The List: TMS Road Course Plan

14APR19

(Short Version)

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General Information:

 Where: Texas Motor Speedway Infield Track

 When: 14APR19 from 8:00 am (sharp) to 1:00 PM CST **; ARRIVAL FOR ALL 7:00AM**

What to Bring (at a minimum): Supplemented W/ Tech Sheet

 DOT Helmet

 Tech Sheet (Pre-Filled)

 Identification (To Verify you with paid registration list)

Expectations:

 Duration:(10min run sessions)

 Track Lap Estimation: Takes 1 minute or less to navigate 1x iteration/lap of track.

Instructors: Limited on site (3x), can be requested at anytime for:

 Instructor as passenger: (Yellow Group Only)

 Instructor as Driver, in Instructor’s Car: (All groups)

Fuel:

 No active pumps at track, must depart track to replenish

Food/Water:

 Food: Will not be provided by the event staff, must bring your own

 Water: Limited supply of bottled water will be provided

Weather Conditions:

 Wet Surface and NO active rain = GO

 Wet Surface and ACTIVE RAIN= NO GO

TRACK RESTRICTIONS:

NO Drones

NO Passengers

NO Outside Catering/Delivery

NO Rented/Leased/Borrowed Cars

Track Waiver to be signed (Provided by TMS)

CLEAN up your own trash/spills

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SAFETY & INSURANCE

In addition to any other messaging about the HDPE event at TMS, it is important to specifically highlight two issues: safety and insurance.

First, some preliminary info regarding safety.

This event is designed to be an instructional event, not a contest of speed or race or otherwise, and as such, the expectation is that drivers will be exploring the limits of their vehicle and own personal ability.  To do this can result in a situation where a loss of vehicle control can happen, including where the vehicle leaves the track surface or becomes an obstacle for other on-track vehicles.  These two circumstances can result in damage to one or more cars, as well as damage to the facility.

Each participant is liable for damages attributable to them.  The easiest way to minimize the potential for liability is to keep your car under control.  This means not exceeding your own limits, or that of your car.  If your car leaves the track surface, there is a potential it can contact a wall, regardless of your personal competency or the superior ceramic brakes option your dream car is equipped with.  Experienced track drivers often say "you can't overcome physics".  There are just four small contact patches of tire which connect your car to the track surface: keeping them on the track surface is the safest way to ensure you don't dent something, injure yourself or others, or damage the track facility.

Staying on the track surface is goal #3: goals #1 and #2 are having fun and driving home happy.  To do this, the best way is to keep your car on the track surface and pointed in the direction you intend for it to go.  There will be people who exceed the limits of physics or their ability and spin their cars, hopefully on the track, and hopefully they will learn from the experience.  It's difficult to explore the limits without sometimes exceeding them, but that is a failure, not a success, regardless of what an experienced instructor may tell you.  Spinning means you did something wrong, even if that wrong thing was trying to advance beyond your own skill too fast.

This author recommends that newer drivers leave on technical aids such as traction control and active handling.  These aids are designed to engage when the limit of the vehicle have been exceeded or when a loss of control is obvious.  From experience, you should be able to drive your vehicle clear up to its "limit" and often slightly beyond, without engaging these systems.  It is a great way to be reminded of when you "blew it" and might have spun or gone off track without actually doing so.  Drive with active handling on and see how much fun you can have without engaging it: that's what this author plans to do.

To minimize vehicle-to-vehicle contact on the track surface, drivers must exercise self-control and maintain a reasonable distance behind the car in front of them.  Likewise, as will be discussed elsewhere, if you are a slower driver or in a slower car, let your faster run group members pass you in a designated passing zone.  If someone is behind you who wasn't there before, they are faster: let them pass and follow them a bit and perhaps learn something that can help you to go faster.

The goal is for everyone to go home with their car in the same condition it arrived in, save for tires and brake pads.  This author has instructed at plenty of events where this is the case, and has instructed at events where cars have ended up in flames.  The latter cases can almost always be attributed to a less-then-wise decision by the driver, even when combined with circumstances beyond their control.

All participants will have their vehicles go through a basic technical inspection.  This is to ensure there are no obvious sources of risk, such as a leaking hose or bad wheel hub.  Even with a technical inspection, vehicles can break under stress, and this potential should always be in the mind of participants.  On this track, there is no reason to overly-stress a vehicle.  It is a short and technical track, and speed is secondary: this track is about learning and refining car control skills.

All participants must wear helmets.  This is just common sense.  Ignore what you see on Top Gear or the Grand Tour: driving high performance cars on a track is inherently dangerous, and a proper helmet is required, just as The Stig wears.  A full-face helmet is preferable: airbags, if deployed, can hurt when they come into contact with your face.

Nest, all "green" participants who are new to track driving will sit through an introductory session led by an instructor to familiarize themselves with what to expect while driving, what educational resources are available to them throughout the day, and how they can help maintain a safe and fun event.

Finally, going "off", especially "four tires off" is obviously the opposite of what you should be trying to do at this event.  Few cars will be equipped with tow hooks, and recovering a vehicle which has gone off track and is disabled can (and usually will) result in a loss of valuable track time for the current session, and possibly others.  Don't be "that guy" (or gal!).  Keep it cool and advance your speed slowly throughout the run sessions as you learn the track, learn your limit, and learn your car.

Next, a few words about insurance.

Insurance for individual participants isn't mandatory: it's an individual decision.  This author has participated in and instructed at dozens of HDPE track events without securing insurance, and all has been well.  But this author has also participated in a nationwide, televised, professional racing series and insured cars on track at every event.  Each participant must consider the potential for damage or liability and their individual ability to take responsibility for such.  Insuring a vehicle can be smart, and generally is.  Even if your vehicle has a low cash value, the liability for damage to other vehicles or the facility itself should be considered.

Most personal automotive policies specifically exclude coverage when the vehicle is used in a contest of speed.  You should read your own policy language and consult with an attorney or insurer if you have questions about your individual policy coverage (we recommend an independent opinion, not that of your current insurer).  At this event, there is NO timing of laps, NO posting of standings, nor any other activity which could present this event as a contest of speed or otherwise.  This is a private, closed event to afford a group of loosely-affiliated automotive enthusiasts the opportunity to improve their driving skills and enjoy the full performance of their sports car in a safe setting.

None of this should be taken as legal advice, and if you have concerns which you believe require the advice of trained counsel, we encourage you to do your own homework and employ your own competent advisors, including legal and insurance professionals.

Private insurers who write HDPE policies include the National Corvette Museum, Hagerty, On Track Insurance and Lockton.

Sequence Of Events

|  |  |
| --- | --- |
| **Time** | **Event** |
| 0600-0700 | Planning and Event Staff Arrival |
| 0700-0710 | Drivers Arrival |
| 0710 | Drivers Stage at Tech Inspection Lanes |
| 0710-0740 | Tech Inspection |
| 0745-0755 | Drivers Meeting |
| 0755-0800 | RED1 Group Staged |
| 0800 | Track Hot:  |

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| --- |
| RUN GROUP ORDER |
| RED 1 |
| YELLOW 1 |
| RED 2 |
| YELLOW 2 |
| WHITE |

|  |  |
| --- | --- |
| TIME | EVENT |
| 1300 | Track End |