

School Agenda
Visual sequence: Flags, mirrors, apex

I. Welcome

A. vintage Racing (oxymoron)

Vintage racing is about something other than winning. Although the competitive spirit is there and we would all like to improve our times and maybe even win, there is much more to consider.

Our cars are too valuable to get into the “pushing and bumping” game, parts are hard to find, and our drivers tend to have considerable differences in their skill and experience. Cars with a wide range of horsepower and handling capabilities are on the track at the same time. We’re not doing this to get sponsorship, awards and fame. Dicing with those in front of us and behind us, setting a personal best and simply finishing are worthy goals. Competing in an event is a joy unto itself. We develop many good friends in vintage racing and together, create wonderful memories.

i. History- 1997 5 students

ii. Now ____ students

B. Rules euthenics committee. Log books for cars

C. Cars are the Stars

I. No one here will be the next Sterling Moss

Ii. You are the custodian/curator of your car

Iii. You have right to 48 sq ft of track as do the other drivers

Iv. You have only the respect of your fellow drivers to gain or lose.

II Pit and Procedures

A. . Paddock Procedures

- Use only the space you need
- Be a good neighbor to adjoining spaces
 - Push your car outside the covered area to start it
 - Use ear plugs
- You are responsible for your kids, and visitors
- Adult friends and pit crew must abide by our rules
- NO alcohol, etc.

B. Grid Procedures

1 Be on grid at the second call

2. Listen to announcements, know what group is ahead of you

3. Mentally prepare for the session, Visualize the perfect lap
4. Occupy the grid position you are assigned.
5. Observe the pit and grid workers and follow their instruction.
6. Acknowledge the five minute countdown with hand signals
7. Your crew must be alert to other cars, and vacate the grid at the one minute count.
8. If you have a problem and cannot leave the grid with your group, raise your hand as soon as possible to signal both the driver behind you and to get the attention of the workers.
- 9.. At the end of all sessions, practice or race, you will see the checkered flag. Do not slow suddenly. Take your cool-down lap and wave at the workers, (and the spectators,) enter the pits and be very careful of pedestrians in the pit area. Try not to stop in the middle of the access lane in the paddock as this may cause a traffic jam. Drink some water.
 - Watch your speed in the hot pits and in the paddock!
 - As soon as possible, check over your car for leaks, tire wear and anything that may need to be checked before your next session.

III. Dynamics of Safety

A. Hand signals

- i. Point by-Beware of the train
- ii Coming in- hand up to signal
- iii. Line up- draft
- iv. Off track- signal corner you are ok wait for point
 1. Flat tow
 2. Wrecker
- v. trouble on track-hand up

B. Passing zones **No passing in turn 6**

1. Be aware of those around you
2. Always check your mirrors

C. Off track observers/DANGER

D. Vision

1. Fog factor tunnel vision, visual sequence(Flags, mirror, apex)
2. If you can't see you are dangerous
3. Always check your mirrors (look for a flash of color)
4. Keep you eyes moving from the front, sides and mirror
5. Use your peripheral vision
6. Your eyes lead your physical movement. Focus your eyes where you want to go, NOT where you don't want to go.

E. Fire

- 1 Know what to do if you catch on fire
2. Think through your escape plan
3. Practice getting out of your car
4. Kill the battery as you leave or before you leave the driver's Seat.

F. Avoidance:

Someone spinning in front of you is typical.

1. Stay off the brakes, come off the throttle immediately. That will transfer the car's weight and momentum forward giving you a larger tire patch in front.
2. Steer to avoid the object. At speed a slight turn is enough then immediately correct to your forward direction and feed the throttle.
3. The best place to aim is where the car has already been. It is important to get back on the throttle immediately. Too long off throttle will cause the rear end to get light and you too can spin.

G. Traffic;

You need to have a plan to get through. You're going to have make your decision quickly. Once you do, you're committed, so it better be right. Plan think and be quick and decisive.

IV. The line

A Dry

1. Dry line. Use the tire marks from the last 35 years to help you find the correct line.
2. Cones are there to help you find turn in and track out points. Find a visual reference for your brake and turn in points
- 3 As you follow your instructor, notice the brake and turn in points he uses.
4. When you go off (and you will). The most important thing is to turn the wheels straight just before you leave the paved surface so you won't dig a wheel into the dirt and flip over. The next most important thing is don't hit anything! Keep your eyes fixed on a big open space. The car will follow. Remember that your tire temps go to cold immediately. Gather yourself up, relax, take a deep breath and wait for a point from the corner station. Come in for your stop and go.

B Wet Heightened level of awareness

1. You have to hunt the wet line. It is different than the dry line.
2. Damp track vs. wet.- watch out for sealer spots and drainage areas. Think of it as trying to cross an icy parking lot without busting your fanny.
3. Short shift- remember that the rear will step out very quickly when torque is applied. Be very careful of your downshifts.
4. Early apex. In slow- out fast. Sometimes you have to be slow to be quick.
- 5, Work on being smooth. There should be a raw egg between your foot and the go pedal.
6. Anticipate each movement. THINK
7. Watch flags- you cannot see oil/water mix. The corner stations will help you out.

V. Common sense isn't

- A. Fire Stop as close to a corner station as you can. REMEMBER the fire bottle in your car will not work with the pin in place.
- B If you smell coolant, oil or fire it is YOU
- C If the throttle sticks hit the kill switch
- D. Two wheels off, ease back on. Don't try to rejoin the fray in mid pack

E. If the car isn't running right, come in and fix it

We run cars upwards of forty years old and without proper preventative maintenance you may experience mechanical and electrical problems that can end your weekend prematurely. Race car preparation includes frequent inspection (wheels, bearings, brakes, frames, throttle cables, crack testing etc.) This is an important part of safety and having a good weekend

F. HAVE FUN