

## - GENERAL EVENT & TRACK RULES -

The main gate will be open between 6:30-7:00am depending on the facility. It will take a while to sign in all attendees at the main gate so please try to arrive as early as possible. If you can arrive the day before the event please do so. SUVs, trucks, and vans are not allowed on track.

Rules for convertibles vary based on the facility being used for the event. These rules have recently changed so please contact us to make sure your convertible is allowed.

You will need to provide your own car numbers. They must be 8" or larger and clearly visible on both sides of the car. Please make sure to have a backup set of different numbers if for some reason your first choice is already taken. We suggest getting 3 individual numbers, for each side, so that you can create different combinations of numbers. Painters/track tape will be acceptable.

Before staging in pit lane, clear your car of any loose items. Make sure you remove loose items from the door pockets, behind the seats, the glove box, the ashtray, the armrest, the trunk, and your parking pass behind the sun visor. Remove hubcaps, lug nut covers, floor mats and that Club<sup>tm</sup> you never use on the steering wheel. Make sure that the numbers on your car are securely attached to the rear door, quarter windows, or C-pillar, and are clearly visible.

Long, cotton pants and long-sleeved, cotton shirts are mandatory when on-track unless announced during the drivers' meeting.

Open face helmets are strongly discouraged. They will be allowed as long as they have the proper Snell SA rating and year. Visors on full-face helmets must be in the "down" position while on track. Please check the event's details page for current SA ratings allowed.

Speed limit in the paddock is 15 mph. Speed limit on access roads is 20 mph.

No consumption of alcohol will be allowed during the track/driving portion of the event. You may not bring in alcohol onto the track property.

Smoking is prohibited in the pit area, near the gas pumps, and in any buildings, including tech shed and classrooms.

Any video equipment must be rigidly and securely mounted, metal-to-metal, or an approved suction cup mount. The camera must also be tethered in the event the mount should fail. The event coordinators and instructors have the discretion to ask cameras and other equipment be removed if they feel it is blocking the driver's vision or encouraging inappropriate or unsafe driving.

Track and liability insurance regulations prohibit the timing of vehicles and competitive driving. **THIS WILL BE ENFORCED.** Please do not jeopardize the safety of other participants and our organization's insurance by ignoring this rule. Traqmates and other data acquisition devices may be used, but no in-car display will be allowed. NOTE: The only insurance covering drivers and their vehicles at an event facility is their own.

Driver's window must remain completely down at all times. If the passenger seat is occupied, its window must also remain down. Rear windows and sunroof will remain closed.

The only people allowed on the track are participants and instructors. Passengers may be allowed at the discretion of event officials, once a student has been signed off Solo by their instructor. PLEASE NOTE: If you are allowed a passenger do not turn the session into a "show-off" session. If this happens, you will be expelled from the event WITHOUT a refund.

Pets are allowed, but must be leashed at all times. Failure to maintain your pet could result in your ejection from the event.

Do not, under any circumstances, pound stakes or make holes in any asphalt surface. Offenders will be held liable for all damages and may also be asked to leave the facility.

Do not work on, fuel, or leave cars unattended on any area of the hot or cold pit. Only park/paddock in designated paved areas or on the grassy areas between the access roads. Do not jack vehicles on the asphalt surface in the pits/paddock area. If you must temporarily jack a vehicle on asphalt as a last resort, YOU MUST HAVE WOOD or METAL UNDER THE JACK/JACKSTANDS to prevent indentations and holes in the asphalt. Damage to the asphalt as a result of jack/jack stands will be billed to you by TrackDaze and the track.

Do not paint any asphalt surface.

It is mandatory that waste materials be disposed of in the correct drums, (antifreeze, oil, brake fluid, etc.) which are located in the paddock. Spillage may result in ejection from the facility. Participants are to remove all used tires, batteries, and unwanted parts.

Absolutely no bedding of new brakes and/or testing of vehicles on the infield roads.

Many tracks have gas pumps and these pumps will be available during the event. These pumps require use of a credit or debit card to purchase fuel. Many are not attended or accept cash payment. Availability will be announced during the event.

#### - DRIVING RULES -

Please read these rules carefully. **Safety is the MOST important aspect of this event.** *Anyone deemed driving in an unsafe manner will be ejected immediately without a refund.*

The weather conditions can vary considerably over the course of the day, so be prepared to dress accordingly. There is also always the possibility for rain. AWD may handle inclement weather well, but a four-wheel drive car without grip is no better than a two-wheel drive car without grip. Be aware of environmental conditions and make sure to adjust your speeds accordingly. Remember to use the **first couple of laps of each session to warm up tires, brakes, and yourself.**

Be sure to check your brakes, tires, oil and lug nut torque throughout the two days of the event. A high-temperature brake fluid, such as Motul 600, is recommended since you may easily reach stock brake fluid boiling points. Use of this fluid won't affect your warranty and is street legal. You should also consider bringing extra fluid and brake pads. Don't worry if you are a beginner and have never changed/checked these parts. There are MANY people who will gladly lend a hand if you need assistance. Just ask. This is what this organization is all about.

