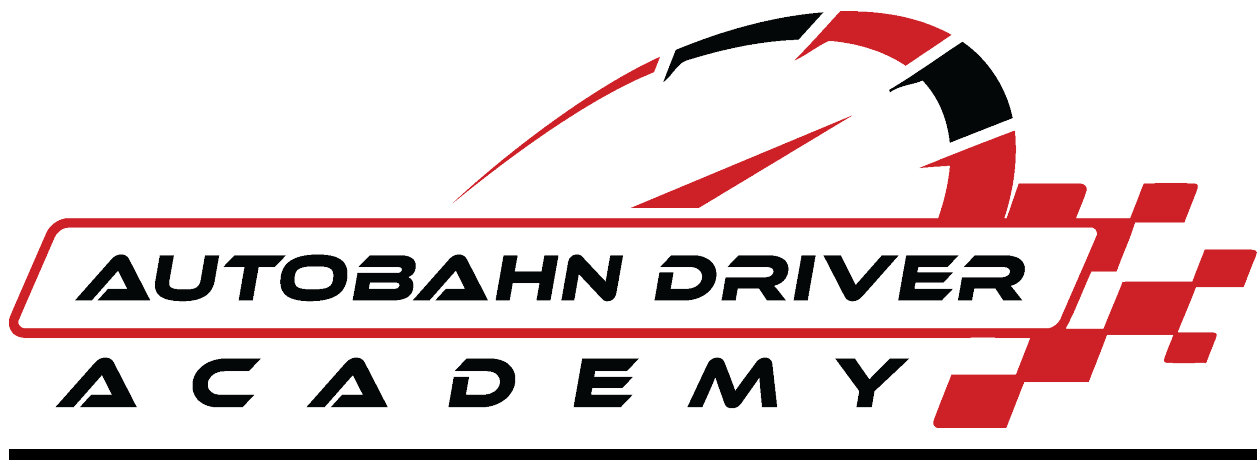


TRACK ORIENTATION



Drivers Need to Know

In the paddock

- **Driver 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**
- **Obey speed limits in the paddock**
 - **15 mph in paddock and near the café and maintenance building**
 - **25 mph in all other areas**
- **Cars coming off the track have right of way**

Getting on track

- **To enter the South track, use stop sign closet to the Member Building follow yellow cones down to gate near event entrance sign**
- **To enter the North and Full tracks go to either the stop sign closest to roundabout, or the roundabout gate as designated for the day**
- **When entering the pits from the paddock, drive to 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 exiting the pits**
- **If the blend line isn't visible, stay to the left until turn two on all track**

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 located on the straightaways only, as 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.**
- **DO NOT PASS anywhere without a wave by.**
- **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

