



Ground School 101

An orientation to Road Course Driving

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THE ORIENTATION SESSION

The track orientation is an informal, friendly, open way to get you acquainted with the track, each other and introduce you to the world of track driving.

There is a logical and predetermined sequence of exercises that each step relies upon to enhance your driving experience here at MPH. There may be things you already know and there will be many you don't. Be patient and considerate as others may not be at your level.

Passing this track orientation successfully will entitle you to a "MPH Certification" which will be designated by the instructor signing you off as a solo driver.

The session in the class room will take about one hour discussing terminology, the start, each corner, passing, pit in, pit out, and the overall facility. Questions are encouraged. Do not be embarrassed to ask anything, there are no "dumb questions" and please don't assume you know the answers simply because you know how to drive your car on the street. This is a new environment for everyone and you should feel comfortable about all its aspects.

This manual must be read and understood in its entirety by all members before they will be allowed to drive on course. This is a basic "rules of the Road Course" program that everyone must follow to participate safely.

There are two goals you are required to ALWAYS keep in mind:

FUN AND SAFETY!

INTRODUCTIONS

The purpose of this exercise is to introduce you, talk briefly about yourself and your demands of the orientation. This will give the instructional staff a chance to get to know you on a first name basis and also give some insight on the one-on-one sessions ahead.

- **Your name**
- **Home Town**
- **Profession**
- **How You Heard About The Track**
- **Driving Experience?**
- **What do you drive?**
- **Your Goals for this MPH Track Orientation**

Be brief and truthful, we're not putting you "on the spot". We just want to make sure that everyone is here for the right reasons, and that your expectations are not unreasonable.

After all, this is a not a competition and we want all of our participants to get to know each other personally. It will make the whole experience more enjoyable.

SOLO DRIVER

Your “on track” orientation will begin with a parade lap at near highway speeds with caution placed in each corner. This will be your first look at the track so use this chance to find and recognize all the corner stations.

Your instructor will coach you through each corner and show you the proper way to enter and exit the turn. Concentrate on being smooth and consistent on each lap. You are learning the best line around the track and not simply how to drive fast. Speed will come with experience. Please remember the best line to drive may be different from car to car.

As you progress, use the information your MPH instructors suggest and then tailor it to your vehicle and your style of driving when you become comfortable. You will soon know the limits that you and your ride have to offer. **RELAX!** You should keep a loose and comfortable grip on the wheel, gripping it with all your might serves to give you stiff shoulders and jerky movements while driving. Relax your shoulders, and remember to breathe.

Remember, you are bonding with your vehicle & learning the limits. Tires squealing sound cool, but it’s caused from a lack of traction. **Traction is your friend.**

Below are the items your instructor will judge to decide if you are to be approved for solo driving.

- Judgment
- Technique
- Attitude
- Reactions
- Courtesy
- Flag recognition
- MPH Rules and regulation knowledge
- Vehicle Safety Awareness

If you do not meet all of these qualifications, you will have a chance to return under the supervision of an instructor until you become more acclimated and more comfortable. This does not mean you “failed” it simply means that you need a little more time to absorb the numerous elements of this demanding sport. If you are not signed off the first time, come back and learn some more. You will drive just as much as the other participants, but will get to utilize the skills of an instructor a bit longer.

In class you will receive a combined Tech / Driver Sign Off form that you and your instructor will review with your car. You will go over both the health of your car and your driving skills. If you have passed this list of requirements, instructor will sign you off and you will be cleared for solo driving. Upon passing these requirements, your instructor may also recommend a run group to be used at future track days, based on your comfort level, your car, and a lot of other factors.

The most common mistake made by newly released drivers is that to go out and drive their cars harder than when they had an instructor in the car. THIS ALMOST ALWAYS RESULTS IN SPINS AND BLACK FLAGS. We recommend you actually take it down a notch and work your way back up slowly. You will not have a knowledgeable voice guiding you.

