



## River City Road Races

February 11-13 2022, Circuit of The Americas

### Load-In and Paddock Parking

### Supplemental Instructions

Paddock Coordinator: Steve Coleman, C: 817-734-7347; [steve@onecoleman.com](mailto:steve@onecoleman.com)

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COTA Emergency On-Site 24Hr Phone number: 512-655-6220

1. Paddock access will start at approximately 5:00 PM on Thursday February 10<sup>th</sup>, 2022.
  - a. Be advised, sundown will be at 6:18 PM and it will be getting cold quickly.
  - b. Current forecast for that date is for a high of 64 degs F and a low of 37 degs F.
  - c. The Main Paddock lights will be on. Paddock B does not have lights.
2. There are TWO Lanes for load-in on Circuit of The Americas BLVD. One for Edge Addicts (the RIGHT LANE) and one for CVAR (the LEFT LANE). **There should be signage directing, so pay attention in case that has changed.**
3. CVAR has designated a few "Priority Load-in" rigs. They will be staged in a separate lane near the Tunnel 2 Entrance. If you are in the CVAR staging line early, don't be shocked if you see a rig drive down the middle lane (turn lane) to go into another area. We have a specific short list of people that we need to get in early including your Paddock Coordinator and his helpers. If we haven't already contacted you, then you are NOT on that list. Stay in the normal CVAR staging lane.
4. Access for ALL CVAR Entrants will be via Tunnel 2. (See Attached Map 1).
  - a. Participants from Edge Addicts will be loading in at the same time and location.
  - b. COTA controls access, and you will be required to sign a COTA Waiver upon entry at the Tunnel 2 Guard House. If you arrive early, and are staged and waiting in line, it is advised you walk down to the Guard house and sign in and get your COTA wrist band so that when access is granted, we can be efficient. ***Everyone in your party will need to***

***sign and have wrist bands.*** CVAR Waivers will be signed as per usual at Registration in the Tech Garage (see Map 2 for location).

- c. The Tunnel 2 entrance is manned 24 hours, and it is the only access point for ALL CVAR Entrants and their guests. All other COTA entry points are closed to CVAR access.
5. Once access is granted, the COTA gate guard will be releasing “every other” rig with Edge Addicts and CVAR to clear both lines evenly. The Edge Addict people have significantly fewer rigs to load in and should clear quickly.
6. **Take your time! Racing is for the racetrack, not load-in. It will be cold and dark. Don’t run over your Paddock Coordinator who might be out there waving a flash light at you !! We understand you’re wanting to get a good spot, but let’s be safe about it.**
7. **There is NO SAVING SPACES for your “Buddies”. NO Placing of cones to save spaces or otherwise. DON’T BE THAT PERSON!**
8. For the 1<sup>st</sup> hour or so of load-in, your CVAR Paddock Coordinator will likely be standing somewhere near the entrance of the Main Paddock or at his Trailer Location (see map) waving a flashlight to check things and answer questions. We will keep it moving appropriately. After some period of time (hopefully very quickly) load-in will be “Self Managing”. SO READ THIS PACKAGE AND PAY ATTENTION TO THE MAPS! COTA is very large...it will be DARK and COLD. We are a club and do not have “extra manpower” for positioning people around to help you park. We are counting on our CVAR members to show the same “Corinthian Spirit” in parking as they do on the track.
9. A great deal of time and thought has been put into creating a plan that will allow as many CVAR entrants to be in the Main Paddock as possible. DON’T be THAT PERSON that decides to take up prime real estate in the Main Paddock with empty trailers and poor parking. We will ALL know who you are! We also know that Vintage Racers “Know how to park” and respect the space of other racers and how to move race cars around a Paddock, so let’s all work together to make this a GREAT and smooth Load-in for our inaugural River City Road Race.
10. For our CVAR Guests and people that haven’t been to COTA before, it’s BIG. It can be intimidating at first. The drive from the entrance to Tunnel 2 is longer than you think, and it’s 5 lanes wide. But just follow the crowd and don’t hesitate to ask any CVAR member questions as we are a friendly group and will help you any way we can.

