



**NCM**  
**MOTORSPORTS PARK**

**DRIVING CLUB**  
**RULES & REGULATIONS**

# NCM MOTORSPORTS PARK DRIVING CLUB

## RULES & REGULATIONS

Please read these rules carefully. Safety is the **MOST** important aspect of this event. Anyone deemed driving in an unsafe manner will immediately be ejected without a refund.

The weather conditions can vary over the course of the day. Be aware of environmental conditions and make sure to adjust your speeds accordingly. Remember to use the first couple of laps of each session to warm up tires, brakes, and yourself.

Be sure to check your brakes, tires, oil and lug nut torque throughout the two days of the event. A high-temperature brake fluid, such as ATE Super Blue or Gold 200, or Motul 600, is recommended since you may easily reach stock brake fluid boiling points. Use of this fluid won't affect your warranty and is street legal. You should also consider bringing extra fluid and brake pads. Don't worry if you are a beginner and have never changed/checked these parts. There are MANY people who will gladly lend a hand if you need assistance.

- 1) Pass only in designated areas and only after receiving a Point-By Signal from the driver being passed. Do not attempt to pass at the end of a straight at the braking markers. This is not a competition and there are no trophies to win. Be sure you have the time and room before you attempt a pass. Instructors, watch the mirrors and make sure your students pass and are passed safely.
- 2) Check your mirrors! The driver being overtaken must give a Point-By Signal for **EACH AND EVERY PASSING CAR**. Just because the car in front of you got the Point-By Signal does not mean you got one. If in doubt, don't pass. Do not ride the bumper of the slower car. They may be overwhelmed, and you riding their bumper won't help. You can always pit in and re-enter the track after a pause. Exiting the track into the Hot Pit you should gradually slow down. Once safely in the Hot Pits the speed limit 35 miles per hour. Wait at pit out for signal from the Pit Control worker to re-enter the track.
- 3) Don't group together. If a train, or line, forms behind you, pit in and re-enter the track after a pause. Be aware of Blue flags and kindly offer faster drivers a Point-By Signal at the next upcoming passing zone.
- 4) Focus is key! Vehicles at speed need smooth, decisive, and balanced inputs. If you are confused by too much input, **YOU ARE GOING TOO FAST**. Keep to the "line" and feel what the car is telling you.
- 5) Flags are extremely important. We will review them before the event and be sure to study the information on them found later in this packet.
- 6) Spins. If you spin, both feet in. If in doubt, both feet out. This will make sense to you when you have your classroom sessions with the Classroom Instructor, he will also go over a great deal of information on the dynamics of your vehicle. All student attendees scheduled for classroom must attend these sessions.
- 7) Passing Zones will be determined based on safety and run group experience/ability. They may not be the same as areas used by other clubs/groups. Passing rules are discussed later in this packet. Please read the rules carefully! If you have a question or comment, please bring it up with the Event Master and/or Chief Instructor at the Drivers Meetings.

### REMINDERS

Before you enter the Grid each day, clear your car of any loose items. Check underneath the seats! Make sure you remove loose items from the door pockets, behind the seats, the glove box, the ashtray, the armrest, the

trunk, and items behind the sun visor. Remove hubcaps, lug nut covers, and floor mats. Make sure that the numbers on your car are securely attached and visible.

Comfortable clothing is recommended. Long pants and closed toed shoes are mandatory.

## GETTING PASSED

When it becomes apparent someone wants to pass you, stay online, remain consistent, and give the appropriate Point-By Signal when you feel safe to do so. **LIFT COMPLETELY OFF THE THROTTLE** as the car is passing you! Do not resume full acceleration until the car has passed. One Point-By Signal, one pass. The driver being overtaken must **GIVE A SEPERATE POINT-BY SIGNAL FOR EACH AND EVERY PASSING CAR**. Just because the car in front of you received a Point-By Signal, does **NOT** mean you have also. If in doubt, don't pass. The overtaking car will always pass off-line. **DO NOT, UNDER ANY CIRCUMSTANCE, RACE A CAR TO THE CORNER!** We will outline the passing zones at the drivers meeting and during Classroom Instruction. Note that allowable passing zones will vary between run groups (e.g., the Novice Group will have fewer passing zones than other groups) and may change throughout the weekend. Instructors, we expect you to be making sure your beginner students allow faster cars to pass even if it means you bring your student into the hot pits to let a train pass.

## PASSING

After receiving the appropriate Point-By Signal, **CHECK YOUR MIRRORS**, pull off-line and accelerate past the car you are overtaking. Be sure to make a clean, complete pass and do not come back on-line until the lane is clear **DO NOT CUT OTHERS OFF**. If someone wants to pass you, stay on-line and give the appropriate Point-By Signal. **DO NOT PASS WITHOUT A CLEAR POINT-BY SIGNAL. NO SIGNAL, NO PASS.**

If someone is not letting you by, do not get frustrated and do not tailgate. Pull into the pits, drive through slowly and wait at pit out for signal from the Pit Control worker to re-enter the track.

Remember - **ALWAYS FOLLOW THE DIRECTIONS OF THE TRACK OR EVENT OFFICIALS.**