GENERAL TRACK RULES

- 1. No motorized vehicles are to be operated by other than licensed drivers. This includes pit vehicles.**
- 2. Pit speed limits apply to ALL vehicles**
- 3. Spectators are allowed in designated areas only after paying spectator gate fees. This includes non-driving club members.**
- 4. No skateboards, rollerblades.**
- 5. All pets must be on a leash and picked up after.**
- 6. No support personnel in hot pit or staging area unless approved and appropriate waivers signed. The paddock is the place to make your changes.**
- 7. MPH IS NOT RESPONSIBLE FOR LOST STOLEN OR DAMAGED ITEMS**
- 8. No alcohol is to be consumed by drivers or ANYONE in the paddock area until all driving sessions have ended. Drivers will forfeit their track time by exchanging their wristbands for a beverage at the beer garden before the end of sessions.**
- 9. The use of any illegal drugs will NOT be tolerated on MPH grounds.**
- 10. Please do not climb, sit or stand on pit walls or fences.**
- 11. Dump all oil, coolant or filter waste in appropriate marked waste barrels.**
- 12. Please report fuel or oil spills to track officials immediately**
- 13. The use of wood or protective material under jack stands, motor home jacks and trailer jacks is expected. Fines will be issued if there is damage to the paddock asphalt**

THE FACILITY

To help you fully appreciate your visit at MPH, we built a real driving facility, not just a track. Here are some of the highlights of what is destined to become a world-class motor sports venue:

- 1. The course is built on approximately 150 acres, is approximately 2.1 miles long, 36 feet wide and is designed for clockwise direction use only. The three straights are approximately 1260, 1598 and 1230 feet long. There are 14 corners offering a variety of different corner radii and angles and a variety of different corner speeds and at least five significant overtaking opportunities per lap.**
- 2. The paddock is 10 acres in size. Parking areas are designed for both semi-trailers and smaller units. The paddock has 30 20/30/50 AMP RV parking spaces ranging from \$45 to \$100 per weekend event and can be reserved in advance.**
- 3. Race fuel of 112 Octane is available at the track. 94 octanes are available at the nearest commercial station.**
- 4. Full timing is available with 200 transponders with AMB equipment and loops, 38 Motorola Radios and fifty fire extinguishers also 14 full sets of flags including extra yellows.**
- 5. Unlike many facilities MHP is intended as a spectator access venue. Consequently we have identified spectator-viewing areas in the center of the course and around three sides. In these areas spectators can park their cars face in to the fence or can Watch from grandstands.**

THE ROAD COURSE

- 1. The track surface at MPH was constructed using the highest quality polymer asphalt. The advantage of this new surface is increased tire adhesion and decreased tire wear. These two big advantages will make your experience more memorable, and will allow you to repeat it more often.**
- 2. MPH is a flat track that allows you the opportunity to see every corner and straightaway from every angle of the facility, you have the ability to see any incidents at anytime and be able to keep ultimate control on this very fast paced track.**
- 3. The track width is 36 feet. With the apex curbing in place this allows a few extra feet for recovery or just to make the lines as straight and fast as possible through the corners.**
- 4. MPH has rubber wall barrier systems in place, and long runoffs that reward the driver with second chances vs. the concrete walls found at other facilities. Our barrier systems follow designs that have been tested at 150mph on Formula One cars. Safe is Good!**

INSTRUCTORS

1. MPH orientation instructors have many years of actual track experience taken from the most famous and intense tracks in the United States. They will share their experiences and knowledge with you in order to make your experience a fulfilling one.
2. **TRACK ORIENTATION IS NOT A RACING SCHOOL OR DRIVING TECHNIQUE COURSE.** It is designed to guide and help novices and experienced drivers alike, be familiar with the track. We will be glad to help you one-on-one with any specific questions regarding technique after you have completed your track orientation. Additional courses are available.
3. MPH will keep a continuous watchful eye on you as you learn the course. We will keep you grouped in the most comfortable groups of drivers and let you advance at your own pace as you become more acclimated to the track and the other cars.
4. We will adopt a friendly and approachable relationship with you and listen to your needs as well as the needs of your vehicle. However, our staff will be aware of any potential problem students and will reserve the right for disciplinary action if the circumstances warrant. Safety is our main goal.

