



Onyx Syndicate Track Day Handbook (Version 2.1, 2009)

This document contains details, rules and procedures that will be required for the 2009 track sessions at Dunnville Autodrome. These are in addition to Dunnville's own rules of conduct. The purpose of this document is to provide a standard framework in order to make this event safe and time effective, while at the same time providing maximum enjoyment to all entrants. Event organizers reserve the right to modify rules during any event as needed.

Organizer notes:

This is a "drive your car at a track" day more than a "learn to drive your car at a track day." There will *not* be an exhaustive classroom session covering driving dynamics & driving techniques. However, feel free to ask any of the veteran drivers for assistance if it's your first time out! We have plenty of helpful people on hand to make this a casual environment to learn track basics, and point them out at the drives meeting.

Times

Noon – Arrive at Dunnville Autodrome

12:15pm – Drivers meeting

12:30pm – Line up in the pits for tech inspection

6:00pm – Time trials begin (subject to change)

8:00pm – Pack up and go home

This year all track days will be held on Saturdays. You should provide yourself with as much time as needed to arrive to the track by **Noon**. A drivers meeting will be held at **12:15pm** to review this document and to sign and collect waivers. After the meeting and once your car is ready, you may line up in the pit lane for the tech inspection. As soon as your car is tech'd in, we'll be able to let you on the track. If you are late or miss the drivers meeting you **MUST** find the coordinator of the day and speak to them before you line up to get on the track. Remember; the sooner we can get everyone through the drivers meeting and tech'd in, the sooner we can get you on the track. Around 6pm each day we will be flagging cars off the track and beginning our time trials (more info below.)

Tech

Tech is a visual inspection of your vehicle to make sure it is safe for not only you to drive, but others who will be sharing the track with you. If your car does not pass tech, you will NOT be allowed on the track. Refunds will NOT be given either; you must conduct your own inspection of your vehicle, using this handbook as a guide, before you leave for the track.

- a) **Tires:** Any amount of tread is acceptable, just as long as there are no visual metal bands. No tires with screws, nails or other objects in them will be allowed on track. No tires with bubbles or large chunks will be allowed either. You should also check your tire pressure before going out and adjust as necessary.
- b) **Wheels:** Should not be visually deformed or bent. You should remove any lug nut covers and center caps to avoid losing them or causing a hazard to other drivers. Also, it's very important to check the torque on your lug nuts to make sure they are within spec.
- c) **Interior:** Drivers floor mat should be removed. Any loose objects, including anything else that the tech inspector deems hazardous must be removed. This includes objects in your glove box, center console, trunk, etc. It's recommended you clean out any of these areas before you leave for the track to save time.
- d) **Exterior:** Make sure all body panels, flaring; ground effects, splash guards, etc. are secure. If not, they will need to be removed before you are allowed on track. Carbon fiber or other non-factory hoods **MUST** have hood pins regardless of "speed rating."
- e) **Mechanical:** Battery **MUST** be tied down and secure. Any fluid leaks significant enough to drip at any time will keep you from being on the track. Check all fluid levels to make sure they are where they should be and change them if necessary. If brake pads are worn more than halfway, they should be replaced since this type of hard driving **WILL** eat them up quickly. Make sure your fuel cap is on and secure.

Personal Safety Equipment & Clothing

All drivers **MUST** have a helmet. Dunnville does not require you to have one, but we do. There have been multiple instances on track where those without helmets might have been seriously hurt. Passengers are allowed, but must also wear helmets. We do not mandate a specific helmet rating. If you do not own a helmet, you can rent one from Dunnville for \$10 Canadian. You should also wear sneakers that are not loose or untied. You may NOT wear sandals or drive barefoot. Seat belts **MUST** be worn. If harnesses are used, they must be installed properly with a harness bar or other proper technique.

Waivers

There are 2 waivers that need to be signed. One will be Dunnville's own which will be passed around on a clipboard. **EVERYONE** who visits the track, regardless if they are driving or not, **MUST** sign Dunnville's waiver. The 2nd waiver is found at the bottom of this handbook to affirm that you have read this document and understand it. All drivers must sign it and bring it with them to the track.

