

N8 Kern Track Days

Rider Preparation Manual

Overview

DoubleRFest began as a celebration of the class leading BMW S 1000 RR, as well as the love of riding our sport segment motorcycles in a safe, controlled environment. We welcome all riders to come to our program and look forward to the chance to convince you as to why the BMW S100RR is the best sport bike on the market. At Kern Track Days, our simple approach of form follows function applies not only to our machines, but also with the riding we do out on the track. Our “regular guy” approach translates from our Advanced Riders to new on track Beginning Riders and everyone else in between.

Nate Kern’s mental approach to riding opens many riders up to what should and should not be renting space in your head. Not only will Kern share his 15 plus years of on and off-track experience in this high-speed environment, but also bring a new perspective of etiquette on and off-track for our fellow riders. At the end of the day Kern wants you to make your hard-earned money and investment go far. The only thing he always says he cannot teach is “Desire”! Have the desire to want to learn and you will see a new approach to Track Day riding.

Registration

Gates open at 5pm on Friday, and 7am on Saturday and Sunday. Registration will be open from 5:30 – 7:30 p.m. on Friday evening. Please register early if you can. This will help expedite things for Saturday morning. If you arrive after 7:30 p.m. Friday please make sure to arrive by 7:00 a.m. on Saturday to complete your registration. **Please bring a valid photo ID with you to registration.** At registration you will be given a wristband that will be the first step in gaining access to the track. We ask that you please move with proficiency in the pit area and give yourself more than enough time to be ready for the required riders meeting. Smooth is fast even off track. Minimize wasted movement and don’t get spun up and feel like a “victim” because you are suffering from “self-importance”! All joking aside, everyone is important and we need to move with proficiency and a smile, just like on the track.

Camping

Camping is available. As mentioned before you can arrive at the track Friday at 5pm to start setting up.

Tech Inspection

After you have a wristband from registration, you must bring your bike to tech inspection. Tech inspection will be available Friday evening as well. Our tech inspection process is intended to ensure safety of all riders on track. Tech inspectors have final word on what is safe and not safe.

No refunds are provided if your motorcycle is unable to meet these requirements.

- Motorcycle with performance appropriate for track use
- Valve stem caps present
- Wheel weights taped over
- Tires in good condition. This will be determined by our inspectors.
- Tire pressure appropriate for track use (if you're unsure ask our Tire Vendor)
- Mirrors removed and all lights taped (unplug main beams to prevent melted headlamps)
- Chain not too tight (limits suspension travel and can cause loss of traction)
- No loose parts on the bike
- No leaks of any kind
- No malfunctions of any kind
- All controls operate freely and throttle returns to closed position
- Working front and rear brakes
- Brake pads with at least 70% remaining
- Exhaust system present and secure
- All fluids within acceptable levels (oil, brake fluid)
- You **MUST** check your drain plug
- Imperative you check and triple check the safety and security of your oil drain plug and oil filter!!! Who is checking it (drain plug/oil filter), you or a shop? Do not say to us "well the shop did it....!!!" Your safety and others rely on your desire to make self inspections.

IF YOUR MOTORCYCLE OILS THE TRACK AND CAUSES A SHUT DOWN OF THE TRACK, YOUR DAY/WEEKEND IS FINISHED AND FURTHER FINES WILL BE ENFORCED!

If your bike fails tech inspection you will be able to remedy the situation and have the bike checked again. Tires can be obtained at the trackside vendor as well as many other parts and accessories for your bike. If the on track vendor does not have the parts you need ask around. Most people will lend you time, tools and parts to help get you back to safe operating condition.

Once your bike passes tech you will get a decal that will allow your bike access to the track. We can issue a sticker for every bike you intend to ride and do require each one to pass tech inspection.

If you have questions about tire pressure or any other technical questions, ask one of the coaches or our tire vendor. They will be more than happy to assist you.

Tire warmers are highly recommended even for Beginners. Tire warmers allow you to set an accurate hot operating range of pressure for your tires, optimizing traction. We

hear riders say “I’m not fast enough for tire warmers”. This is simply untrue. Tire warmers are about safety rather than speed. Even slower riders can crash on cold tires.

IMPORTANT! DTC and or “Traction Control” systems do NOT create traction; it just manages what you have!

Your bike needs to go through tech inspection each day it is ridden. Track use and wear can change a bike’s condition in just one day. Please give yourself the proper amount of time to get your motorcycle through tech on the second day and not miss the required riders meeting.

Tech inspection is also performed on your gear. Please bring your suit, helmet boots, gloves and back protector with you to tech inspection. Cumbersome we know, but critical to safety for you and everyone around you.