Private Instruction is available by contacting Natha Waldbaum thru her web site www.DriveFullThrottle.com or emailing her at NathaWaldbaum@aol.com.

DRIVER PREPARATION

Awareness – Students should be aware that there will be other vehicles on the track during the orientation. Students should always be aware of the state of their vehicles. Check gauges and pay attention to the feel of your brakes and tires.

Consistency – Students should concentrate on consistently following the same driving lines taught by their instructors. It is much easier for us to evaluate, critique, and offer constructive feedback, and easier for you to become familiar with the track. One key to consistency is driving at a speed that allows you to perfect your technique. Trust us... the speed will increase, as you get smooth.

Anticipation – This is a major part of high speed driving and street driving. Anticipation gives you the edge to react when a split second is between you and the other vehicle. Watch for signs of loss of control and be able to differentiate your style from other drivers.

Vision – You should look as far down the track as possible, look where you want to go as opposed to where you don't want to go. This will train your eyes to watch for signs of trouble or flags ahead and let you concentrate on the road.

We recommend that you begin slow and work yourself up in confidence and vehicle control. Each Corner at MPH has been designed to give a different type of challenge at various speeds in various vehicles.

DRIVER TIPS

1. **Adjust your seat so it is comfortable.** Your elbows should be slightly bent when your hands are at the 9 and 3 position on the wheel (which is where your hands should be the MAJORITY of the time). **NO RADIO, A/C AND ALL WINDOWS MUST BE DOWN!**
2. **Assume your clutch pedal and shift knob are red hot,** and that you will burn your hand and foot if you rest on them too long. Make your shift and get your hand back on the wheel! Your left foot should be on the dead pedal, or the floorboard, at least 90% of the time during one lap. This will save your clutch, and will allow you to brace yourself within your car, especially if you do not have a harness.

3. **Move slowly in the car.** All your movements should be fluid, slow and precise. Using “power shifting” and jerky motions will be sure to help you lose control of your car. If you need to correct a slide or improvise a line, does it SLOWLY, work with your car, not against it.
4. Until you master the lines, **do not attempt any trail braking, late braking or left-foot braking techniques.** Get your braking done in a straight line BEFORE the corner. Enter slow, exit fast...this is your key to quick laps. Going into a corner too slowly, will serve to teach you a good line. Going in too fast will serve to ruin your brakes, spin your car, and you may never find the right line. **IN SLOW – OUT FAST**
5. **NEVER DOWNSHIFT TO SLOW DOWN.** Use your brakes! If interested, ask your instructor for help with “heel toe” braking and shifting. When mastered, this is an important technique for smooth driving and longer lasting drive trains.
6. **Apply the brakes firmly but gradually.** “Slamming” the brakes will almost always result in overheated brake fluid, shorter brake life, and an inaccurate entry to your corner. If you do not have ABS, modulating your brake pressure is something you will need to learn in order to leave yourself a “safety margin” in your brake zone. Step on the gas as if there was an egg between your shoe and the pedal, especially on higher powered cars. Be gradual and smooth.
7. **Make sure you are comfortable....** If your seat is wrong, your harness hurts, you need sunglasses, or there’s something about the car that isn’t right, pull into the pits, get comfortable, and then return to the track. Do not endure something that could take your mind off the task at hand. Giving up 3 minutes of your session could make all the difference in the world.
8. Resist the urge to “drive the other cars”. Remember to **“DRIVE THE TRACK”**. Hold your lines, remember your brake points, and do not try to go faster just because the guy in front of you can. Drive the track, watch for others, but do not let them dictate your pace.
9. If you are faster than the person in front of you, be extra aware. The other driver’s initial reaction is to usually pick up the pace and try to go a little faster as you close in. This can often lead to them over-driving their limits and a spin or other mistake can easily occur. Do not “fill the mirrors” of a driver you do not know. They will not appreciate it, and it may save you from having to avoid a car sideways in front of you. Wait for your signal and pass safely.

