

2020 WMRRA New Racer Info



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A Foreword from your Novice Representative

I feel that I should begin with an apology. I'm sorry for ruining it all for you. I'm sorry that riding on the street will be boring now. I'm sorry that your sense of speed will forever be changed. I'm sorry for the empty bank account. I'm sorry that you'll be "that person" that will ask their friends incessantly to come to a track day or race round. I'm sorry that you didn't find WMRRRA earlier and wish you'd come out last year as to start this odyssey sooner.

**"Don't be satisfied with stories, how things have gone with others.
Unfold your own myth." — Rumi, The Essential Rumi**

Congratulations on taking the first step. This is a journey you'll remember forever. We are so often presented with decisions that will shape our future. They make the stories we share with our loved ones. Sadly many choose an easy path and regret it later in life and wish they could return and take the leap instead of sitting on the sidelines. Be sure to take lots of pictures, videos, and mental snapshots because it will all be a blur at the end of the season - full of fun, friends, and speed.

As a former novice I was afraid on several levels and didn't quite know how to address it. Aside from the fear of crashing, I had no idea what I was doing or who to ask. Even if I did ask someone for help, I felt like an annoyance to him or her. My first few races were miserable, and my non-existent mentor did not help things. I would not have continued if not for previous friends that came to the races with me. There are a LOT of people who want to help you succeed and improve; they are all around you. Don't be shy about asking questions. Be bold and ask your mentor for all the help you can get. Ask WMRRRA staff to point you in the right direction if you need special assistance. I've known several people that have stayed up all night rebuilding an entire bike without ever batting an eye just so that person could race AGAINST the other in the morning. That's the kind of camaraderie that WMRRRA brings. Welcome to the family and good luck!

Sincerely,



Jason Pierce (#87)

2019/2020 Novice Representative
novice.rep@wmrra.com
425-315-5436

www.wmrra.com

2020 WMRRRA New Racer School (NRS)

Description, Dates, & Costs

There are two things you need to complete in order to be allowed to race as a WMRRRA Novice. The first is the NRS classroom session. After the classroom portion you'll need to complete the NRS on-track segment which is hosted by a WMRRRA-approved track day organization. This is typically the day before a race round in order to be efficient.

NRS Classroom Session

The goal of the classroom session is to provide the novice racer with the fundamental knowledge needed to compete safely on a racetrack. Attendance and completion of the *mandatory* classroom session is one of the requirements to obtain your Novice license. Examples of items discussed at the classroom session:

- WMRRRA Rules and Regulations
- WMRRRA Race Day Procedures & Etiquette (both on and off track)
- Safety Equipment
- Bike Preparation
- Tires
- Riding Techniques
- Expert Racer Mentors
- Questions & Answers

There will be at least two NRS classroom opportunities for the 2020 season - you only need to attend one. To get your novice race license you will need to complete one day of classroom instruction coupled with an on-track portion. The classroom portion **MUST** be done prior to the on-track portion. The cost of the Novice Racer Package is \$299. This includes your WMRRRA membership and Novice race license, on track training, and your first race. You will also need to register and complete the NRS on-track segment separately with a WMRRRA-approved track day organization. An added benefit of WMRRRA membership is that many local motorcycle shops offer discounts to WMRRRA racers. Be sure to ask around!

	Opportunity 1	Opportunity 2
Classroom	March 14th, 2020 10am - 3:30pm The Ridge Motorsports Park 1060 W Eells Hill Rd, Shelton, WA 98584 Sponsored By: MotoVixens https://motovixens.com/	June 21st, 2020 10am - 2:30pm Defensive Driving School 9302 N Davies Rd Lake Stevens, WA 98258 Sponsored By: Defensive Driving School http://driving-school.com/
On-Track *Note: Other track providers may host sessions. Contact a provider directly for more info. I've listed the NRS on-track dates known as of 2/2/2020	MotoVixens - May 1st @ Ridge 2 Fast - April 19th @ Ridge	MotoVixens - July 20th @ Ridge 2 Fast - July 10th @ Pacific

NRS On-Track Segment

The goal of the on-track segment of the WMRRR NRS is to give you much more insight into what it takes to negotiate a racetrack at speed with confidence, safety, and control. Riders who successfully pass this track based segment, along with the classroom, will qualify for a Novice race license with WMRRR. That's when the real fun begins! Below are some things that will be covered during the NRS on-track segment.

