

# On-Track Protocols

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We believe that a safe track environment depends on all drivers understanding and consistently practicing the protocols established for our events.

1. When entering the track stay to the right of the blend line all the way into turn #2. Yield turn #2 to any car already on track.
2. When coming off the track and into the pits you will give a preliminary pit in signal between turns 9 and 10 (just a quick pit-in signal) to let any drivers behind know that you intend to go into the pits. You will then *take the normal line thru turn 10* and upon tracking out slow down and give and hold a pit-in signal until you enter the pits. Drivers on track may pass a car displaying the pit-in signal between turns 10 and 11 but must yield the apex of turn 11 to the car going into the pits. A driver giving a pit-in signal must come into the pits.....please no last minute change of mind.
3. Passing is allowed on all straights. There is no passing in the esses, in the bus stop or between turns 10 and 11. Cars coming into the pits may be passed between turns 10 and 11.
4. All passes require a point-by. The driver giving the point by stays on-line. The point-by is always in the direction of the next corner. *There are no exceptions.* The driver giving a point-by is guaranteeing a safe pass for the other driver and must lift off the gas to help insure a safe pass.
5. There must be a distinct point by for each car.
6. Late point-bys are allowed and encouraged. A late point-by is defined as a point-by that will not allow the passing car to safely come back on-line before entering the next corner. The driver giving the point-by takes the normal line thru the corner but may have to adjust speed somewhat to accommodate the passing car. The late pass should be completed by the time the passing car is at the apex of the turn.
7. There are places on the track where a disabled car can leave the track. In the event a car has mechanical issues, when possible, the driver must exit from the track at the nearest exit available. There are also places on the track where a driver may safely park a disabled car. These places must also be utilized when possible.
8. Cars that develop a fluid leak must be driven immediately off-line and parked on the side of the track. Shut off the engine. This might save your engine and will reduce the lost track time due to cleanup.

9. As an open track participant there are times when something unusual or unexpected happens that requires a split second decision. We expect drivers to always use good judgment and act in a safe and respectful manner.
10. Acknowledge all flags. A wave to the corner worker lets them know you have seen the flag. Under a black or checkered flagged track continue to drive at a brisk pace so the track may be cleared. If the track is under a full course yellow keep the pace up and stay alert. Waving blue flags require attention to your mirrors.