10. Got a fast car? If cars catch up to you in the corners, **WAVE THEM BY** at the next passing zone, they may be better drivers. **Outrunning someone on the straightaway does not always mean you are the faster car.** **POINT AND LIFT**, give them space, and they will soon be gone.
11. Be very aware of people “filling your mirrors”. Make your brake points a bit sooner while they are behind you and maybe light the brake lights a bit sooner. **DO NOT** let them push you to over-drive your limits. Keep your head, and point them by at the next legal passing zone.
12. Once every lap, **scan your gauges** for engine condition. This will become automatic if you do it in the same place every lap. This can save you a lot of headaches, especially as engine temperature rises during hot days. If your car is running hotter than normal, try slowing on the straights and letting it get some cool air. This is also a good way to let faster cars pass.

CORNER STATIONS

Each corner shares a safety area called a corner station. These corner stations are a key to your safety for these club events, and they are your first line of defense when things don't go exactly as planned.

The people that staff the stations are specialty trained to be the first response to any possible incident that you get into on or around the track. Each corner station is marked with the corner station number; this number is not the same as the track corner number.

It is **IMPERATIVE** that you learn where all these stations are, and that you keep an eye on each one of them, every lap of every session. They are there to warn you of oncoming trouble and to help you when things go wrong.

The corner workers will be the ones displaying the flags explained in the next section; **MEMORIZE THESE FLAGS AND THEIR MEANINGS!**

HAVING A MECHANICAL ISSUE WHILE ON TRACK

The corner workers are trained and have the proper tools to help you if you become disabled while on track. The most important rule is for you to stay in your car, with your helmet on, and seat belt on! It is very dangerous for you to be out walking around your car with the fast traffic of the track. PLEASE STAY IN YOUR CAR! The staff will see that you are not able to continue and will communicate with their radios to the Course Marshal and appropriate actions will be taken. The track will be cleared of traffic and a tow vehicle will be sent out to you.

If and only if you are on fire, slow down and pull as close to the nearest corner station as possible and get out of your car. DO NOT CROSS THE TRACK. The corner workers & safety workers are trained to approach you with a fire extinguisher. Follow corner worker instructions. If possible, stop your car on either dirt or the track itself near the corner station instead of onto dry grass.

CORNER WORKERS HAVE THE RIGHT TO FLAG AND REFER ANY DRIVER TO THE PIT FOR ANY REASON.

FLAGGING

This must be an essential part of your track knowledge for both your safety and the safety of all those around you. Failure to comply with these signals will warrant disciplinary action.

IGNORANCE IS NOT AN EXCUSE

GREEN – Track is open and clear, start of session.

RED – Slow down and come to a controlled and safe stop on either side of the track in a visible position. - **NO PASSING** – Do not move your car until a corner worker informs you.

STANDING YELLOW – Reduce Speed, use caution. – **NO PASSING** - Be prepared to alter your driving line.

WAVING YELLOW – Reduce Speed, use extreme caution. – **NO PASSING** - You will **DEFINITELY** have to alter your driving line. There is a track obstruction or an unprotected corner worker.

FULL COURSE YELLOW – Reduce speed, use caution – **NO PASSING** – Maintain your position relative to cars in front and behind you. Do not bunch up, as the track will probably be cleared shortly.

BLACK – Consultation flag. Report to pit lane.

BLACK WITH ORANGE CIRCLE (Meatball Flag) – Mechanical problem. Report to pit lane. This flag may be followed by a number board with your car's number on it.