Process-Oriented

- Morning procedures & orientation overview
- On-track procedures & orientation overview
- Gridding
- Bike Recovery + Do's and Don'ts

Training-Oriented

- Braking and turning theory
- Passing theory
- Racecraft
- Individual Observation
- Close quarters and passing exercises
- Grid and Race Start Practice
- Race simulation

NRS On-Track Providers

WMRRR has a minimum standard curriculum that must be met in order to provide this important facet of the training. WMRRR's title sponsor this season is MotoVixens and they've worked hard to bring in some special guests for their On-Track NRS segment.

*After completing both the NRS classroom session **AND** on-track, you will receive a Novice race license.*

WMRRR New Racer School Application

How do I become a novice with WMRRR?

1) Go to MotorsportsReg.com and create a free account. Link: [Click Me](#) Enter your information. Leave the race number field **BLANK**. Click on "Calendar". - Link: [Click Me](#) Now search for "WMRRR". Select "WMRRR 2020 Licensing info" - Link: [Click Me](#) "Continue", Select Profile, "Register Now"-Pay licensing fees. Select "My Account" in the top-right corner. Select your profile.

UPDATE YOUR MEDICAL INFORMATION. *PLEASE NOTE: YOU MUST HAVE CURRENT MEDICAL INSURANCE AND UPDATED MEDICAL INFORMATION ON FILE IN ORDER TO RACE WITH WMRRR*

2) Attend a WMRRR-approved NRS. See the schedule or contact NoviceRep@WMRRR.com for more information. Be sure to sign-in to receive credit for attending.

3) Visit one of the WMRRR-approved track day organizations and register for the on-track segment.

4) A mentor will be assigned shortly after the application is processed. If you have a mentor in mind or have a concern with your mentor, please contact the Novice Representative ASAP.

If you have questions or comments please feel free to contact me by email at novice.rep@wmrra.com.

WMRRA New Racer School Checklist

Motorcycle Requirements

- Race-prepped motorcycle (see below)
 - **For the NRS on-track portion you will be required to have a yellow background suitable for installing race numbers. Numbers may be assigned **AT** the track and people will be available to assist you in getting numbers on your bike for racing.

Personal Gear Requirements

- DOT or SNELL approved full face helmet.
- Full-length Back Protector
- Full leather suit (1 or 2 piece suit)
- Leather gloves (cover wrists with wrist straps)
- Leather boots (cover ankle)
- Personal medical insurance (recommended tucked into a zip-lock bag) in your suit breast pocket.
- Health Insurance IS Required - AirLift insurance is highly recommended.
- Have an AMB transponder ready (Some vendors rent these)

New Racer School on Track Bike Requirements

See the track day organization's prep rules for technical requirements. For the NRS on-track schools, technical bike requirements will only have to meet the track day organization's requirements but it is strongly recommended that you properly race prep your bike in advance so we can help fix small things before you race the next day. ****NOTE**** Your bike **MUST** meet WMRRA's requirements in order to get on track during a WMRRA race day.

Race Preparation Requirements

Your bike must be race-prepped before it will be allowed on the track. The WMRRA rulebook and the classroom session cover the race-prep requirements in detail. It is up to the rider to review the rulebook and verify their bike for specific regulations. When in doubt, ask for clarification as there is no grace for bikes that do not meet the requirements and that bike **will not** be allowed on the track. We have created a quick checklist that gives you a *starting point* on preparing your bike.

Short-form Motorcycle Checklist

This list provides you with general requirements for prepping your race bike. You should take time to ensure that you are in FULL compliance with the WMRRA rulebook.

All external fluid connections MUST be safety wired.	Brake calipers MUST be safety wired.
Axle bolts MUST be safety wired.	Pinch bolts MUST be safety wired.
Tires MUST be in good condition (newer is better).	Oil drain plug MUST be safety wired.
Left side stator cover MUST be installed.	Exhaust hangers MUST be safety wired.
OEM Oil filter MUST be safety wired w/ a large hose clamp.	Oil filler cap MUST be safety wired.
Side stand MUST be removed.	Center stand MUST be removed.
Shark fin MUST be installed.	Mirrors MUST be removed.
Turn signals MUST be removed.	Headlights/taillights MUST be removed.
Case cover/protector MUST be installed over clutch case.	Clutch cover MUST be installed.
Glycol-based coolant MUST be replaced with distilled water ← (please flush the lines several times).	

