection. If it can't be avoided, please warn the inspector beforehand. Furthermore, the tech inspectors will need access to the motorcycle's drain plug. Should your bike have lower body work which prevents this, please be prepared to remove this body work for the tech inspector.

In addition to the inspection list, the rider is responsible for checking the following items on their motorcycle:

1. Swingarm bushings, rear axle, wheel bearings and steering head bearings.
2. The chain and adjusters for proper adjustment and lubrication.
3. Suspension components must be correctly adjusted.
4. Tires must be in good condition.
5. Battery strapped down.
6. All fluids check for condition, level and age.
7. Check oil drain plug, radiator condition, all fluid hoses and lines.
8. Check over for anything that is or could become loose.
9. Double check oil level and tightness of oil drain plug.

### **Apparel and Riding Gear**

1. Leather one piece, or two piece leather suit with jacket and pants attached. Although all riders are encouraged to wear a quality leather suit, a synthetic based riding suit (such as a Cordura suit) would be an acceptable alternative in the beginner group only. Again, if this is a two piece suit, the top and the bottom must be securely joined. Organizers have final say – if you are in doubt, bring the suit to the information session to have it assessed.
2. Good condition late model (2000 or newer) full-faced helmet, with a **SNELL 2000** or better rating.
3. Leather boots that cover the ankle
4. Leather 'gauntlet' style gloves with fully covered fingers.
5. A **hard shell back protector** is *required* to ride in the advanced and intermediate group, but is *recommended* for all riders.
6. No jeans, or 'mesh' will be permitted. NO EXCEPTIONS.

### **Sound Testing**

Calabogie Motorsports Park mandates that all vehicles riding the track must comply with CMPs noise management policy. All bikes will be sound tested prior to the track, and periodic Pass-by sound measurements will taken. Bikes that do not meet the minimum requirements will be not be allowed on the track until such time as they do. You can get more information on CMPs noise management policies on their web site (<http://www.calabogiemotorsports.com/qanda.htm>).

The above information is to ensure that all riders arrive at the track prepared. If you have any questions or concerns about preparing your bike, please bring them forward at the information session in Ottawa and not at the track. If you are unsure about your riding gear, bring it with you on the informational night or contact us with your questions.

## INFORMATIONAL SESSION

An OSC Track Day informational session will be held at 7 PM on Tuesday, May 19<sup>th</sup>. This session will be in the Ottawa Construction Association, 196 Bronson Street (at the corner of Gloucester) - in front of St. Vincent Hospital. in Ottawa. Although not a requirement, all riders are encouraged to attend this session. In addition to covering the OSC Track Day rules and describing the proceedings, this meeting will cover other topics of interest to track day participants, and serve as a forum to answer any questions you may have about the track day. Attending this meeting is your best bet to ensure your participation in the event runs smoothly.

## TRACK SIDE RIDERS' MEETING

All registered participants planning on riding must attend the riders' meeting, which is held in the morning, before the track is opened. To ensure that we have everyone's attention and 100% participation, registration and tech will be closed during the meeting and attendance will be taken.

The meetings are held to prepare and advise participants of track procedures in effect for the day. Topics covered will include pit lane procedures, entering and exiting the track, track safety, marshalling and a quick run down of the flags to name a few. We will also take this opportunity to discuss any concerns that you may have. All constructive input will be welcome.

Should you arrive late and miss the riders meeting, you will not be permitted on the track until you have been briefed by the OSC pit boss. This will probably mean missed sessions for you. It's to your benefit to ensure you arrive on time.

## LUNCH SERVICE

Calabogie Motorsports Park does not have on-site lunch facilities. However, we have made arrangements with *Calabogie Pizzeria* to provide a "brown bag" lunch to interested participants. This lunch includes a sandwich, drink, and a number of snack items – it has been quite popular in the past. There would be a \$10 fee to participate in the program, payable at the track.

## RULES OF THE OSC TRACK DAY

All motorcycles must meet or exceed the safety requirements of the class in which they are categorized. Advanced Class riders are expected to have extensive track experience and their motorcycles must be prepared accordingly. For more information regarding the safety requirements for your motorcycle, please consult the Technical Inspection Information section or ask us at the informational session.

This is **NOT** a race day. There are rules that will be enforced to ensure that everyone rides safely. We want everyone to enjoy himself or herself and no one will enjoy crashing, especially if the incident was caused by the actions of another rider. Depending on the severity of the incident, warnings may not be issued to the offender before having track privileges revoked.