RED AND YELLOW STRIPES – Debris or other traction reducing material on the driving line. Use caution; be prepared to modify your line.

BLUE WITH DIAGONAL YELLOW STRIPE – Faster car behind you, give passing signal at next passing zone.

WHITE – Ambulance or other slow-moving vehicle on track. Reduce speed and use extreme caution! Also signifies Last Lap if displayed at start/finish.

CHECKERED – Session is completed. - **NO PASSING** - Report to pit in at reduced speed. The distance from the flag stand to pit-in should be used as a cool-down for brakes and engine.

VEHICLE REQUIREMENTS

We will count on you to know the limits set forth by the manufacturer for specific redline & braking situations of your vehicle. This information can be found in your owner's manual or many specialty magazines. Any aftermarket items that you may have added may alter the factory specifications. Please be smart and don't over drive your vehicle. Impress yourself first.

Your vehicle will need more frequent routine maintenance to keep you safe on the track and the every day road. Feel free to ask others what they use for fluids, brake pads, tires, and suspension items if you want more performance from your vehicle. We recommend that before you modify anything, you start with a baseline and then improve from there. Although additional horsepower comes in a box, it helps you very little without good driving skills. Improved driving comes with repetition and control.

VEHICLE REQUIREMENTS:

1. Pollution control equipment need not be operational.
2. Suitable and safely mounted driver and passenger seats.
3. A full-size, street legal windshield. No cracks. Must be clean.
4. Remove decorative wheel caps.
5. Targa or T-top vehicles must either bolt the removable panels in place, or remove them entirely.
6. Open cars must run with the top lowered and safely stowed.
7. All cars must run with both front door windows fully lowered.
8. Brake fluid - Less than 6 months old, reservoir full. (If your fluid is dark, a change is recommended)
9. Brake Hoses and Lines - Dry and in good condition
10. Brake Pads - 1/4" thickness or greater. New pads recommended.
11. Brake Pedal - Must be firm and release freely.
Brake Lights - Fully functioning
12. Battery - Securely fastened, good condition, no leaks corrosion, or exposed terminals.
13. Engine and Transmission - No fluid leaks. Reliable throttle return springs, no binding, returns freely.
14. Exhaust - Securely mounted.
15. Front Suspension - No looseness permitted. Bearings and joints in excellent condition.
16. Rear Suspension - Drive train and components in excellent condition. Suspension secure.
17. Wheels - No cracks or bends. Lug nuts torqued after each session. No hubcaps.
18. Tires - Good condition. No cracks, bulges, flat spots, or cords.
Minimum 2/32" tread.
19. Mirrors - At least 2 securely mounted mirrors
20. All loose items inside and outside car must be removed.

SAFETY GEAR and APPAREL REQUIREMENTS

1. SA2000 or newer helmet
2. A restraint system meeting federal standards for the year of manufacture of the vehicle in each of the front seating positions. At a minimum, a 3-point system (Shoulder and lap belt) must be in place. Competition style 5-point systems are highly recommended.
Mounted metal on metal
3. Flat sole thin profile shoes
4. Long cotton pants
5. Long sleeve cotton shirts
6. Fire Extinguisher - 2.5 lbs. minimum, ABC rated, securely mounted within easy reach of the driver.

VEHICLE PREP TIPS:

1. Torque your lug nuts after each session. This is actually more than just a tip...you'd be amazed how quickly a lug nut can come off after driving at speed with hard repetitive braking.
2. Check and adjust tire pressures immediately after each session. Ask experienced drivers with similar cars for advice on proper pressures.
3. Bleed your brakes after any session where your pedal got spongy or felt different.
4. Check tire condition, fluid leaks and fuel level after EACH session.
5. Avoid engaging the parking brake after a fast session. Your pads can bond to the rotors when extremely hot. This does not mean that you leave your car freestanding in the paddock. Put your car in gear or use wheel blocks.
6. Vacuuming the car is not a bad idea. Dust and sand will fly when you're hitting 100+ mph with open windows, and debris can easily get into your eyes.

