



# 2016 Performance Driving Track Day Information Packet

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Experiential Programs  
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## **ROCKY MOUNTAIN DIVISION PERFORMANCE DRIVING EXPERIENCE GENERAL RULES AND REGULATIONS**

### **I. CONCEPT**

#### **The Performance Driving eXperience (PDX)**

The PDX focuses on track instruction, giving drivers the confidence and skill to drive at high-speeds and drastically improving track and street driving performance. Each PDX participant will have an instructor assigned to them for their session(s). Entrants in single seat cars may share an instructor with another student. (PDX) Performance driving at Colorado's best race tracks. Bring your car and have the time of your life as you get to experience a road with no speed limits. All makes and models and years of cars are welcome!

Performance Driving Experiences (PDX's) will be held at most events to introduce drivers to the SCCA and prepare them for competition programs should they wish. PDX sessions are also offered as incentive for volunteers.

The PDX focuses on track instruction, giving drivers the confidence and skill to drive at high-speeds and drastically improving track and street driving performance. PDX Entrants must have a car which passes tech inspection, a valid driver's license, and a helmet. Arm restraints are highly recommended for vehicles with not top. PDX participates as a separate run group or in conjunction with untimed CTT practice sessions. Each PDX participant will have an instructor assigned to them for their session(s). Entrants in single seat cars may share an instructor with another student. There is no Timing and Scoring during PDX.

#### **Club Time Trials**

Want to go faster? The SCCA is now offering Club Time Trials. SCCA Club Time Trials is a bridge program, halfway between PDX and Club Racing. Club Time Trials (CTT) is the best way to be competitive without having to join a race group. Each level of CTT allows for the driver to compete for the fastest lap times, club records and if a championships is being held – prizes and awards.

SCCA Club Time Trials events will generally be run at approved SCCA Club Racing racetracks. Time Trials events may be held in conjunction with the Colorado Region and/or Continental Divide Region road race Regional and Rational Events. The goal is to acclimatize the Club Time Trial participants to the structure and organization of road racing events.

Club Time Trials (CTT) CTT builds on PDX instruction, while allowing drivers to compete. CTT offers drivers a high-speed motorsports competition. CTT Practice may be untimed. CTT drivers are required to have previous experience at a PDX event with approval to compete by the CTT Steward.



## II. EVENT OPERATING RULES

The typical daily schedule will be as follows (check event Supplemental Regulations for actual schedule)

- Multiple driving sessions with a download meeting after each session (See schedule attached)
- While there are no maximum speed limits imposed, the intent of the practice session is to let drivers get a feel for the corners and the current track conditions without racing on the straights
- Passing allowed in designated zones according to passing regulations
- Multiple cars will be on track during sessions
- Passengers allowed in PDX sessions with proper event credentials
- Lead / follow groupings of cars may be implemented for the purpose of instruction or track familiarization
- Instructors will lead each session and determine when participants are ready to take to the track alone or qualify for CTT participation.
- Corner stations manned by road race workers will maintain track conditions with flag status as outlined below.

### Hot Pits

The hot pits will be open during the competition sessions. Drivers may enter the hot pits at their discretion.

Before entering the hot pits from the course, the driver should signal by raising closed fist.

Cars will be released back to the track by a grid marshal when safe. There shall be no refueling in the hot pits.

### Drivers Meeting

There will be a drivers meeting at the start each day of the event. The Steward will cover the following:

1. The meaning of flag signals and flagging procedures
2. The location of the black flag station and where to report if black flagged
3. The location and marking of the designated passing zones
4. The procedure for passing and being passed, hand signals and pulling over
5. The location and marking of any cone chicanes or corner markings
6. Any other Rules of the Road, Supplementary Regulations, etc.
7. Assignment of Instructors for PDX entrants.

### Session Download Meetings

There will be a driver's download meeting after each session. The Chief Instructor will cover the following:

1. Driver behavior and correction
2. Instruction and guidelines for driving lines for that track
3. Event updates and track conditions
4. Driver questions from the session



### **III. VEHICLE SAFETY EQUIPMENT REQUIREMENTS**

A vehicle safety inspection must be successfully completed prior to participation. PDX tech inspectors may conduct Tech Inspections and can direct participants to locations where a pre-inspection can be performed. The PDX Tech Chief reserves the right to conduct spot inspections, in paddock, on grid, or during impounds.

Tech inspection may be performed at any auto repair shop before the day of the track event. Bring your car and completed Tech Inspection Sheet to the Chief of Tech an hour before the start of your first session for validation. If you are unable to get your tech done ahead of time, the SCCA will provide a tech inspection at the track. Meet with the Chief of Tech an hour before your first session to have your car inspected.

### **IV. DRIVER SAFETY EQUIPMENT REQUIREMENTS**

Helmets certified as meeting the most current or the two most recent applicable Snell, FIA, or SFI standards are acceptable.