On the Track

- a) **Pit Lane:**
 - i) **Leaving the pit:** When you are ready to head out on the track, line up in the pit lane behind the person who is flagging. There are only 12 cars allowed on track at one time, so as soon as it is safe and there are fewer than 12 cars on the track, the person who is flagging will signal you to proceed onto the track. Accelerate at a pace that will keep the car behind you from coming up to quickly and having to brake.
 - ii) **Entering / in the pit:** When preparing to enter the pit, at a good distance from its entrance, put your left arm out the window with your fist up in the air. Move over out of the normal driving line and slow down. Use your turn signal as well. This helps other drivers to know when you'll be exiting the track. While in the pit, you **MUST** drive slowly. Anyone speeding in the pits will be kicked out.
- b) **Passing:** There are only a few straights where passing is allowed. Those will be identified in the drivers meeting. You may NOT pass until the car in front of you has signaled for you to do so. To signal for someone to pass, you must use a point-by. A point-by is NOT a wave or a turn signal; to point-by, you put your arm **STRAIGHT OUT** the left side, single finger pointing **DIRECTLY** to the opposite side of the track (to signal someone to pass on your left) or have your Arm curled over the roof single finger pointing **DIRECTLY** towards the passenger's side of the car (to have someone pass on your right.) All passing will be **OFF LINE**. This means the car that is doing the passing will leave the race line, while the slower car will stay on the race line. If someone is looking to pass you, you **MUST** let them at the nearest straight. Failing to pay attention to drivers coming up from behind you and not allowing them to pass will result in you being black flagged and taken off the track. Multiple black flags for not letting people pass will result in you being banned from future track sessions.

- c) **Flags:**
- i) **Black Flag:** If you get black flagged, it means you've done something wrong and must immediately pit, park your car and walk over to the person who is flagging to find out why.
 - ii) **Yellow Flag:** The yellow flag means 'caution' and to slow down and open your eyes. If a car goes off track, of there is a hazard ahead, you'll see the yellow flag.
 - iii) **Red flag:** if the red flag comes out, slow down to a stop at the side of the track at a REASONABLE rate. Do not slam on the brakes or keep going at your normal speed.
 - iv) **Checkered Flag:** The checkered flag will come out when we need you to clear the track. Take a cool-down lap and head into the pits at the next available point.
- d) **Going Off-Course:** If your brakes fade or you loose traction and put more than one tire off the pavement and into the grass, you MUST immediately and SLOWLY drive your car into the pits to check for damage. If your car is disabled, wave your arm out the window and the person who is flagging will throw a red flag and someone will come out to assist you.
- e) **Time on the Track:** Most likely, you'll be pitting at regular intervals as your car reaches its limits. This makes room for others to have their turn on the track. But some people can stay out longer than others. Remember, we can only have 12 cars out at a time. If it happens that you've been on the track for a long time, and there are people waiting in the pit lane that can't get out because there are already 12 cars on track, the person who is flagging is allowed to flag you off to make room. If you are stuck in a train of cars, it is in your best interest (and your cars!) to pull through the pits and get out of the traffic and dirty air. You'll have a better time and it will be less abusive to your car.
- f) **Flaggers:** There will be 1 person who stands at the end of the pit lane who will control the flags and the pits. When that person is up there, they are in charge. You MUST follow their flags and commands or risk removal from Dunnville. The person flagging is almost always a volunteer; so please respect them. If anyone would like to volunteer to flag for a few hours, or the whole evening, your help would be greatly appreciated. We can't have a track day without one.

Grip vs. Drift

All of the track sessions for 2009 are grip driving days. Dunnville no longer allows drift-style driving. For those interested in drift, we continue to look for an alternative. Keep an eye on our web forum for more information.

Time Trials

In 2008 we had a timing system built so that we now have a standard whereby to base all lap times on track. Participants are not required to participate in the time trials portion of the day, but are encouraged to do so. Lap times will be recorded and an individual's fastest time will be displayed on our lap time leader board for 2009 (see our web forum for details.) This is not wheel-to-wheel racing. Only one car will be on track at a time. Each driver will get a warm-up, 2 or 3 (to be determined based on time allotment) timed laps and a cool-down lap. Warm-up and cool-down laps will be around the outer perimeter of the track to save time. More details will be given during the drivers meeting.

Final Words

Dunnville is a relaxed track environment. We feel the small amount of rules in place will keep it fun. However, there is a lot more trust and onus on participants to be responsible and respectful of others. We hope that there will not be a need to institute any more rules to "police" these events. That being said, the organizers reserve the right to ask anybody who is acting or driving irresponsibly to leave without a refund. The organizers as well as Dunnville staff can at their discretion ban drivers from continuing and issue warnings. All participants need to recognize this is not race practice and everyone needs to be on their best (most mature) behavior.

Legal & Waiver

Remember while on the track your car is NOT insured and any resulting damage to your car will your responsibility to repair. Your car should not be driven beyond the ability of the driver. Rules may be revised before and during the day as needed.

Please sign the following and bring with you to the track day: (You are required to sign this document once a year, or anytime it is modified throughout the season. This document applies to the whole 2009 season and if conditions herein are not met, you may be banned from all future events without refund.)

I, _____ (first and last name) Affirm that I have read this document and understand the information and consequences herein. I understand that I alone am liable for my actions including (but not limited to) damage to my own car, other cars or to the track (Dunnville Autodrome's) property.

Signed, _____ User name, _____ Date, _____

www.OnyxSyndicate.com

www.NYSpeed.com

www.SON240sx.org

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