Gear Requirements

- One-piece racing leather suit
- Two piece leathers that zip fully around the waist are permitted
- Track oriented gloves that cover the wrist
- Track oriented boots that cover the ankle
- Back protector. Everyone MUST have a spine protector
- A DOT certified full-face helmet less than 5 years old

Gear Not Allowed

- Textile or Ballistic Nylon riding suits
- Two Piece Suits without zippers (fully zipping all the way around, not just in the small of the back)
- Work boots or steel toe construction boots
- Non-Motorcycle gloves
- Motocross boots
- Motocross gloves
- No exposed skin on your ankles or wrists

Personal Items to Bring

- **Generator for power**
- Canopy for shade (Limited garage spaces on first come, first serve basis)
- Chairs and tables for gear and food
- Cooler with water and/or sports drinks
- Snacks for energy
- A fan to stay cool
- Extension cords for tire warmers and fans

Riders Meeting

The Riders meeting will start each day promptly at 8:10am. The purpose of this meeting is to establish the rules for the day and make sure that everyone is on the same page when it comes to on/off track procedures. If you are not present during the riders meeting you will not be able to ride until we can give you the whole Riders Meeting over again. It is not fair to your fellow participants and riders who were on time and desire to be dedicated to safety. If you haven't teched your bike or registered when the riders meeting starts, please get teched and registered after, attending the riders meeting is nonnegotiable. Here we will go over the Rules and not the "Options".

Here are a few examples of what is covered in the riders meeting:

- Entering and Exiting the Track Procedure!! You cannot miss these critical rules as again failure to Enter and Exit the Track is one of the most dangerous parts of any track based event worldwide!
- A major mistake that will be enforced is "Cutting the Blend Line". The blend line is the painted white stripe that extends from the end of Pit Wall towards Turn 1. You DO NOT cross over this line at any time to enter the track. No matter the speed or Group, major accidents are avoided by following this procedure. You will be Black Flagged (Return to Pit Lane immediately) and that time lost from not being focused or just plain disrespectful to your fellow riders on track for cutting the "Blend Line" will not be tolerated.
- Riders WILL raise their LEFT hand in the air while exiting pit out. Staying to the LEFT of the Blend Line with their Left hand raised, riders are certifying to Pit-Out Officials and Riders on track that their heads are in the right place and focused. This also is a courtesy to the rider on track entering Turn 1 that you will not just cut out in front of him.
- Many times Riders exiting pit lane with their LEFT hand up signaling they are entering courteously will arrive at Turn One at about the same time a Rider coming from the front straight is. The courtesy was extended by the Rider entering the track of not cutting The Blend Line and staying to Riders left, so the rider on track needs to return the courtesy and let the Rider enter Turn One safely. The Rider behind makes the safe pass!
- EXITING the Track – Riders are required to stay focused by being completely predictable and make their intentions clear that they will be Exiting the track. This is imperative with a simple foot out briefly and then the LEFT hand up (please don't raise your throttle hand or both and then moving to Rider's left of the track.
- **This needs to be executed one full turn prior to the pit lane entrance.**

Once you COMMIT to pitting IN you MUST pit IN! Safety, Safety, Safety!

At the end of the riders meeting our Beginner/Intermediate classroom session will start. All Beginner & Intermediate group riders are required to attend this session for proper perspectives and fundamentals that will enhance their track experience. We will

cover the procedures for the first session of the day. After the first session, report back to the classroom as there will be a second session to handle any questions and if needed one after the next session.

The Pit Area

Considering the nature of our Sport and the consequences that ONLY follow by not complying with the rules and losing focus, the pit area is not exempt from all of this. Having been involved in this environment half of my life, I can tell what kind of day you are going to have before you even put your helmet on! Your actions dictate where your head is at. Smooth IS Fast also applies to how you operate in the Pit Area. The courtesy and safety to your friends and neighbors is imperative to a fun, safe day.

- Pit and Paddock Speeds – There has to be an understanding that this exciting environment leads to lack of focus. Coming off of the track you need to be able to realize you're not ON TRACK but in the Pit Area where there are a lot of moving parts. SLOW DOWN! Just because you don't feel noticed ON TRACK doesn't mean you look for it in the Pits... slow down! Excessive revving of engines in the paddock doesn't make you look faster. This isn't a bike night....
- ZERO tolerance for Alcohol - No adult beverages can be consumed by ANYONE (Family/friends/techs) at our event. Once the day is over and the last Motorcycle has left the track it is permitted. You are responsible for your own actions! Please notify Staff if you observe open alcohol.
- Quiet Time – 8 p.m. to 8 a.m., quiet time must be respected with no race engines, loud music, etc.
- Pit Bikes – seat height minimum of 24". Can only be operated by licensed drivers/riders.
- Waste/Trash – We will leave the facility the way we found it.... CLEAN!! Please do not leave any waste of any kind behind. Fluids (oils, fuels, etc.) need to be disposed of at the appropriate disposal points and race fuel cans need to leave the track with you.
- Dogs are permitted on the property (but not recommended). Pets are NOT allowed in any building. Pets must be leashed and cleaned up after. Remember to leave your pet in air conditioned conditions while you are on the track. Hot asphalt is not an appropriate condition for animals.
- No Firearms, Fireworks, or weapons are permitted anywhere on the facility

Riding Groups

The name of the game is “Predictability”! Regardless of skill set or reputation, be predictable. Lapse in judgment or no judgment at all can cause a catastrophic issue on track AND in the pit area.