Knowing the rules is your responsibility and ignorance is not tolerated!

Note: WMRRA and track day organizations do not provide any riding gear or motorcycles.


Note: Cruiser type motorcycles are not recommended for racing.


Number Plates for Novices: Novices must have a yellow number plate (Pantone Yellow PMS-102) with black numbers. The number plate must provide a 2 inch border around the numbers.

Gear Buyer's Guide

There is a lot of gear required to just get-by at the track and for new people, there is a lot of tribal knowledge to gain before they will know what they need/want to have at the track. Even harder is knowing to what level/quality of equipment they need.

Triumph of Seattle has created a few guides to show you some options AND has discounted items in order to help you save money for race entry fees! Check it out:





All current WMRRA racers qualify for 20% off MSRP!

Entry-level gear recommendation: price conscious while still putting safety at the forefront.

Retail
\$498.99
WMRRA
\$ Call for pricing

Helmet: Shoei RF-1200

- SNELL certified
- Pinlock insert included
- composite shell
- dual layer, multi-density EPS liner
- quick release shield
- excellent venting

Retail
\$999.95
WMRRA
\$ Call for pricing

Suit: Alpinestars Missile

- Tech-Air compatible
- CE II certified safety rating
- replaceable knee and elbow sliders
- accordion leather stretch panels
- removable mesh liner

Retail
\$199.95
WMRRA
\$ Call for pricing

Gloves: Alpinestars GP-Plus R

- palm and finger sliders
- protective double cuff wrist closure
- 3rd and 4th finger bridge

Retail
\$369.95
WMRRA
\$ Call for pricing

Boots: Alpinestars SMX-Plus

- fully CE certified
- external ankle hinge
- replaceable toe and heel sliders
- recessed closure system





All current WMRRA racers qualify for 20% off MSRP!

Top-level gear recommendation: weight and flexibility conscious while safety is second to none.

Retail
\$699.95
WMRRA
\$ Call for pricing

Helmet: Bell Race Star Flex

- SNELL and ECE certified
- 3K Carbon shell
- Flex Energy Management interior liner
- magnetic cheek pads
- quick release shield
- race orientated venting

Retail
\$1999.95
WMRRA
\$ Call for pricing

Suit: Alpinestars GP-Tech V2

- Tech-Air compatible
- CE II certified safety rating
- made of kangaroo and bovine leather
- aramid fiber stretch panels
- double-layer leather in main crash areas
- reinforced stitching throughout
- true race inspired fit

Retail
\$279.95
WMRRA
\$ Call for pricing

Gloves: Alpinestars GP-Pro R2

- cow and goat leather construction
- kangaroo leather palm
- Dupont Kevlar inner liner

Retail
\$499.95
WMRRA
\$ Call for pricing

Boots: Alpinestars Supertech R

- heavily ventilated
- hinged internal bootie system
- smooth surface towards bike
- stretch accordion panel for slim fit

While deciding what kind of gear you wish to use is a personal decision, going the cheap route can end up costing more in medical bills and lost wages. Be smart with your gear and consider it an investment in your health. Keep in mind that NOTHING is 100% able to protect you from injury or death.

Some people will elect to get a high-end airbag system. This system deploys in case of a crash and can be repacked in a short time.



- Comprehensive upper body protection for the back, shoulders, kidney area, chest, and upper abdomen
- Incorporated electronic sensors that allow vest to be completely self-contained
- Incorporated back protector optimized for race and track use
- 25 hour run time with 6 hour charge time
- 1 hour charge for 4 hour run time
- Airbag deploys in 45 milliseconds
- 2 deployments before servicing
- \$300 inspect, clean, and repack service
- Roughly 2 week turn around for service





TECH-AIR
Alpinestars Tech-Air
Race Airbag System

Retail: \$1149.95 **WMRRA** \$ Call for Pricing

Recommended Bike Gear:

Stands
Gas can(s)
****BIKE KEY*****
Transponder (can rent if needed)
Tire warmers

Optional Bike Gear:

