

## 2017 Nelson Ledges Road Course: revised 3/3/2017

### D. General Event & Track Rules

1. Convertibles with an installed factory hardtop are allowed. Otherwise a roll bar is required.
2. SUVs, trucks, and vans are generally not allowed to participate.
3. Long cotton pants and long-sleeved cotton shirts are recommended when on- track.
4. Speed limit in the paddock is walking speed.
5. No consumption of alcohol is allowed until the completion of daily activities.
6. Any video equipment must be rigidly and securely mounted.
7. The driver's front window must remain completely down at all times. The passenger's must remain down if the passenger seat is occupied. Rear windows and sunroof must remain closed.

### E. Prior to Arriving at the Track

Preparation is everything. A track day will put a significant strain on your vehicle. Topoff the oil before the event and bring along an extra quart of oil just in case. Check your brake fluid. Check tires for proper tread and balance (a shaky steering wheel makes it difficult to drive at the limit). Tires (pattern and tread) should be equal. Remove ALL unnecessary/loose items from the Make sure you remove 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 and floor mats. Comfortable clothing is recommended.

### F. Before Going on the Track

1. Check your tire pressure. Tire pressures always increase as the tire warms up. Do not inflate them to the maximum pressure, but run them at the pressure listed by the car manufacturer as a starting point. You will need more pressure than the lowest recommended setting initially but you must remember to check pressure again when the tires are hot to avoid any problems.
2. Check your fluid levels (oil and coolant especially) before a session. Warm up the engine before your first track session. If your vehicle runs excessively hot, PIT IN before serious damage occurs or before you leave slippery fluids on the track surface for your fellow drivers to slide and spin on.
3. Above all, pay attention. Please listen for announcements. Be ready to run as your group is called. Get your helmet, belts, seat and mirrors ready to go so you can depart as soon as the track goes green.

### G. Track Entry

1. When the track opens for your session, go out single file upon the track worker's signal. Use the first lap or two to warm up the tires, brakes and oil and get mentally acclimated to the track and the corner stations. Each event is different and there may be one or more stations staffed differently.
2. When you see the checkered flag waving to end your session, finish that lap at a reasonably fast pace so the next group can go out. Remember to give your pit signal (fist up arm out the window). Come into the pit at reduced speeds - 20 mph maximum slowing to 5 mph in the paddocks.

### H. While on the Track

1. A lot of braking will generate loads of heat. Most track day accidents occur when brakes overheat and fail. Brake hard early on and feel for stopping power before relying on the brake to slow the car. Apply brakes firmly in a straight line for the minimal amount of time it takes to slow the car in a controlled manner. Using the brakes with lighter pressure for a longer period will actually cause more brake overheating and wear issues than harder applications for a shorter time.
2. Remember "Slow in, Fast Out." Brake early, accelerate through the corner, steadily increasing the throttle, building up power and speed toward the exit.

3. Keep rear windows and sunroof closed when driving at high speed, as these can dramatically affect the handling of the car. The surface condition of the track will dramatically alter the control you have over your car. Keep a keen eye open for the amount of camber in the track surface, bumps, gravel and loose chippings, and patches of oil or water.

#### **I. In Between Sessions**

1. Check your car. Check tire pressures and tread. Check your wheel lugs to ensure that they haven't worked themselves loose. Check under the hood (look at fluid levels, check for leaks).

2. Check yourself - Watch your fluid intake- make sure you're drinking enough water. Most importantly, take a few minutes to relax and clear your head each time before you go on track.

#### **J. At the End of Each Day**

Check over the car from top to bottom. Set tire pressures back to normal. Check tire tread. Check for play in wheels/bearings. Make sure all items are securely in place before leaving the track.

#### **K. Driving Rules**

***Please read these rules carefully. Safety is the MOST important aspect at Nelson Ledges Road Course.*** Anyone deemed driving in an unsafe manner would be asked to leave without a refund. Remember to use the first few laps of each session to warm up tires, brakes, and yourself. Be sure to check your brakes, tires, oil, and lug nut/bolt torque prior to each on-track session.

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 F1 and we aren't giving out "Lewis Hamilton" trophies. Be sure you have the time and room before you attempt a pass. When you give a car the pass signal please back off long enough to allow the car to pass. Passing zones will be determined based on run group experience/ability.

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 has the passing sign does not mean you have 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 riding their bumper won't help. Never pass when operating under a YELLOW flag. Please see Section L for more detail on passing rules. Passing rules are also discussed at the event. Refer to the Track Map in the driver's meeting.

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. If you have not been able to pass a slower car, consider a short pit stop and re-entry.

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. Staying within your capacity on the straights will give you time to remember and learn the turns.

5. Flags are extremely important. We will review them before the event and be sure to understand them fully before participating. As you lap the track, you will notice the flagging stations. 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.

#### **L. Passing Rules**

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. The overtaking car will pass off-line. DO NOT, UNDER ANY CIRCUMSTANCE, RACE A CAR TO THE CORNER!

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. If someone wants to pass you, stay on-line and give the appropriate hand 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. Talk to a track official and we will talk to the driver holding up traffic.

All passing must be completed as stated in the driver's meeting and before any corner. No passing will be allowed in the corners regardless of your ability, seat time, or knowledge of the track. Always follow the directions of the track and event officials.