

Guest Drivers Need to Know

Drivers are responsible for their crew and guests in paddock and pits.

Air hoses are located on the northeast and west sides of the Tech Building.

Gas pumps are located across from the Café by the SUNOCO sign.

Stop at all stop signs on property.

Obey speed limits in the paddock:

15 mph in paddock and near the café and maintenance building.

25 mph in all other areas.

Race cars coming off the track have the right of way.

Enter the South track to the left of the Member Building.

Enter the North and Full tracks either halfway down the north paddock, or at the circle as designated.

When entering the pits from the paddock, drive to the middle lane, then move to the right (through lane) as traffic permits.

Sign in with race control at the start/finish line in pit lane.

Only enter the track at the direction of race control.

Stay to the left of the blend line when exiting the pits.

If the blend line isn't visible, stay to the left until turn two on all tracks.

Raise your hand in the air to signal that you are entering the pits.

Know and obey the flags or light boards.

Know and obey the passing zones.

Know and obey the passing rules.

Passing Rules

Passing rules are in effect for all non-race sessions.

Passing is only allowed in designated passing zones, accompanied by a wave by.

Passing zones are on straightaways only and are defined on Autobahn track maps.

The car being passed must stay on line and wave the passing car by off line.

The car being passed should not make any sudden moves or move off line.

Driver's arm straight out to the left means pass to the left.

Driver's left arm out, up, and gesturing to the right means pass to the right.

These signals should be substantial and obvious to the following car.

The driver of the car being passed should signal a wave by when comfortable. If not, the driver should wait until the next passing zone to signal a wave by.

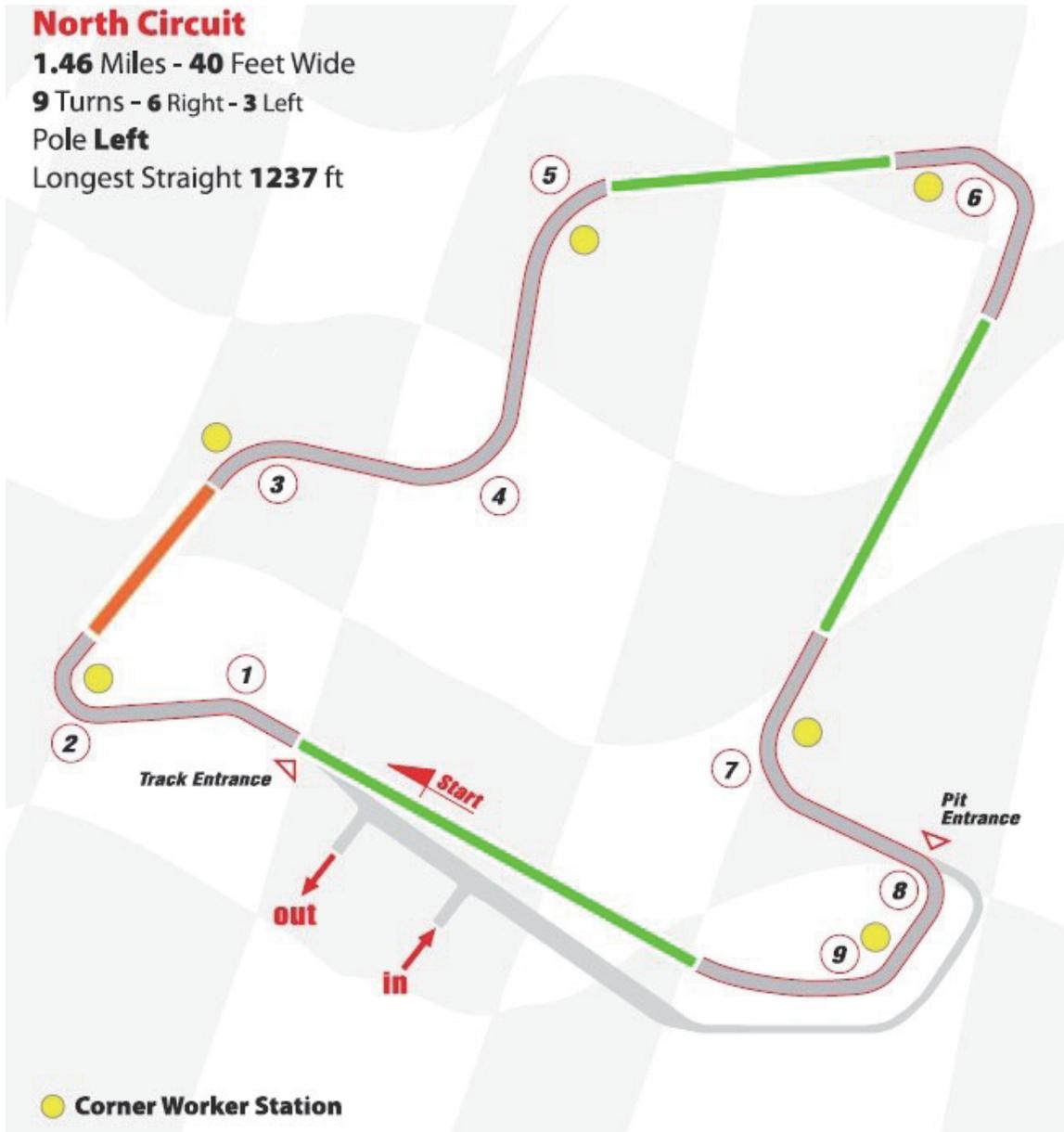
DO NOT PASS if waved by in a no passing area.

