



Self-inspection of motorcycle and protective equipment before track riding

Riding on a track places higher demands on both the motorcycle and the rider than ordinary road riding. To get the most out of the day—and at the same time help create a safe and secure environment for all participants—you need to carry out a thorough self-inspection before you roll out onto the track. This review is an important part of preventing technical problems, unnecessary interruptions, and potential incidents.

The purpose of the checklist below is to ensure that your motorcycle is in good condition, that your protective equipment meets the required standard, and that you are personally prepared for a day that places high demands on both equipment and concentration. Go through the items calmly before you arrive at the event—and feel free to double-check certain parts again on site.

Checklist – Motorcycle

Check the following items:

- Brake pads checked
- Brake discs checked
- Brake calipers securely fastened
- Brake fluid level checked (should not be older than 2 years)
- Brake lever does not touch the grip or fingers
- Throttle returns to idle by itself
- Oil and coolant hoses are intact and securely tightened
- Oil drain plug and oil filter securely tightened
- Oil and coolant levels checked
- No visible leaks of any fluids
- Tyres checked (tread, wear, heat cracks)
- Tyre pressure checked
- Drive set and chain checked and correctly tensioned
- Wheel axles are securely tightened
- Fairings are securely attached
- dB killers fitted (if required by the track)

Checklist – Protective Equipment

- Helmet is intact and has no cracks (should not be older than 5 years)
- Visor is clean and free from cracks
- Back protector in good condition
- Gloves are intact and free from damage
- Boots are intact and have functioning closures
- Leather suit or equivalent protective equipment is intact and free from tears
- Other protective equipment is intact and correctly adjusted

Items to check regularly throughout the day

During a trackday, both the tyres and the motorcycle are subjected to high loads. Therefore, certain items need to be checked between sessions:

- Tyre pressure



- Fuel level

It is wise to carry out a quick visual inspection of the motorcycle after each session—especially if you have felt vibrations, heard unusual noises, or gone off track.

Final recommendation

A well-executed self-inspection is not just a formality—it is a prerequisite for riding safely, staying focused, and having full confidence in your equipment. By taking responsibility for your motorcycle and your protective equipment, you help contribute to a safer and more professional trackday for all participants.

Insurance cover – important to confirm before participating

Before taking part in a trackday, you must personally confirm what insurance cover applies to you and your motorcycle. Insurance terms vary between providers, and many policies include exclusions for riding in enclosed areas or on tracks—even when it is not a competition.

It is therefore important that you contact your insurance provider in advance and receive a clear answer about what applies to your specific policy. This applies both to personal cover and any cover for the motorcycle. The organiser cannot make this assessment for you, and it is always the rider's own responsibility to know their insurance cover.

Having clarity about what applies reduces the risk of misunderstandings and allows you to focus on riding during the day. It is a simple but important part of preparing for any track riding.
