

ALFA ROMEO OWNERS of OREGON Track Day Rules for All Drivers

Welcome and Thank you for your participation in our club track day. First, this is not a race! It is a non-competitive, non-timed lapped event. It is intended as an opportunity for you to hone your driving skills at speed on a closed course free from the trials and tribulations of the public roads. The information below is a list of items that we hope will make your day more enjoyable. If you should have any questions or need some form of clarification, please contact one of the club officers listed on the web site. www.alfaclub.org

1. **Driver and Rider Eligibility:**

- a) Valid driver's license
- b) 18 year old

2. **Requirements for Cars and Participants:**

- a) Roll bars are required for all open (convertible) cars (including those with removable hardtops. Roll bars *MUST* extend above occupants helmets).
- b) Factory mounted three-point restraint systems are acceptable. Two point systems must be upgraded to five point harness.
- c) Helmets are required and shall be a Snell approved 2000 or later. Helmets will be inspected as part of the tech inspection and worn or distressed helmets will not be allowed.
- d) Shatter-resistant eye protection is required for participants.
- e) Full face helmets with a shield are required for cars with modified windshields.
- f) Clothing that extends to ankles, wrists, neck and that is made from material that resists combustion is required. Long sleeve cotton or wool shirts, Levis and leather jackets are examples. Nomex material is recommended. Non-perforated leather (or a fire-proof material) gloves are also *required*.
- g) Scatter shields are required if flywheels have been modified.
- h) Every car must pass a tech inspection and be given a number before being allowed on the track. Before entering the inspection area, you should: check in and obtain an inspection form, check seatbelts, have your helmet, remove any and all items from the passenger compartment (including glove box) and trunk (including jack and spare tire), remove wheel covers or beauty rings and check wheel nuts or bolts for proper torque. Tires should have sufficient tread to grip on a wet track (3/32) and should be inflated to the upper range of the pressure listed on the sidewalls. Check wheel bearings for any excessive play and inspect brake pads and/or shoes for adequate thickness. Make sure that brake lights are functional. Check the engine compartment for any weak or damaged belts or hoses, and any leaking fluids. Top off your brake fluid, coolant and oil and make sure your battery is securely mounted.
Remember that you will not be allowed on the track if your car is not judged safe by the tech inspectors. It is your responsibility to prepare your car properly before entering tech.
- i) Every driver must attend the mandatory driver's meeting prior to the first session.
- j) Novice and first time users (may have prior experience but not on this track) will be required to have an Advanced Driver with them on track until a comfort level is achieved and demonstrated. So pair or be pated.
- k) Advanced Drivers, you will be asked to help educate novice drivers and first time users by riding with them during their session. It might also help if you invited them to ride with you to help "speed up" their education.

3. **Track Protocol:**

- a) Everyone who enters the track must sign a waiver.
- b) All persons in the car on the track must use helmets and seatbelts.

- c) No alcohol or mind-altering drugs are permitted at PIR.
- d) Open wheel cars are allowed, weather permitting.
- e) No wheel to wheel racing permitted. Corner workers are the judge.
- f) No hot pit runs. 10 MPH maximum in the pits unless otherwise directed.
- g) Before entering the pits, signal with hand straight up. Signal early if a car is close behind.
- h) Passing Zones: Front and back straights only. Passing must be completed before the turn at the end of either straightway. Actual beginning and end point will be advised during the drivers meeting and marked by cones on the side of the track.
- i) Watch your mirrors! Passing on the front straight must be on driver's right of car being overtaken and to drivers left on the back straight. If you are fast in the straight but holding cars up in the corners, be courteous and hand signal to let others pass. Driver executing the pass has the responsibility to determine if it safe to do so.
- j) You break it you buy it! You are responsible for any additional costs incurred due to damage to or clean up of the track as a result of your involvement of a crash or fluid spill.

4. Race Flags and Their Meaning:

- a) GREEN, Go, track is clear. Also indicates the start of an event.
- b) RED, STOP safely and immediately! Pull over and wait for further instructions.
- c) YELLOW, WAVING, Be prepared to stop, No Passing.
- d) YELLOW, STATIONARY, Proceed with caution. No Passing.
- e) YELLOW with RED VERTICAL STRIPES, Warns of debris on the track. Use caution and keep your eye out for debris or fluids.
- f) CHECKERED, End of the Event or Session.
- g) BLUE with YELLOW DIAGONAL STRIPE, A car is close behind and you should allow it to pass you.
- h) BLACK, FURLED, Warning, you broke a rule or drove unsafely.
- i) BLACK, OPEN, Reduce speed and return to the pits. You broke a rule or drove unsafely and need to speak with a safety official at the entrance onto the track.
- j) BLACK with ORANGE CIRCLE (Meatball Flag) You have a possible mechanical problem with your car. Reduce speed and return to the pits and speak with a safety official at the entrance onto the track.