- Acceptable standards include: Snell ratings SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, and K98, SFI ratings 31.1, 31.1A, 3.12, 31.2A, 31.1 2005, 41.1, 41.1A, 41.2, 41.2A, 41.2 2005 and 24.1, FIA 8860---2004, 8860---2010.

There is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars, and helmets meet the highest safety standards possible.

- All participants shall wear shoes which fully cover the foot at least to the ankle while on course.

### **V. TIMING AND SCORING**

Timing will be done using the AMB transponder system. The hosting region will provide the transponders during the event. CTT Competitors are encouraged to purchase their own transponders. A separate fee is charged for transponder rental. It is the responsibility of the competitor to purchase and mount the mounting clip that holds the transponder, prior to the event. All laps will be timed during the competition sessions. The lowest time for a single lap will be counted during the competition session.

Certain events may include trophies based on criteria outlined in either the event supplemental regulations or in conjunction with a series of events.

### **VI. ELIGIBILITY AND LICENSING**

- i. Entrants must hold an SCCA membership (be it an annual membership or a weekend membership), be at least 18 years old, and possess a “full privilege” operators (driver’s) license from their state of residence. Entrants must show proof of these requirements at registration.
  - a. Only annual members are eligible for CTT prizes and awards
- ii. Entrants to the CTT program should have completed a PDX event without incident, a minimum of 6 event days is recommended.
  - a. The CR Club Time Trials Chief will waive this requirement if the entrant can provide proof of previous high- speed track experience to the Chief Steward prior to the event. The Chief Steward may require a CTT entrant to participate in the PDX program in order to determine suitability for CTT participation.



## VII. DRIVING AND PASSING PROCEDURES

The passing procedures for PDX events are designed to provide orderly flow of on-track traffic despite differing vehicle speeds while preventing car-to-car contact.

### Driving Rules

- The two front windows shall be down on all cars.
- Unless your car is on fire or you are in mortal danger, always stay in the car when on the track
- Paddock (where we all park) maximum speed is 5mph
- Hot Pits (when you pull in from the track at) maximum speed is 20mph

### Passing Rules

- Cars must never be adjacent to each other (between the bumper lines of another) on the track when:
  - o Under any yellow, full-course black, red or checkered flag track conditions.
  - o In any location designated a no-passing zone by the event's Chief Operating Steward.
  - o Unless a passing signal has been given by a slower car's driver to a faster one's in a designated passing zone under a green flag track condition.
- The driver of a car overtaken by a faster one on the track should, or if given a blue passing flag must, allow the faster car to pass at the first opportunity permitted above by signaling via hand gesture.
- The driver of a car passing another should then initiate the pass to the side indicated by the signal, only if sufficient room exists to complete the pass before the end of the designated passing zone.
- In any case, the **car being passed** should *always remain on line*, and must slow down if necessary to allow the passing car to pass the slower car's front bumper line before the end of the passing zone.

### Passing Exceptions

- Cars entering the track may be passed in the vicinity of the track entrance under any flag condition (except red)
- Cars exiting the track, as signaled by the driver via raised fist may be passed in the vicinity of and to the side opposite the track exit under any flag condition (except red).
- Cars that have left the track surface and are stopped or are coming to a stop may be passed with care at any track location and under any flag condition (except red).
- Clearly disabled cars may be passed with extreme care, if there is sufficient room, at any track location and under any flag condition (except red). The driver of a disabled car should drive his vehicle offline and signal by raised hand.

### Black Flag Rules for PDX

- Passing when not on the front straight or back straight
- Going 2 or 4 wheels off at any time.
- Passing without a point-by
- Spinning out on the track

### Black Flag Rules for CTT

- Going 4 wheels off

### PDX Passing Zones:

- High Plains Raceway
  - o Front Straight (between turn 15 and turn 1)
  - o Back Straight (Between turn 3 and turn 4)
- Pueblo Motorsports Park
  - o Front Straight (between turn 10 and turn 1)
  - o Back straight (between turn 8 and turn 9)

### CTT Passing Zones:

- Passing must be completed before the turn
- Passing may be done at any time



## VIII. FLAGS

The following flags will be obeyed WITHOUT QUESTION:

### RED

- EXTREME DANGER - THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the racetrack. Stay in car with safety equipment on; do not move until directed by a worker or official. When released by a worker proceed cautiously to the pits.

### GREEN

- When displayed, the green flag indicates that the course is clear and the competition session is running.
- This flag is only displayed from the starter's stand.

### YELLOW

- Motionless - Take Care, Danger, Slow Down, No Passing.
- Waved - Great Danger, Slow Down, Be Prepared To Stop, No Passing.

### YELLOW WITH VERTICAL RED STRIPES

- Take care. A slippery condition exists on the road that cannot be corrected in a reasonable time during which driving is halted.

### BLUE WITH DIAGONAL YELLOW STRIPE

- Motionless - Another competitor is following you, you should give way at the next designated passing zone by moving to the right, signaling and slowing down as necessary.
- Waved – Another competitor is quickly overtaking you, give way as soon as it is safe, by moving to the right after the corner, signaling and slowing down as necessary.