## **The Paddocks**

CVAR has space in both the Main Paddock and Paddock B. Map 1 shows the details and how to get to either Paddock. Map 2 details the main Paddock. We will try to have our CVAR Feather Flags posted at both Paddock Turn-in points. **You can park in either Paddock.**

### The Main Paddock (Map 2).

1. **PLEASE PLEASE PLEASE look at this MAP 2 in detail. It contains most, if not all the information you need to understand how to park and navigate the Main Paddock. Map 2 is your primary guide. Study it....it tells you a lot.**
2. **You MUST leave the FIRE LANES open. You can stop temporarily to load and unload in them, but these are our main roads and by CODE, we cannot block them. Don't be that person that leaves their Trailer gate lying open into the fire lane for 6 hours!**
3. As a scaling reference, we have placed rectangular boxes on parts of the map to help you understand scale. These small rectangular boxes are approx. 18' wide and 60' long, about the size of TWO standard 18 wheel tractor trailers parked side-by-side. Looking at Map 2, that row of boxes is the size of approximately 100 tractor trailers lined side-by-side. We know many entrants don't drive rigs that big nor will they take up that much space, so hopefully you will recognize that if we have smaller rigs, we can do some "stacking" end-to-end and side-by-side and be efficient with the space. The more efficient we can be, the more entrants we can fit. We are asking everyone to try their best to use the space efficiently.
4. Please notice the map shows "green" dashed lines for "Parking Barriers". These are "Bicycle Rack" type barriers. DO NOT PERMANENTLY MOVE the Barriers. There should be no reason to move any of them, but if you do move one to aid in parking or maneuvering, PUT IT BACK immediately.
5. **When parking, using the painted parking spot lines for your guide, you should plan on your rig occupying approximately TWO parking spaces wide and as long as necessary. That will give you enough space for your rig with space for your awnings/race car beside your rig. We are trusting YOU to use good judgment in how much space you take up to park and be able to effectively paddock and service your race cars.**
6. Please notice the "Mandatory Parking Direction" in the largest section of the Paddock. These spaces have painted parking lines which are your guide to parking. Let's try to park like that row of boxes along the fire lane.
7. We have designated "Group Neighborhoods" on the Map. This is by design to not only put groups together socially, but also to manage space. As an example, the space designated as the Group 2/4 Neighborhood is somewhat narrower than the G1/7 neighborhood. We did this because the average "race rig" size of Group 2/4 would likely fit better in those spaces. However, you are in no way obligated to park in your group's "Neighborhood". Just find a space you want that fits your rig and park efficiently.
8. We are sharing the Main Paddock with Edge Addicts. You MUST respect their space. It will be marked, but look at the detail on the maps carefully so that you understand. NO EXCUSES.
9. You must respect the "Black Boxed" reserved spaces. Hopefully, we will be able to get those few rigs in first, but if not, please do not park in those spaces. One of those "Black Box" spaces on the map is your Parking Coordinator. That's a good place to find him if you need him. The Tech Garage is another good place to look for him.

**10. Vehicles and trailers that are not legitimately being used for active support of a Race Car, MUST be moved to Paddock B. We can't have empty non-essential haulers in the Main Paddock. Don't be "That Person"!**

**Parking for those in the F-1 Garages**

- First, THANKS for renting a Garage! CVAR really appreciates it.
- Each RENTAL Garage came with a very large parking slot in front of the Garage. ALL participants in the Garage should try to park their haulers in that space. If you can't fit everyone in that space, please use good discretion in taking up other space in the Main Paddock for your vehicles and trailers. Just like everyone else in the Main Paddock, **vehicles and trailers that are not legitimately being used for active support of a race car, MUST be moved to Paddock B. We simply can't have empty non-essential haulers in the Main Paddock. Work with your other garage participants and have a plan for all your rigs.**
- As of this moment, CVAR has not rented all of our assigned Garages. So for those of you renting Garages, please contact Bill Wolff if you need to use the parking space in front of those unrented garages (just to be sure they haven't been rented out).

**Cars/Truck/Personal/Guest Vehicles**

- There is a "Staff Parking" space located next to the Media Center. That is NOT for racers to park their extra vehicles. That is for our workers and Cota Staff to use. We have over 60 workers at this event and they need operational space. You will notice there are lots of small spaces to park other vehicles and for guests. And of Course, you can have guests park in Paddock B.

**Paddock B**

1. The Best part: Paddock B is HUUUGE. **Park wherever and however you want in Paddock B.**
2. There are Portable Toilets in Paddock B.
3. There is Minimal Lighting in Paddock B.
4. Paddock B is located close to the FUEL.
5. Paddock B is located closer to the RV hook up spots.

**That's it! Let's have a smooth COTA Load-in....its really all up to YOU !**