Clean everything out of your vehicle including the floor mats. Chasing pop cans or cell phones is very dangerous while driving.

PASSING

Passing zones are designated between the following corners:

- Zone 1
- Zone 2
- Zone 3

When you return for an open track event please review the passing rules with the Course Marshal.

1. The car in front (the one being passed) must “point and lift”. This means you lift off the gas, move to the right, and give a visible passing signal out of your window.
2. Pass on **left** only. Passing on the right is strictly forbidden and very dangerous.
3. The car **DOING** the passing is responsible for a clean safe pass.
4. You are required to point and lift at the next passing zone when you are shown the Blue Passing Flag.
5. If you have not seen a point you are not to pass, it is possible you have not been seen.
6. You must give a point to the car behind you when you see a passing flag. This is a command not a suggestion.
7. It is the sole responsibility of the passer to pass only in a designated passing zone. If you take a pass from a point by in a non-designated passing zone, you will be black flagged for consultation.

DISCIPLINARY ACTIONS:

- If you are shown 3 passing flags, and still have not given a signal, you will be Black Flagged for the session.
- If you receive 2 black flags for failure to signal, you will forfeit your track time with no refund.
- Passing in other than a passing zone will get you a black flag, a rest for that session and a chat with the Chief Steward / Instructor.

SPINNING OR POOR CONTROL

You will be required to consult the Course Control Station if any of the following happens:

- You spin your car
- 2 or more wheels leave the track – (you will be black flagged, pull into the pits and visit with the Chief Instructor)

DISCIPLINARY ACTIONS:

- IF YOU SPIN YOUR CAR TWICE IN ONE SESSION YOU MAY BE REQUIRED TO RETURN TO THE PADDOCK FOR A REVIEW WITH THE CHIEF INSTRUCTOR
- IF YOU ARE TERMINATED FROM 3 SESSIONS DURING THE TRACK EVENT YOU MAY BE REQUIRED TO RETURN TO THE CLASSROOM FOR ADDITIONAL TRAINING AT YOUR EXPENSE. WE WANT TO ENSURE THAT EVERYONE IS BEHAVING WITH RESPECT AND MATURITY.

Remember...

If you happen to spin out and your car will not start PLEASE remain in your car with your helmet and seat belt on! This is the safest place for you to be when the track is hot. Corner workers will assess your situation and either end the session and send out a tow or approach you for information.

NO CONTACT

This may be the single most important thing to read.

**THERE SHALL BE NO CONTACT BETWEEN ANY VEHICLES AT MPH!
THIS IS NOT A RACE!**

If any contact between vehicles were to occur, **both** drivers will be solely responsible for resolution of consequential damages to the vehicles and the facility. **Both** drivers will be barred from participation until both feel the situation has been resolved. MPH will not get involved in determining the fault or resolution of the incident.

Once the issue has been resolved between the drivers, both cars will need to be re-teched and a MPH official will need to be consulted. Incident reports will be filled out, signed by both owners, and kept on file at MPH.

Any physical confrontations between participants or spectators on MPH grounds will result in permanent expulsion from the facility with no refund.

Yes, this policy is severe. It is intended, however, to protect everyone from the cost and aggravation contact will cause everyone involved.

**DON'T LET THIS HAPPEN! WE ARE NOT RACING EACH OTHER, WE ARE
OUT TO ENJOY OUR CARS AND OUR FRIENDS**

PASSENGERS

The only passengers allowed in cars are MPH instructors. This is an insurance issue and cannot be compromised in any way.

