

**SAAC NW**  
**2024 Track Day**  
**September 19, 2024**  
**Attendee Documents**

# SAAC NORTHWEST TRACK DAY SCHEDULE 2024

**7:00 am: Gates Open**

**7:00 am: Tech Inspection**

**7:30 am: Registration**

**8:15 am: Drivers' Meeting**

## **SESSION 1:**

9:00 am Advanced  
9:20 am Intermediate  
9:40 am Vintage  
10:00 am Novice

## **SESSION 2:**

10:20 am Advanced  
10:40 am Intermediate  
11:00 am Vintage  
11:20 am Novice

## **SESSION 3:**

11:40 am Advanced

## **12:00 LUNCH BREAK**

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12:40 pm Intermediate  
1:00 pm Vintage  
1:20 pm Novice

## **SESSION 4:**

1:40 pm Advanced  
2:00 pm Intermediate  
2:20 pm Vintage  
2:40 pm Novice

## **SESSION 5:(note session 5 run time 15 minutes)**

3:00 pm Advanced  
3:15 pm Intermediate  
3:30pm Vintage  
3:45 pm Novice  
4:00 pm End

## **SAAC Northwest Instructions for Drivers Entering the Paddock**

1. Find a pit spot to **unload the car**
  2. Take your filled up **Tech Sheet**, your **EMPTY** car and **helmet** to TECH Inspection Area
  3. Get **Tech Sheet** Signed at TECH Inspection and receive helmet sticker
  4. Take Signed **Tech Sheet** to Registration where you receive your run group sticker and Registration Stamp. **Keep your Tech Sheet with you and bring to Drivers' Meeting.**
  5. Place your Run Group Sticker on the Driver's side of your windshield.
  6. **8:15 AM is MANDATORY DRIVERS' MEETING!! Bring your signed and stamped Tech Sheet with you.**
  7. After **MANDATORY DRIVERS' MEETING** turn in your signed and stamped **Tech Sheet** for a Driver's Wrist Band
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# SAAC Northwest Track Day Drivers' Meeting Notes

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This is a High-Performance Driving Event (HPDE) track day. It is not a race. This event is designed to be a low pressure event with emphasis on safety and fun time for all. For this reason, aggressive driving, intimidation or out of control driving cannot be permitted. Common sense, courtesy and attitude are key to a fun event.

## General Track Guidelines:

- Speed limit at PIR 15 mph
- Use a pad or board under your jack stands to prevent damage to the asphalt.
- Follow PIR guidelines for spillage of any fluids.
- Stay well hydrated.

## Paddock and Pre-grid:

- Paddock and Pre-grid roughly a fast walk
- Stay hydrated and nourished as we expend a lot of energy in this activity
- Tack a moment to inspect your car before and after session for mechanical anomalies
- Ensure mirrors are adjusted correctly before entering staging

## On Track:

If at any time you feel lightheaded or fatigued prepare to exit the track and come to the pit using the exit protocol.

**Mirrors** – Watch your mirrors, especially as you prepare to enter the last turn before a passing area. Your mirrors will tell you if cars are preparing to pass you.

**Windows** – Front driver side and passenger side windows must be down to accommodate hand signals. The only way you have to communicate with other drivers is via hand signals.

**Hand Signals** – hand signals are the only way you have to communicate with other drivers. There are only three hand signals below.

- **Arm straight up hand open** – “I am slowing my car down for some reason”. This is done when flags dictate it, if there is something wrong with your car, if you spot something on the track ahead, or if you intend to leave the track. It indicates that something different is happening and the driver behind you must be alerted.
- **Hand out the window pointing to the left** – “OK to pass on the left and I am slowing enough to allow you to pass”.
- **Arm out the window pointing over the roof of the car** – “OK to pass on the right and I am slowing enough to allow you to pass”.

## Passing:

There will be marked passing zones on the front and back straightaways after which all passing must be completed. **No passing in the corners in any group. This includes the Advanced group.**

- **All Groups - All passes are by point-by only** The overtaking car must get a clear signal from the car in front that it is OK to pass. This indicates the car in front has seen you in the mirrors and acknowledges you. The car in front being overtaken is to maintain the driving line – do not move out of the driving line. Slightly reduce speed allowing the passing car to safely pass. Each overtaking car must receive a point by signal from the lead/slower car. Each car passing must receive their own point by. One car one point by. If you find there is someone behind you that continues to catch up with you in the corners but cannot keep up on the straights, let them go by you.
- **Novice Group** – no passing unless with an instructor.