Some of the many rules:

1. Safety always comes first. Any infraction not listed will fall under this rule.
2. This track day is NOT a race! Riders looking to race - please go somewhere else. Any riders caught racing will be asked to leave - NO REFUND!
3. It is the responsibility of each participant to be fully aware of the rules and guidelines.
4. All registered participants must read and understand the waiver form, show photo ID, and sign up prior to participating.
5. All riders shall attend the Riders' Meeting to be held in the morning. Riders not attending will not be allowed onto the track.
6. Participants must not tamper with any of the markings, or tags. For example wristbands, registration stickers, or tech inspection tags.
7. All motorcycles must be in top mechanical condition and pass a technical inspection prior to being allowed on the track. ALL crashed motorcycles must be re-inspected before re-entering another session.
8. All riders must wear the riding gear inspected and approved at time of registration.
9. Riders will not consume mind-altering substances, or anything that could impair their ability to operate a motorcycle safely. Anyone caught breaking this rule will not be permitted to ride.
10. All riders must listen to the corner workers and obey the flags.
11. Anyone allowing an unregistered person to ride their bike on the track will lose their privileges to ride on the track.
12. Never ride opposite to the direction of traffic, including paddock and pit areas.
13. All passing must be done with the greatest of safety and with plenty of room. Any passing deemed dangerous by the Ottawa Safety Council will not be tolerated. In addition, passing in the Beginner Class will NOT be allowed in turns or in braking areas.
14. In the event a rider passes another, good sportsmanship and safety shall apply. The rider being passed should not block a faster rider. The slower riders should give way to faster riders (remember, this is not a race). However, it is always the responsibility of the faster rider to ensure that the pass is made in the safest possible manner.
15. The CMP track is plenty wide, with quality asphalt abound. **Consequently, riders should maintain a minimum 5 feet (approx. 1 bike length) from all other riders – especially when passing.**
16. **Any rider who rides off of the track, will be required to 'sit out' the next riding session.** This 'cool down' period will allow the rider to contemplate the events that led up to the ride off, and for one of the OSC track officials to discuss these events with the rider.
17. Any riders that loses control of their motorcycle, on or off the track, and causes another rider to go down, may lose all track riding privileges. All situations will be assessed accordingly.
18. Safety Monitors will be circulating during the lapping sessions, so behave. There will be marshals in specific corners taking notes as well.
19. All decisions made by the Ottawa Safety Council are final. All participants will agree to abide by these decisions during the event.

## OSC – CALABOGIE TRACK DAY RIDER SCHEDULE

| <b>Tuesday, May 19<sup>th</sup>, 2009</b>  |  |
|--|--|
| 19:00 - 21:00 HRS                          | Classroom Informational Session – Ottawa Construction Association, 196 Bronson Avenue, Ottawa. |
| <b>Saturday, May 30<sup>th</sup>, 2008</b> |  |
| 07:15 – 09:00 HRS                          | Registration   |
| 07:15 – 09:00 HRS                          | Technical Inspection for all Class   |
| <b>08:20 – 08:45 HRS</b>                   | <b>Riders' Meeting</b>   |
| <b>08:45 – 09:00 HRS</b>                   | <b>Transport Corner Workers into Position</b>  |
| 09:00 – 09:20 HRS                          | Advanced Class Escorted  |
| 09:20 – 09:40 HRS                          | Intermediate Class Escorted  |
| 09:40 – 10:00 HRS                          | Beginner Class Escorted  |
| 10:00 – 10:20 HRS                          | Advanced Class   |
| 10:20 – 10:40 HRS                          | Intermediate Class Sighting - Escorts Available on Request                                     |
| 10:40 – 11:00 HRS                          | Beginner Class Sighting - Escorts Available on Request   |
| 11:00 – 11:20 HRS                          | Advanced Class   |
| 11:20 – 11:40 HRS                          | Intermediate Class / Lunch for Advanced Class  |
| 11:40 – 12:00 HRS                          | Beginner Class / Lunch for Intermediate Class  |
| <b>12:00 – 13:00 HRS</b>                   | <b>Corner Workers Lunch</b>  |
| 13:00 – 13:20 HRS                          | Advanced Class Sighting  |
| 13:20 – 13:40 HRS                          | Intermediate Class Sighting - Escorts Available on Request                                     |
| 13:40 – 14:00 HRS                          | Beginner Class Sighting - Escorts Available on Request   |
| 14:00 – 14:20 HRS                          | Advanced Class   |
| 14:20 – 14:40 HRS                          | Intermediate Class - Escorts Available on Request  |
| 14:40 – 15:00 HRS                          | Beginner Class – Escorts Available on Request  |
| 15:00 – 15:20 HRS                          | Advanced Class   |
| 15:20 – 15:40 HRS                          | Intermediate Class - Escorts Available on Request  |
| 15:40 – 16:00 HRS                          | Beginner Class- Escorts Available on Request   |
| 16:00 – 16:20 HRS                          | Advanced Class   |
| 16:20 – 16:40 HRS                          | Intermediate Class - Escorts Available on Request  |
| 16:40 – 17:00 HRS                          | Beginner Class - Escorts Available on Request  |
| <b>17:00 -</b>                             | <b>Picked Up Corner Workers</b>  |

**NOTE:** *This schedule is provided as a guideline only – changes may occur due to unforeseen circumstances.*

**IMPORTANT:** *Dangerous and careless driving on the track will not be tolerated. Riders are warned to ride safely and remain in control of their motorcycles at all times. Should riders not behave in a safe manner, the organizers reserve the right to revoke the rider's track privileges for the remainder of the day without warning or refund.*