- 1) **Pass only in designated areas and only after receiving a pass signal from the driver being passed.** Do not attempt to pass at the end of a straight. This isn't Formula One and we aren't giving out "Michael Schumacher Wanna-Be" trophies. Be sure you have the time and room before you attempt a pass.
- 2) **Watch your mirrors!** The driver being overtaken must give a hand signal for **EACH AND EVERY PASSING CAR**. Just because the car in front of you got the passing sign does not mean you got one. **If in doubt, don't pass.** If you did not get a pass signal, be patient, and back off. Do not ride the bumper of the slower car. They may be overwhelmed, and you riding their bumper won't help.
- 3) **Don't group together.** If a train, or line, forms, the **first/lead car is responsible for "clearing their rear"** by safely allowing cars behind them to pass or pitting in and re-entering the track after a pause. Always be aware of the traffic around you. The Hot Pits speed limit is 20 (TWENTY) miles per hour. Be careful.
- 4) **Concentrate, concentrate, and concentrate.** Vehicles at speed need smooth, decisive, and balanced maneuvers. If you are confused by too much input you are going too fast. Keep to the "line" and feel what the car is telling you.
- 5) **Flags are extremely important.** We will review them before the event and be sure to study the information on them found later in this packet. The RED flag means you must stop as quickly and safely as possible. Be sure that the cars behind you have seen it as well. Pull clear to the side of the track - NOT off - and wait until you receive a signal from a Corner Worker or Track Official before resuming your run.
- 6) **Spins.** *If you spin, both feet in. If in doubt, both feet out.* This will make sense to you when you have your classroom sessions with the group lead instructor. He will go over a great deal of information on the dynamics of your vehicle. All student attendees must attend these classroom sessions.
- 7) **Passing Zones** will be determined based on safety and run group experience/ability. They may NOT be the same as areas used by other clubs/groups. Passing rules are discussed later in this packet. Please read the rules carefully! **Passing zones are NOT open for general discussion at the driver's meeting.** If you have a question or comment, please bring it up with an Event Coordinator and/or Chief Instructors in advance of the start of the event.
- 8) **Tires and Modifications.** **All Green/Novice student participants must run street tires (no R Compound tires) during this event.** If you are unsure of the tires you can run, contact an event coordinator prior to the event. Leave enough time to source the correct tires. Also, if you have modified your car, please note that more power and speed means you must adjust your braking distances accordingly. Adding in 50-100 more horsepower and keeping your stock brakes - on all cars - can be a problem. **Please make sure you tell your instructor if you have modified your car, and please pay attention to possible brake fade.**

#### **-REMINDERS-**

Comfortable clothing is recommended. **Long, cotton pants and long sleeved cotton shirts are mandatory.** Sandals, shorts, nylon jackets or loose/bulky clothing are not allowed in the cars or hot pits. Jackets can be worn in the paddock and elsewhere on the course.

Above all, **pay attention.** Please **listen for announcements and keeping to the schedule.** Be in the staging area, ready to run, as your group is called. Stage at the right side of the cold pits, single file and await your instructor (who is probably out on the track in either his/her own car

or with a student). Get your helmet, belts, seat and mirrors ready to go before entering the hot pits. If sharing, helmets must be exchanged ASAP for the next run group.

**LISTEN TO YOUR INSTRUCTOR. *THEY ARE HERE TO TEACH AND HELP YOU.***

#### **-STAGING AND TRACK ENTRY-**

**Staging** - All participants will grid in the "Cold Pits" prior to their run group. We **MUST** keep the pit lane clear for cars to enter and exit. Enter the Cold Pits from the paddock and stay close to the left most lane, moving up as far as you can. Wait by or in your car until the previous run group finishes their cool down laps and bring their cars into the hot pits. Each run group will be announced in plenty of time so you are not rushing to staging. As the cars come in, your instructor will get out and come to your car. Be prepared to start the session.

When the track opens for your session, go out single file upon the track worker's signal. The **first lap or two will be run under the yellow caution flag, so there is no passing**. Use this time to warm up the tires and get yourself mentally re-acclimated to the track.

**Pit in** - When you see the checkered flag waving to end your session, take that lap as a down lap (cool-down lap) and give your pit signal as you exit the turn before the pit entrance. Come into the pit at reduced speeds - between 15 and 20 mph. **Stay to the far left** within the right pit lane area and move along until you are stopped by traffic or come to the head of the cars in line on the right side of the pit. Exit into the paddock area, clear the paddock entrance, and let your instructor out. **BE ALERT**. Cars will be heading to stage for the next session while you are returning to the paddock.

If a car is to go back out for the following session because it is a two-driver car, circle through the paddock and pull to the end (back) of the Cold Pit. This will keep us organized, safe and will save time for both your partner and his/her instructor. Be sure to clearly signal your intentions and move across the pit lane slowly. **DO NOT PASS IN THE HOT or COLD PITS** unless signaled to do so by a worker.