### BLACK

- Closed - (Furled) Pointed or shaken at an individual car from the Starter's stand or black flag station. This means: WARNING! You have been observed driving in an unsafe and/or improper manner. If the action continues, you shall be given the open black flag.
- Open – Displayed fully open and accompanied by a number board indicating the car number – This means you must proceed directly to the Hot Pits at the location designated by the Chief Steward for consultation with officials. DO NOT TAKE ANOTHER LAP.

### BLACK WITH ORANGE BALL

- There is something mechanically wrong with your car. Proceed to track exit and your pit with reduced speed.

### CHECKERED

- You have completed your run. Slow and pull off the course into the assigned area. This flag is only displayed from the starter's stand. A Mandatory class on Flagging and Communications (F&C) will be given prior to the event for all participants.



## IX. F.A.Q.

### PDX

*What Do I do when I want to pass someone but they are not giving me a point by?*

In this case it would be best for you to pull into the hot pits and wait a minute or two for the slower driver to continue on. You can let the Pit Chief know that a passing flag may be needed for the slow driver. Then you can re-enter the track.

*What do I need to prepare for a PDX event?*

All you need is a helmet (any auto racing or motorcycle helmet will work), your car in good working order and your driver's license. There are a few extra things that can help the day go smoother.

- Having water to drink is a good thing! You get more dehydrated at the track then you might guess.
- Sunscreen during the summer, it can be really sunny out at the track!
- Extra cans of fuel. There is gas at the track, but it is quite expensive. And if you run E85, there isn't any for over 60 miles! So it can't hurt to bring an extra 5 or 10 gallons of fuel.
- Most cars that are nearly stock or lightly modified are pretty much track ready. But if you are heavy on the brakes, likely because you drive into each corner too fast ;) - you can bring a quick brake bleed kit and a quart of brake fluid. Together they with cost you a total of \$30 at most auto parts stores. However, most car's street tires get overly warm well before the brakes do, so likely brakes won't be an issue.
- There is a food truck at the track, but a power par can be a great midday snack to keep energy up.
- Tech is at the track. So have your car clean of ALL debris, ALL trash and all items that are not bolted or fastened down. A clean car is a safe car!

*Will my car brake down or will I wear out my tires at the track?*

Not likely! Most street tires can take the punishment of a track day or two without any significant wear, same goes or brake pads. And PDX driving is controlled and organized. So passing and side-by-side car situations are limited as much as possible. Whether you are driving a Ferrari or a Civic, you are less likely to hit another car at the track on a PDX day than on a drive to work.

### CTT

*Why no passing in corners?*

This is a time attack event. If you are passing someone in a corner you have already slowed down in some manner to do so. And the increased chance of collision is not worth the slower time. Wait until the next straight and then pass them. Be prepared to pass when coming out of the turn onto the straight you plan to pass the slower car in.

*What do I need to set a recorded fast lap time?*

Timing Transponders can be rented for \$50 when you sign up. A transponder is required to record your official times. If you have one already there is no rental fee, you may register your own.



<SECTION RESERVED FOR SCHEDULE >



# TECHNICAL INSPECTION SHEET

Bring this tech sheet with you to the designated Tech Station

Driver:		Car Make:	
Run Group:		Car Model:	
Event Date:		Car Year:	
Track:		Car Number:	

*The entrant/participant is responsible for the safety of his/her vehicle. Neither the tech inspectors, the event organizers, nor the sanctioning body will be held responsible for the safety of this vehicle. Have a qualified mechanic check over your car and make certain everything is in good working order for an event such as this. Event tech inspectors will inspect those items listed as required. Please have all the items listed above as required items out prior to entering the inspection line, along with this form.*

Please initial next to each item

### Driver Safety

- Helmet (SNELL M/SA 2000 or newer, SFI, FIA)
- Shoes must be solid and in reasonable condition
- Seatbelts/Harness must be in good condition\*
- A proper Roll Bar when applicable (open cars)

### Engine and Drivetrain

- Fluid Leaks (oil, fuel, water)
- Battery Terminals are covered (both)
- Battery is secured (no bungees)
- Radiator overflow tank is present and operational
- All lug nuts are present and torqued to spec

### Tires & Wheels

- Tires are in good condition
- Hub caps are removed
- Wheels are in good condition (no cracks)

### Suspension & Steering

- Wheel Bearings – No play
- Ball joints in good condition
- No excessive steering play
- Shocks or Coil-overs (no leaking)

### Brakes

- Pedal Pressure (should be firm)
- Fluid is clean (amber or yellow)
- All brake lights are operational
- Brake lines are in good condition
- Rotors do not have cracks or discoloration

### Other/Miscellaneous

- Gas cap is secured
- No wires exposed (neat and tidy)
- Seats are bolted tightly
- Windshield has no cracks
- Outside and Rear view mirrors are present

Signed: \_\_\_\_\_

Driver or Technician

SCCA Tech Inspector \_\_\_\_\_

Date \_\_\_\_\_