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## Mechanical Issues:

**Stay in your car unless you are on fire-**While on the track, don't get out of your car at any time unless directed by a safety worker or your car is on fire. If you detect your car is on fire, watch your mirrors, get your hand straight out and up to alert drivers behind you, pull off the surface and exit the car as soon as possible while watching for vehicles behind you. If you have mechanical problems, flat tire, run out of gas, leaking oil, etc. pull off the driving line and indicate to the nearest corner worker that you are OK. The universal signal for OK is thumbs up. *If you do not give a thumbs up to the corner worker, we will roll the ambulance assuming you are in physical trouble.*

## Entering the track:

- Get completely ready at Pre-Grid.
- Before you come to the starter, make sure you are settled in your car with helmet and HANS properly fastened and seatbelts tight. You will enter the track on the front straightaway. Stay to the left near the wall. Do not pull out to the right. If you enter part way through a session, the starter will tell you when to go. Be prepared to accelerate up to speed and stay to your left.
- Be prepared to point by cars that may already be on the track.

## Exiting the track

- How to exit the track – always think about your own safety and the safety of the cars behind you. As you come up on the end of the back straightaway, watch your mirrors, put your left hand straight up to alert the drivers behind that you are exiting the track and start your slowing. You will exit to the left.
- Once you have committed to exiting, you must complete the exit. Do not change your mind. If you want to get back on the track, go to the hot pit lane and the starter will find a gap for you to enter. If you are finished with your session, go directly to your own pit area and check over your car and relax until the next session.

## Passengers

- Passengers can distract you. Do not get distracted by trying to communicate with your passenger. Do not change your level of safety to impress your passenger.
- If you are changing passengers during your session, do it in the Paddock or Pre-grid area. Do not change passengers in Hot Pit Area.

## Zero Tolerance Policy

The following will result in the premature ending of your track day:

- Contact with another car
- Consumption of drugs, alcohol, or other impairing substances
- Disrespectful behavior or language

All other track issues will be arbitrated by the track steward and his/her decision is final

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## Flags:

### SCCA Flags



**Green Flag** – The session is GO and up to speed.

**Yellow Flag - Caution.**

- **Waving Yellow Flag** - Something just ahead that could be a danger to you and the drivers behind you. The first thing you should do when seeing a waving yellow is collect your car and yourself, look in your mirrors and then put your hand out the window STRAIGHT UP to alert the drivers behind you. They may not have seen the flag. Then gently and deliberately reduce speed and be prepared to alter your driving line until you are past the situation. NO PASSING until after you pass a corner worker with no yellow flag. Be aware debris might be on driving surface
- **Standing Yellow Flag** – there is something ahead that could cause a problem. Perhaps a car is off the driving line but still causing potential danger. NO PASSING until after the last clear corner worker. Note there will be STANDING YELLOW on the first lap of each session as a warm up.

**Blue with Yellow Stripe Flag** - The blue flag is a friendly reminder to check your mirrors and let the car behind you pass at the next passing zone. Failure to pay attention to the Blue Flag can result in a black flag.

**Black Flag** – Black Flag pointing at you means PIT NOW. Driver must come into the hot pit lane and wait for an official to talk to you. Potential reasons for Black Flag – two or more wheels off the paved surface, failure to allow others to pass, a spin out, ignoring the checkered flag, other unsafe behavior in the eyes of the corner workers. **Over 103dB**

**Red Meatball on Black Flag /Mechanical Flag** – There is something mechanically wrong with your car. Could be fluid leak, parts loose, etc. Mechanical Flag pointing at the driver means the car must exit at pit lane and go to the pit and inspect their car. If you detect a fluid leak, stay off the driving line/driving surface.

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**Red Flag** – The Red Flag will mean you must prepare to stop. Something has happened that has caused safety vehicles to be dispatched. First look in your mirrors, hand straight up to alert drivers behind you and then stop off the racing line in a safe manner. Safely pull to the closest manned corner station and pull off the racing line but stay on the paved surface and stop completely until further instruction is given by the corner worker. Do not get out of your car unless it is on fire.

**Checkered Flag** – The session is over. Put your hand out and straight up to alert the drivers behind you that you are slowing down to cool down on your way to exit the track. Do not pass on the Checkered Flag. The Checkered Flag will be shown at about 18 minutes after the start of each session.

**PHOTO OPS – What Groups????**

**Mike Long is our track photographer today. You will be able to purchase groups of photos from him after the event. Please find him if you want something special.**

# SAAC Northwest Track Day Tech Inspection (6/3/2024)

Driver's Name: \_\_\_\_\_ Event Date: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

Car #: \_\_\_\_\_ (Cars must have a visible car number) Group: \_\_\_\_\_

## Emergency Contact

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

**18 years or older:** All drivers *and passengers* must be 18 years or older and drivers must hold a valid driver's license. Bring your driver's license to **REGISTRATION**.