If a car is obviously limping back to the pits, you may pass with extreme caution.

Violators will be black flagged. Repeat violators will be penalized appropriately.

Passing Zones

A wave by is required before passing

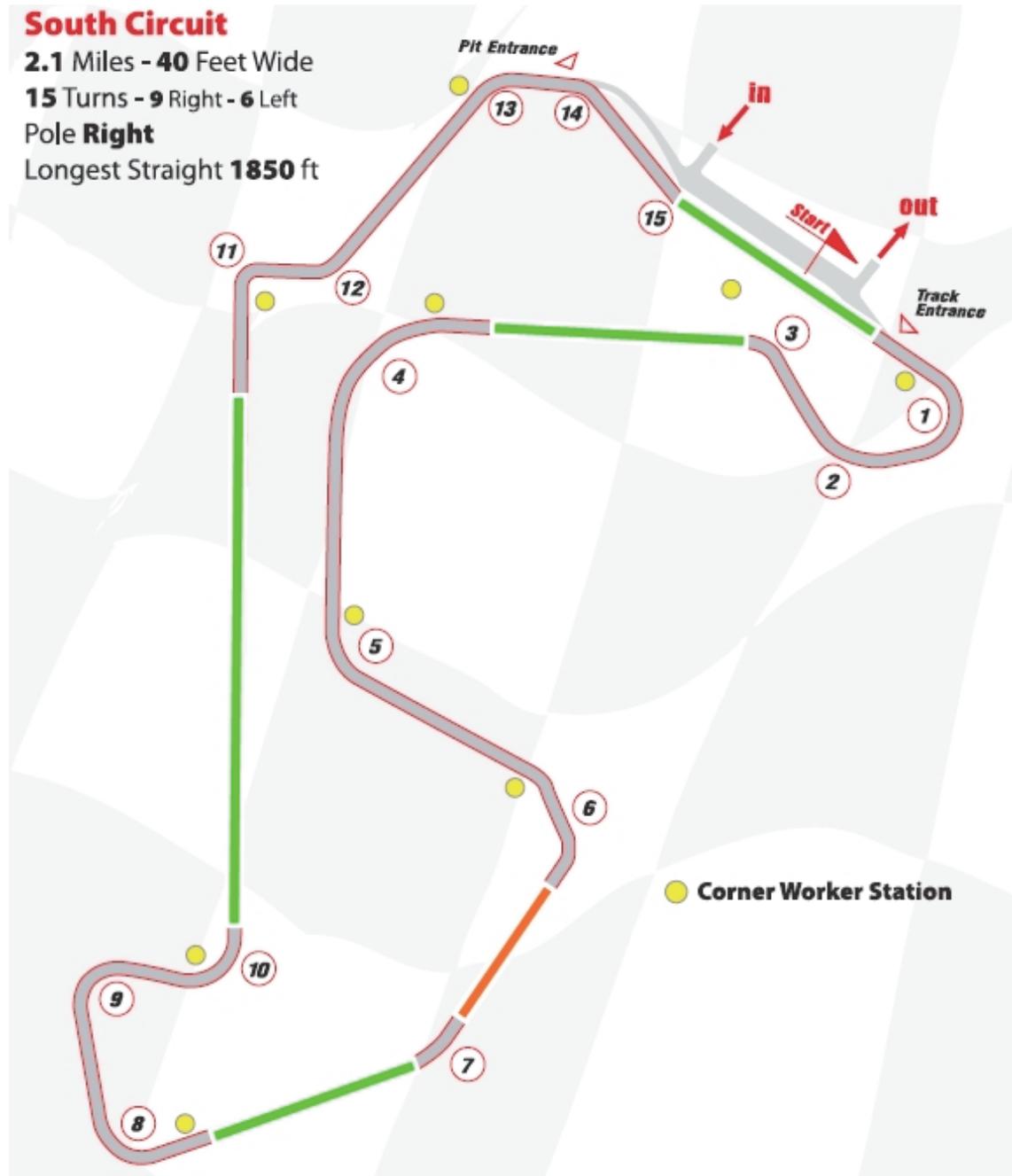


Green denotes passing zones for all groups

Extra caution should be used if attempting to pass in the orange zone

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Flags and Their Meanings

Flags, both manual and in the form of Digital Safety Flag (DSF) LED boards, are used by the Corner Marshalls and the Starter to relay information to the drivers while on course. In all cases a flashing digital flag is equivalent to a waved fabric flag. It is extremely important that drivers completely understand the meaning of the flags. There are two categories of flags; command and informational.