Groups help separate traffic and maintain comfort zones for all riders. An Advanced rider is going to be on edge around Beginners who are still learning the craft and could potentially do something unexpected. A new rider is really going to be on edge when an advanced rider blasts by them at seemingly impossible speeds. Our groups help allow everyone to enjoy their day and be comfortable.

Here is an overview of the groups that we offer. These are similar to other track day organizations that you may have ridden with in the past. The most important thing is to pick the group that you are most comfortable in. We have a lot more respect for riders that underestimate their abilities rather than overestimate. We do reserve the right to move you into a more appropriate group if the coaches feel as though there’s a safety issue, **nothing personal here**. Our only concern is safety.

- **Blue Group** (Beginner) – This is our base group. If you don’t have prior riding experience or very little riding at the track, start here. It’s a great place to do a lot of learning. Each Beginner session is Coach led. From there Coaches will wave you by when they feel necessary. Passing is allowed on the straights with NO passing in the corners. There are no speed limits in the beginner group and faster riders can easily get around with a bit of patience. Coaches are present and watching all traffic. If you appear to need a bit of help we will often come and find you. If we have not found you and you need help, feel free to talk to a coach. They are glad to help.
- **White Group** (Intermediate) – This group has the widest range of rider skill. The pace is typically a bit faster than Beginner group but you will see all 3 skill sets in this group. This is still Coach led and again Riders will have the ability to work with Coaches all day in this group. Passing is allowed on the outside in corners and on the straights. What does an outside pass turn into when coming up to opposing corners... an inside pass, which is not allowed in this group. So make the right decision and understand that if you are going to pass on the outside, if the rider you are passing has an issue, they are going to run wide/outwards where you are! Do not put yourself in a bad position. The morning riders meeting will give more details on the specific passing rules for this group.
- **Red Group** (Advanced) – This is the fastest group of Riders at our day. Coaches are still present and will offer help if asked. However if they see you running out of skill and the potential agricultural experience that can happen in any group, they will give you the proper hand signal with a non-condescending head shake to slow down! . Passing is permitted anywhere as long as it’s safe and courteous. Stuffing and dangerous riding will NOT be tolerated. We will warn you of unsafe behavior but if you continue you will be asked to leave without a refund.

Words to Remember for all groups: THE RIDER BEHIND MAKES THE SAFE PASS!!!

Coaching

We offer coaching for all of our groups. We can help you with specific problems with specific corners or with general assistance for many aspects of your riding. Here are some of the more common things we help with:

- Line selection
- Body position
- Helping you increase corner speed with a tow
- Feedback on areas that need development
- Feedback on things you are doing well
- Safe passing strategies
- Situational awareness

NATE is ADAMANT that his coaches have mirrors on their bikes!!! How are you going to be proficient at “pace setting” and correcting rider’s body position, if a coach is looking backwards and trying to keep themselves safe from an agricultural experience?!

On the Track

Despite Nate Kern’s career racing regionally, nationally, internationally, and as a factory test rider for BMW, these track days are not about racing. These events are about learning and enjoyment. You can ride as fast as you like as long as you maintain control and are courteous and safe. With the low rider numbers we maintain that there is no need for aggressive passing. If an opportunity to pass seems questionable just wait until the next one presents itself. We are all friends here and our desire is that everyone leaves healthy and safe. If you can’t get around a rider utilize hot pit to give yourself some distance.

Nate Kern: “It takes more of a pro to go slower than to go faster. Self-proclaimed Beasts put themselves and others at risk.”

The Rider

Riding is a very physically and mentally involved activity. We prepare our bikes for a day of riding and you should prepare yourself as well. Get a good night’s rest before coming to the track. Eat a healthy breakfast to give you energy through the day. If you start feeling tired or fatigued heed the warning that your body is giving you and skip a session to get additional rest. Stay hydrated by drinking water and sports drinks between sessions. Avoid soda and caffeine, as they will dehydrate you. When a rider becomes fatigued and tired costly mistakes start to happen.

Flags

Green – Displayed at pit out (start/finish). Track is open and active.

Checkered – The session is over. Maintain pace until you near the exit of the track and gradually slow. Follow standard exit procedure. You didn't win anything. You still have a whole lap to make it back in. Don't lose focus.

Yellow – A potential hazard or on-track incident that may require your attention. There is no passing when the yellow flag is displayed. When you see this flag avoid making abrupt changes in your pace as this may cause you to be hit by other riders. Gradually back down to a reasonable pace.

Red – An unsafe situation exists on track. Raise your LEFT hand FIRST to signal to the corner workers and to the rider behind you that you have seen the red flag and gradually roll the throttle off, BUT DO NOT STOP!!! Your session is over. Proceed to pit in at a controlled pace and safely so that emergency vehicles can enter the track.

Black – There's an issue, which requires YOUR attention. If you see this flag being pointed at you from corner workers, there may be an issue with your bike. Get off the line immediately with a left hand signal first then roll off the throttle calmly, DO NOT CHOP the throttle closed, as your bike may be leaking/part hanging off. If you can safely roll to a Corner Station please do so.