**INSTRUCTIONS:** The performance of you and your car in any track day event must be focused on safety. The list below is designed to be your minimum check list for your own inspection. We highly recommend a full inspection of your car prior to coming to the track with any issues corrected. For those items that you may not be able to correct on your own, we highly recommend you employ a competent shop.

Prior to bringing your car to Tech Inspection and as a minimum, you should inspect each item on the car as noted on this Tech Inspection Form. As you inspect each item, check it off under the "DRIVER" column. After all items have been checked, sign on the appropriate line at the bottom. Bring your car along with this form to Tech Inspection Area.

We will review your list and perform a visual check on areas that are readily visible. However, there are many areas of your car that cannot be easily reviewed such as brakes and suspension parts and systems. Again, it is your responsibility to make sure these systems are in safe operating condition.

**Exhaust Noise:** There is a 103dB limit exhaust noise. If you are black flagged, you will sit out that session and will be given one chance to correct the problem. If you are flagged a second time, you will be asked to leave the track and there will be no rebate.

**On track insurance:** Many car insurance companies will **NOT** cover your car when used on a racetrack. You should check with your company for information. There are companies such as Hagerty that provide special coverage while on a racetrack in this kind of event.

**PLEASE NOTE:** Your inspection must be completed before you present your car at Tech Inspection. Assuring that your car is track-ready is your responsibility. This checklist is for your safety and the safety of the others on the track with you, You must sign the bottom of the form, which indicates that you have, checked each item on the form. The Tech Inspection Team does not take responsibility

If you arrive at Tech Inspection and your car is not ready and you cannot correct the issues, you may be turned away as non-compliant and there will be no refund.

## SAAC Northwest Track Day Tech Inspection (6/3/2024)

	Driver initials each box	Driver
<b>Driver License</b>	18 years or older with valid DL	
<b>Safety Equipment</b>	Helmet- Snell SA 20210 or later. No motorcycle helmets	
	Seat Belts	
	Fire Extinguisher (optional) Must mounted with metal fastener	
<b>Exterior</b>	Brake Lights - Demonstrate	
	Glass headlights - taped	
	Mirrors	
	Windshield - not cracked in driver field of vision	
	Car Number - clearly visible with window rolled down	
<b>Interior</b>	No loose items including floor, nothing under seats	
	Mirror	
	Dash Cam - securely mounted	
	Roll Bar - Required on all convertibles or removable tops	
<b>Trunk</b>	No Loose items - spare properly secured. If rear mounted battery must be properly mounted and secured. Battery must be covered, and positive terminal taped	
<b>Engine Compartment</b>	No Fluid leaks	
	Hoses and belts not frayed, cracked or belt squeal	
	Carburetor cars must have dual throttle return springs in satisfactory condition	
	Battery must be properly mounted and secured. Battery must be covered, and positive terminal taped	
	No loose wiring	
<b>Brakes</b>	Rotors, pads, drums, brake must be within wear limits	
	No fluid leaks	
<b>Suspension</b>	Suspension tight, Mounts rust free	
	Minimal steering wheel play	
	Wheel bearings tight	
	Shocks dry, bushings and tie rod ends tight	
	CV joints & hubs not binding	
	Ball joints tight	
<b>Under Car</b>	Exhaust system secure	
	No open exhaust - 103db limit	
<b>Tires and Wheels</b>	No cracked wheels	
	No cracked sidewalls, no cord showing	
	Adequate tread on tires air pressure at recommended pressure	
	Lug nuts/fasteners torqued to specification	
	Hub caps/center caps removed	

## SAAC Northwest Track Day Tech Inspection (6/3/2024)

	Driver initials each box	Driver
<b>Driver and Passenger</b>	Long sleeved cotton shirt or driving suit	
	Long cotton pants	
	No open toed shoes	
	Driving gloves optional	

I have inspected the above vehicle and take full responsibility for its condition at this open track event. I agree that the inspection by the SAAC Northwest inspectors is in no way intended to be a certification, representation or guarantee of any kind that said vehicle is fit or safe to drive. And, that the above technical inspection does not imply any liability on the part of the inspectors. The undersigned owner and/or driver agrees to pay, indemnify or otherwise hold harmless SAAC Northwest and anyone serving in a position of responsibility in this organization from any claims, litigation or liability arising from any person who seeks to hold SAAC Northwest, et al, responsible for any reason connected with said inspection.

Driver: (Print): \_\_\_\_\_

Signature: \_\_\_\_\_

SAAC NW Track Day Inspector: (Print): \_\_\_\_\_

Signature: \_\_\_\_\_