Command Flags

Command flags give drivers information that he/she **MUST** react to. Failure to properly respond to these flags may cause dangerous situations and could result in disciplinary action.



Green Flag- The green flag is displayed from the starter to indicate the moment that a race has started. Passing is allowed the moment the flag is waved. In some situations, it may also be displayed at the corner station immediately following a corner that is displaying a yellow flag to indicate the course is clear at that point and normal racing may resume. A rolled (furled) green flag with a furled white flag, held crossed by the starter, indicates the halfway point of a race.



Yellow Flag- The yellow flag indicates a situation in which caution should be used. It may be displayed in one of two ways.
Stationary or solid light This indicates that a hazard is present somewhere off the racing surface. It may be a disabled car, emergency vehicle, debris or personnel. Caution should be used; a driver should slow down, and **no passing is allowed from the point of the flag until completely past the incident.**

Waving or flashing A waving yellow flag is used to indicate a danger that is on, or immediately adjacent to, the racing surface. A driver should use extreme caution, slow down and be prepared to alter his normal racing line. **No passing is allowed from the point of the flag until completely past the incident.**

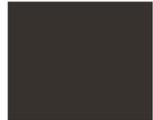


Double Stationary Yellow- A double stationary yellow is used to indicate the complete track is under a yellow situation and all drivers should slow down, no passing is allowed. This may be used for pace laps or when an incident has happened on track that requires the field to be controlled for the safety of the Safety Team and Corner Marshalls. While under a double yellow, a corner station may use a single yellow flag, or any other flag necessary, to inform drivers of a particular situation within that portion of the track. **There is no passing allowed while double stationary yellows are displayed.**

Command Flags (continued)

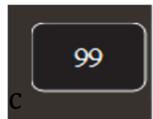


Red Flag- A red flag will be displayed at all corners when a serious situation has developed on the course which may require the Safety Team to respond immediately. Drivers should gradually come to a complete stop at the next manned corner station and await a signal to proceed to the pits slowly.



Black Flag- A black flag can be used in different ways.

Warning A **rolled** up (furled) black flag may be pointed at a driver from the starter to warn that driver that he has been involved in actions that may result in a penalty. The driver does not have to report to pit lane but must be certain that the conduct that initiated the warning is not repeated.



Penalty The black flag may be **waved** and pointed by the starter, or a designated black flag corner station, at a specific car that then needs to come to pit lane immediately at the conclusion of that lap and report to the black flag pit box. This may be accompanied by a number board or flashing number on the DSF. That driver must report to pit lane within 2 laps. An official will then give the driver an explanation with instructions if a return to the race will be allowed.



All Stations When all stations display a waving black flag or display a black "All", drivers are to slow down and proceed to pit lane. An incident has occurred on track that needs attention.



Mechanical Black Flag/Meatball- The mechanical black flag is used to inform a driver that he must come into pit lane, a problem exists on the car that may create a dangerous situation, this may display alternating with a car number on the DSF. If a car is leaking fluid or is on fire, a Corner Marshall may wave a driver off the track in order to prevent getting fluids on the racing surface.



Checkered Flag- The checkered flag indicates the race or session is over, all cars should use this lap as a cool down lap and enter pit lane at the first chance.

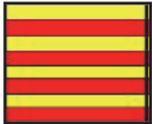
Information Flags

These flags simply provide valuable information to the drivers, an immediate reaction to these flags may not be needed.



Blue Flag- The blue flag (passing flag) is used to inform drivers that a faster car may be trying, or will soon be trying, to pass. This can be displayed stationary if the pass may occur within the next two corners, or it may be waving or flashing if the pass is in progress or if a group of cars will be passing.

Generally, during a race this flag is only used when the leaders begin passing cars that are going to be a lap down and is not shown to cars passing for position.



Surface/Debris Flag- The surface flag informs drivers that fluids or small debris may be on the racing surface. A driver should be aware that traction may be compromised.



White Flag- The white flag can be used in two ways.

At a corner station This is to inform a driver that he may be rapidly approaching a slow-moving vehicle. This should be displayed two stations prior to the slow vehicle.

At the Starters Stand When the white flag is waved from the starter, one lap remains in the race.



Emergency Flag (E flag)- The emergency vehicle flag indicates that an emergency vehicle is on course. It is to be displayed stationary for two stations prior to the vehicle's location. Drivers must be aware, they may pass the vehicle if it is safe to do so. The starter may also display the E flag at any time a

safety vehicle is on course, regardless of its relative position to the start station until such time as the vehicle has cleared the course.



or



The Pit Board, or "PIT" display on DSF may be shown from

the last corner station before the pit entrance. It informs drivers of the condition of pit lane. The yellow board indicates there is a situation in which extreme caution should be used if entering pit lane. The red indicates that pit lane is CLOSED. Drivers may not enter pit lane except in the case of an emergency. The red pit board will also be used to inform drivers if the pits are closed per special rules, such as might be used during an enduro.