**ANY DRIVER FOUND WITH A PASSENGER OTHER THAN THEIR
INSTRUCTOR
WILL HAVE HIS / HER CREDENTIALS REVOKED IMMEDIATELY
WITH NO REFUND**

TECHNICAL INSPECTION FORM

EVENT DATE _____

DRIVER _____

SECOND DRIVER? - _____

YEAR _____ MAKE _____ MODEL _____ COLOR _____

INSTRUCTIONS

Prior to bringing your car to the track, inspect each item on the car as noted on this Tech Sheet. Consult

a tech inspector if there are any questions. Have this form filled out prior to going to the tech inspector.

IT IS YOUR RESPONSIBILITY TO HAVE YOURSELF AND YOUR CAR TRACK-READY

- Suitable and safely mounted driver and passenger seats.
- A full-size, street legal windshield. No cracks. Must be clean.
- Remove hub caps / trim rings / non-bolted wheel covers
- Targa or T-top vehicles must either bolt the removable panels in place, or remove them entirely.
- Open cars must run with the top lowered and safely stowed.
- Brake fluid - Less than 6 months old, reservoir full. (Fluid should be light in color))
- Brake Hoses and Lines - Dry and in good condition
- Brake Pads - 1/4" thickness or greater. New pads recommended.
- Brake Pedal - Must be firm and release freely.
- Brake Lights - Fully functioning
- Battery - Securely fastened, good condition, no leaks corrosion or exposed terminals.
- Engine and Transmission - No fluid leaks.
- Reliable throttle return springs, no binding, returns freely.
- Exhaust - Securely mounted.
- Front Suspension - No looseness permitted. Bearings and joints in excellent condition.
- Rear Suspension - Drive train and components in excellent condition. Suspension secure.
- Wheels - No cracks or bends. Lug nuts torqued after each session. No hubcaps.
- Tires - Good condition. No cracks, bulges, flat spots or cords. Minimum 2/32" tread.
- Mirrors - At least 2 securely mounted mirrors
- All loose items inside and outside car must be removed.
- Passenger seat back and cushion must be secured.
- At a minimum, a 3-point system must be in place. Competition style 5-point systems are highly recommended. Belts should be mounted metal on metal
- Fire Extinguisher - 2.5 lbs. minimum, ABC rated, securely mounted within easy reach of the driver.

DRIVER EQUIPMENT

- SA2000 or newer helmet (M-rated helmets are not allowed)
- Flat sole leather shoes
- Long cotton pants
- Long sleeve cotton shirts

DRIVER SIGNATURE _____ DATE _____

I have inspected the above vehicle and take full responsibility for its condition on the track

EVENT TECH CHECKLIST

It is the Drivers responsibility to make sure his/her car is ready for the track. Prior to bringing your car to the track you should complete the "Technical Inspection Form". This form will be turned into the track staff at the time of your registration.

Prior to your track session the following items will be reviewed by the attending instructor and his/her student. Please check for over all vehicle health as well as the items on the following checklist. Remind the student that they will need to check these items on a regular basis during their day at the track.

1. Seats and seatbelts _____

2. Interior free of loose articles _____

3. Engine compartment

Belts _____

Oil _____

Break fluid _____

4. Exterior

Windscreen _____

loose molding _____

tires _____

tire pressure _____

torque lug nuts _____

break pads _____

break lights _____

5. Equipment

fire extinguisher firmly mounted _____

helmet _____

shoes and clothes _____

Signature _____ Date _____

SOLO DRIVER CHECK OUT

Driver Name _____

In-Car Instructor: _____

(Instructor: make improvement or praise notes on this form)