Spare Tires/Rain Tires
Extra brake fluid
GoPro (and extras)
Extra qt of motor oil (and funnel)
Lap Timer

Required Personal Gear:

Helmet
Gloves
Boots
Back protector
Leathers
Medical form in zip-lock bag
Mouth Guard (HIGHLY RECOMMENDED)
Ear Plugs (HIGHLY RECOMMENDED)

Optional Personal Gear:

Compression garments
Extra change of clothes
Cash for vendors/tires
Hip/chest protectors
Spare visor
Spare gloves
Suit hanger
Helmet fan

Required Pit items:

Number Board with 6" tall numbers
Fire extinguisher

Optional Pit items:

Paper towels
Windex
Small folding table
Broom
Trash bag
Bicycle/pit bike
Sunscreen
Hoodie/Gloves
Space Heater
Raincoat
Soap
Tooth paste/brush
Bath Towel
QUIET Generator

Highly recommended Pit items:

EZ-up canopy
Large cooler w/ ice
Water/Gatorade
Trail mix/snacks
Power strip/Extension cord
Sunglasses
Hydration tablets
Cell phone charger
Sleeping bag & pillow
Camping chair(s)

Required Tools:

Tool box	Tow Straps/Tie-downs
Socket set	Hex Wrenches
Wrench set	Safety wire & pliers
Duct Tape	Air pressure gauge

Optional Tools:

Silicone Sealer
Battery tender
Bicycle tire pump
WD-40 Grease

Knife/Razor Zip ties
Rubber mallet
Air compressor & hose
Bungees

Bike Number Examples

The rules and requirements for Bike Numbering can be confusing. Take a look at some examples of proper placement and sizing. Keep in mind the background must be yellow and the numbers must be in black.



Remember that bike numbers are for spectators, commentators, track officials, and photographers to be easily able to recognize you and your bike. Clarity and conformity are key elements here and your cooperation is appreciated. Please note that tech inspectors are looking to be sure your numbers are 1" in width and 6" in height. If your machine is unable to accommodate those sizes you will need the referee to allow smaller numbers.

Reserved Novice Area

When first coming to the track, knowing where to go (or where you *can* go) can be daunting. There will be a reserved section for novices and mentors to pit together for the first two rounds. To make this idea more understandable, take a look at the track maps and dedicated Novice Areas for Round 1 (The Ridge) and Round 3 (Pacific).



Race Day Guide

Before you can race there are four things you must attend to:

1. Registration
2. Gear Tech
3. Bike Tech
4. Rider's Meeting

Registration

First, you will need to visit registration. If you have pre-registered for your races, you will be able to pick-up your registration slip and be on your way quickly. This is **HIGHLY** encouraged for novices because the unfamiliarity of the rest of the process causes the next steps to take longer. If you have not pre-registered, you can wait in a long line, sign-up/pay, and get your registration slip. You will need this registration slip in order to go through bike tech - don't forget it in your pit.

Gear Tech

At your first race round, you will need to bring all protective riding gear (helmet, gloves, boots, etc.) to gear tech. The inspectors are there to help you and will look over your gear to ensure it's in good condition. Once your gear passes inspection, a sticker will be placed on your helmet. This means that, unless you crash, you will only need to bring your helmet with you to bike tech. If something does not pass tech you will not be able to race. If you are unsure of whether or not something will pass tech it is **highly** advisable to consult your mentor prior to the race round.

Bike Tech

To go through bike tech you must present your registration slip and helmet (with sticker). Every machine must be inspected prior to being allowed on the track. If you do not have a belly pan sticker on your bike, you will need to bring your belly pan to bike-tech. The tech inspectors will make sure your belly pan is in good condition and then place a belly pan sticker on your bike. If you crash, your belly pan sticker will be removed and you will need to present your belly pan next time you go through tech.

Before each race round you will need to bring your bike (with belly pan removed) to bike-tech. The tech inspector will look over your bike to make sure it meets the safety requirements for racing - the inspector is there to help you. If you crash, you will need to bring your bike to tech inspection again if you wish to race again that round.

Rider's Meeting

Don't forget to get your tire warmers hooked up and going **before** the rider's meeting!
Important information is given out at the rider's meeting that is hosted at the beginning of each race day. Every rider must be present for the rider's meeting or face a fine and/or be disqualified from racing that day. Do NOT be late or skip out!