If you are a solo driver, stay in the pit line and follow the traffic. Be patient as instructors get out and move between cars.

#### **-PARTICIPANT PASSING PROCEDURES-**

All tracks provide a great opportunity for drivers to pass. This circuit is no different.

With the mix of turbocharged and normally aspirated, four, five, six, and eight cylinders, 5/6 speed manuals and automatic cars on the track at the same time, the horsepower differences easily exceed 100 bhp. So, of course, passing opportunities will present themselves.

As participants become more comfortable and smoother in their driving, car weight, power and suspensions come into play. That 3700 lb turbo-charged sedan that blew by the normally aspirated coupe on the straight now has that lighter coupe on its tail through the corners. What ensues is a line of traffic (a train) and possible frustration. Because of this, we want **everyone to follow the passing rules to the letter of the law**.

#### **GETTING PASSED**

When it becomes apparent someone wants to pass you, stay on line, give a **CLEAR, SPECIFIC signal** (a point of the INDEX finger) and **LIFT SLIGHTLY OFF THE THROTTLE!** Do not resume full acceleration until the car has passed. *Give a clear signal to each and every car.* Again, the driver being overtaken must **GIVE A CLEAR HAND SIGNAL FOR EACH AND EVERY PASSING CAR.** The overtaking car will always pass off-line. **DO NOT, UNDER ANY CIRCUMSTANCE, RACE A CAR TO THE CORNER!**

If a train, or line, forms, behind you it is your responsibility to “clear your rear” by safely allowing cars behind you to pass or pitting in and re-entering the track after a pause.

### **PASSING**

After receiving the appropriate signal, **CHECK YOUR MIRRORS**, pull off-line and accelerate past the car you are overtaking. Be sure to make a clean, complete pass and do not come back on-line until the lane is clear. Just because the car in front of you got the passing sign does not mean you got one. If in doubt, don't pass. If someone wants to pass you, stay on-line and give the appropriate hand signal.

### **DO NOT PASS WITHOUT A CLEAR SIGNAL. NO SIGNAL, NO PASS.**

If someone is not letting you by, *do not get frustrated and do not tailgate.* Be patient. If a pass-signal is not eventually given, pull into the pits, drive through slowly and wait at pit out for signal from the Pit Control worker to re-enter the track.

Green/Blue groups: **PASSING MUST BE COMPLETED BEFORE THE BRAKING MARKERS AND BEFORE ANY CORNER. NO PASSING FOR THESE RUN GROUPS WILL BE ALLOWED IN THE CORNERS REGARDLESS OF YOUR ABILITY, SEAT TIME OR KNOWLEDGE OF THE TRACK. IF YOU DO SO, THE BLACK FLAG WILL BE DISPLAYED AND YOU WILL BE HEADING HOME EARLY WITHOUT A REFUND.**

**Remember - ALWAYS FOLLOW THE DIRECTIONS OF THE TRACK OR EVENT OFFICIALS.**

### **- FLAGS -**

As you lap the track, you will notice the flagging stations. Please take the opportunity to visit one of these stations during the event and see how they work. These corner workers have a vast amount of track experience and are here to ensure a safe event. Their primary job is to keep you informed about possible dangers on the track that **YOU CAN'T SEE.** Their word is the law at track events, so pay strict attention to them each time you pass a station and be vigilant. The following flags will be used during this event:

**Yellow** - *Indicates trouble on the course in the vicinity you are entering.* Slow down and be alert. There may be a disabled car ahead of you off the driving line. There is **NO PASSING** under the yellow. A **waving yellow** means *imminent danger.* Get ready to avoid a serious hazard. A car may be disabled in the middle of the driving line and you will have to avoid it. This serious flag needs your utmost attention.

**Yellow/Red** - *This is a debris flag and something very upsetting is on the track.* If it is OIL, the flag will be waving and you will need to slow down and prepare yourself for a slide. A **standing yellow/red** means debris - such as dirt from an off-course excursion or a car body part - is on the track and you are to be careful.

**Red** - *Indicates serious trouble.* Come to a stop as soon as possible and pull to the side of the track, not off. Do not move until signaled by a track official. Do not get out of your car. If you are signaled out, get out and move behind the barriers immediately.

**Black** - You don't want to see this. *This means you are guilty of a rules violation and you must acknowledge the flag (in a friendly wave, not an obscene gesture) and report immediately to the front of the hot pits.* The worse the infraction, the longer we take to explain it and the less time you have on the track. A **black flag with an orange circle** (the meatball) means your car has a mechanical problem and you must acknowledge the flag and report to the pits for inspection.

**Checkered flag** - *End of the session.* Cool your brakes by driving the cool down lap at a speed where you don't need to use the brakes entering corners, and come into the pits. Be sure to give the pit in signal at the last turn (a raised fist out the window) and wave a friendly thanks to the corner workers as you pass by their stations.