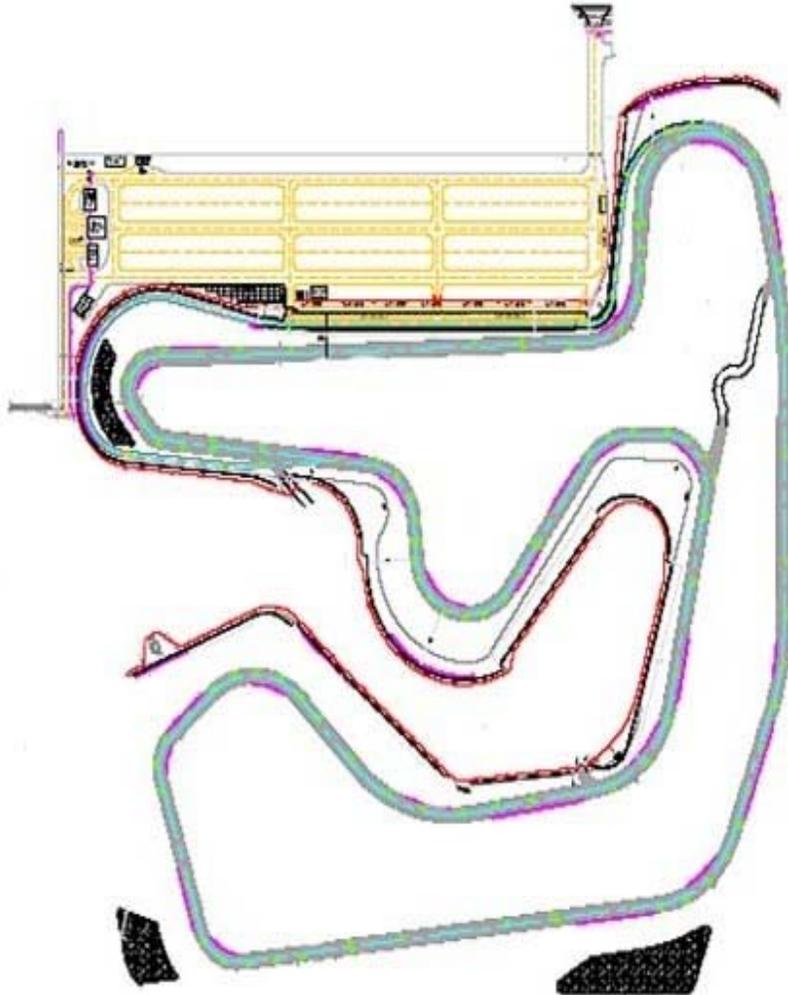
- **Judgment**
 - Speed
 - Other Vehicles
- **Technique**
 - Braking
 - Acceleration
 - Entry
 - Exit
- **Attitude**
 - Towards learning
 - Towards other drivers
- **Reactions**
 - Contact avoidance
 - Altering Lines
- **Courtesy**
 - Passing Signals
 - Attention to Mirrors
- **Flag recognition**
 - Meaning of flags
 - Compliance with corner workers
- **MPH Rules and regulation knowledge**
- **Vehicle Safety Awareness**

Driver PASSED ORIENTATION Y / N

Driver TO RETURN FOR ADDITIONAL ORIENTATION Y / N

Instructor Signature: _____ Date _____

Return this form to registration once signed by instructor.



Track Features

Each of the fourteen corners offers different challenges to the facility. Key turns include:

Turn 2 is a 180 degree, heavily cambered turn widened to 50 feet to encourage side by side racing

Turn 3 is an extremely fast 450' radius corner that links the 1598 and 1230 feet straights, effectively leading to 2800 feet of almost flat-out racing. This corner may prove to be too intimidating for certain levels of users in which case a chicane can be built on the inside of the turn to reduce speeds.

Turn 5 is a complex multiple radius corners that will require late turn-in and therefore will be a major overtaking zone.

Turn 9 will be defined by the driver's ability to position his/her car on the exit of Turn 8, the complex being effectively a single, significantly decreasing radius segment. The exit and speed through Turns 11 and 12 will be severely compromised if the entry sequence is taken even fractionally incorrectly.

Turn 13 and 14 are extremely tight and will offer major overtaking opportunities and 14 is very important for it's exit to the finish line.

Pit lane is 800 feet long, 36 feet wide (including signal bay) and has thirty-two 25' x 15' pit bays. Pit entrance roads are 15 feet wide.

Notes