North Circuit

1.46 Miles - 40 Feet Wide

9 Turns - 6 Right - 3 Left

Pole **Left**

Longest Straight **1237 ft**



Green denotes passing zones for all groups

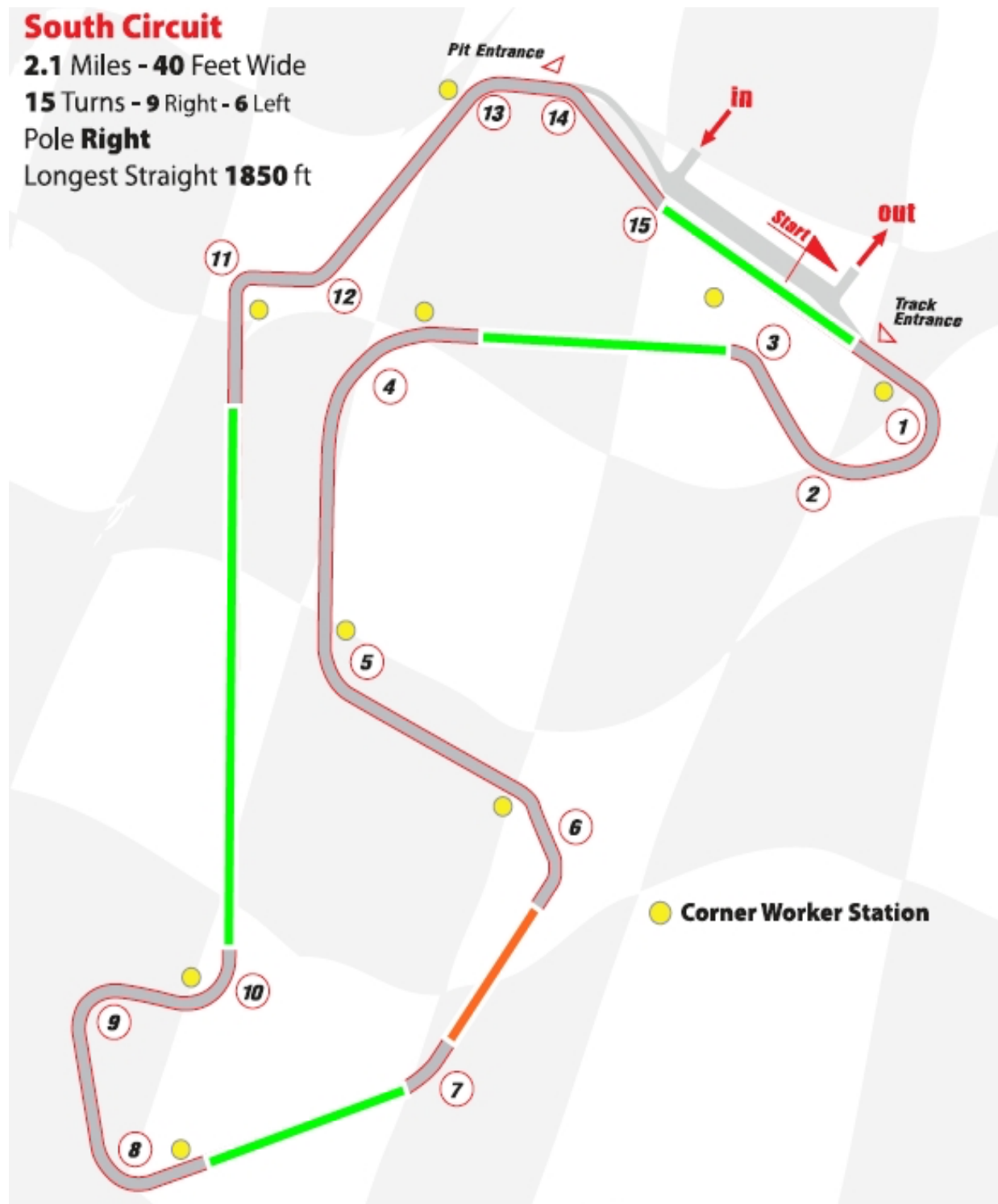
South Circuit

2.1 Miles - 40 Feet Wide

15 Turns - 9 Right - 6 Left

Pole **Right**

Longest Straight **1850** ft



Green denotes passing zones for all groups

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

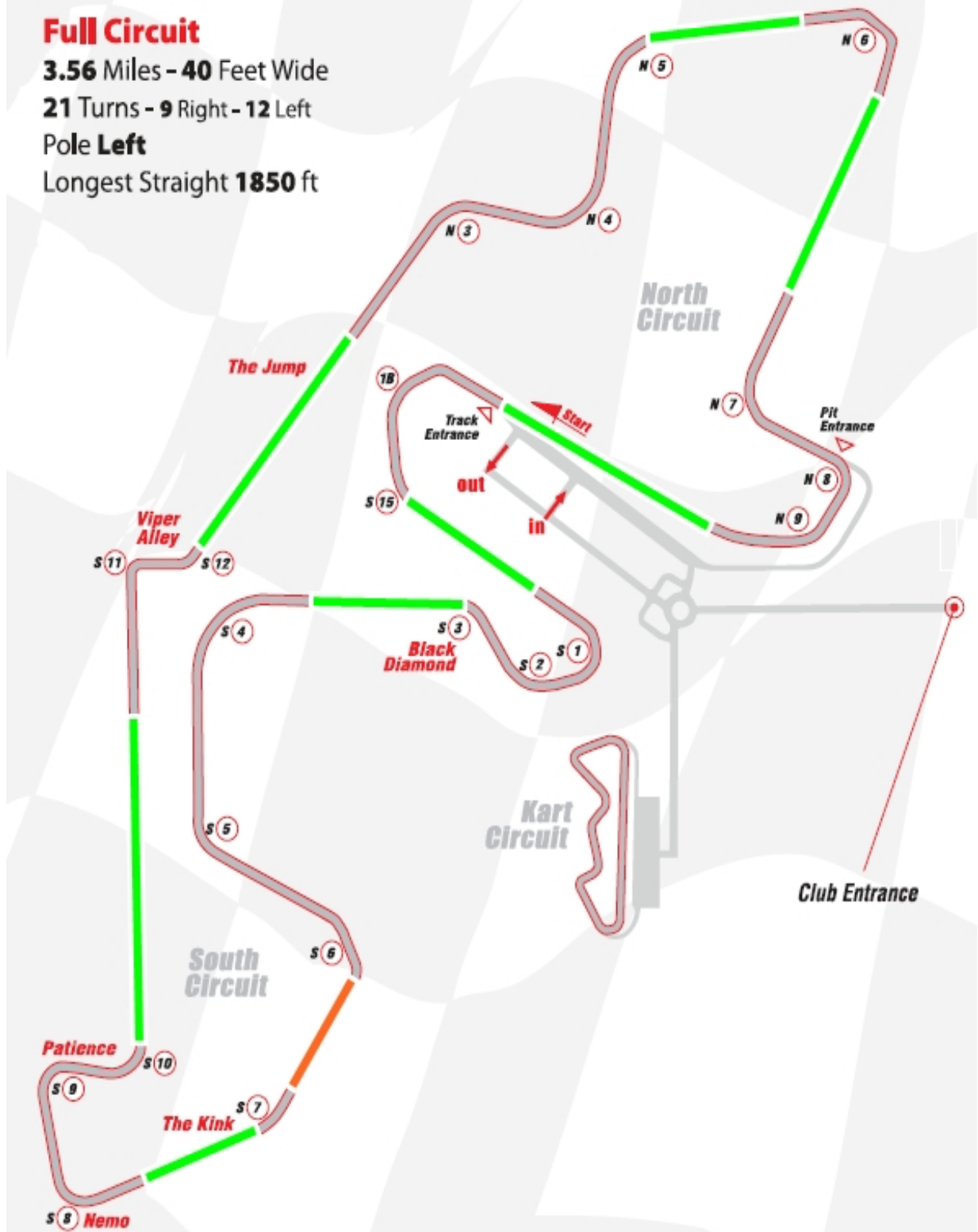
Full Circuit

3.56 Miles - 40 Feet Wide

21 Turns - 9 Right - 12 Left

Pole **Left**

Longest Straight **1850 ft**



Green denotes passing zones for all groups

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

Flags for lapping sessions 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 race control person, at the end of pit lane, 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.



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 track surface. It may be a disabled car, emergency vehicle, debris or personnel. Caution should be used. Drivers 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 track 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.**



Green Flag- It might 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 lapping may resume.



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 to warn that driver that he has been involved in an improper action. The driver does not have to report to pit lane but must be certain that the conduct that initiated the warning is not repeated.

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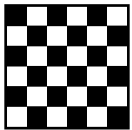
Penalty The black flag may be *waved* and pointed by the starter, or a designated black flag corner station, at a specific car that then needs to come to pit lane immediately at the conclusion of that lap and report to race control at the end of pit lane. This may be accompanied by a number board or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



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 be displayed 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 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.



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.



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 vehicles location. Drivers must be aware; they may pass the vehicle if it is safe to do so.



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.