

Driver's Meeting Notes – Road America

Welcome to The Roaring 20s, Midwestern Council's annual trek to Road America. As Chief Steward of the event this weekend, I have a few notes I would like to mention. ***This document will take the place of a mandatory driver's meeting, but if you have any questions or concerns, I will be available at the winner's circle from 7:45am until 8:00am both Saturday and Sunday.***

Having read this document, you are not required to attend either Saturday or Sunday drivers' meetings.

There are special sections at the end for both HPDE and Enduro drivers, but everyone should read every point in this document. This is in lieu of an in-person drivers meeting, so all issues, procedures, and general knowledge called out in these pages ***are expected to be adhered to at all times***. Lack of knowledge of these written notes is not an excuse for incorrect behavior. Consider this your first warning.

Please review the full Supplemental Regulations for track-specific guidelines, but main points include

- No race engines before 8am or after 6pm. Generators can only be run between 7a and 10p.
- Pit vehicles must be registered with the track. This should be taken care of at registration.
- Competitors should make every effort to be off premises by 7pm Sunday.
- The schedule is subject to change and is very tight. Please listen to all announcements and watch what is on track. We need your help to keep on schedule.
- BE CAREFUL IN THE PADDOCK. This event will have a LOT of spectators roaming around who may not be paying attention. You will have to be extra vigilant when traversing the paddock area.
- When going on-track, watch the red/green light at the end of pit-lane. Also, the **blend line** is to be respected at all times. Assume the blend line goes all the way through T1, because corner staff will, and will call in for a black flag anyone who does not respect the blend line.
- **All cars will exit at T5 for all sessions both days.** At the end of your session, you will see a checkered flag at the bridge, and signs at T4 and T5 corner stations indicating to exit Driver's Left at T5. This is to accommodate a tight schedule. ***I am sorry, but there will be NO victory laps.***
- For the race, you will get one pace lap, starting from false-grid. This will be your opportunity to warm brakes and tires so use it. KEEP UP WITH THE PACE CAR. Larger grids tend to spread out, but those at the back should be able to take the green flag with the rest of the pack.
- **Flags:**
 - Midwestern Council does not have a safety car procedure; thus we will NOT be using a safety car during the event. If an incident is severe enough to normally require a safety car, we will instead red flag the event. The clock for this event will continue to run in the event of a red flag.

- If a red flag is called for, it will **ONLY** be shown at the Start/Finish line. All other corners will be waving yellow and black flags together. If you see a red flag at the Start/Finish Line, please slow down and pull to Driver's Left of the track to stop and wait for instructions. If you see a yellow-black waving from a corner station, slow down to pace car speed OR SLOWER and proceed safely around to pit lane, where you will receive instructions.
- If a restart is called for, cars will be gridded according to the previously completed lap. The leader will then lead the cars around at pace speed for a **SINGLE FILE** restart. All corners will be yellow and a green will be shown at the bridge.
- Yellow flags mean there is an incident ahead. **THERE IS NO PASSING IN A YELLOW FLAG ZONE** until you are past the incident and in site of the next **MANNED GREEN** station. This could potentially mean a large section of track will be yellow for no apparent reason. If you are unsure, **DO NOT PASS**. Passes under yellow will result in a black flag. Losing control of your car for any reason in a yellow flag zone will result in a black flag at a minimum.
- Black Flags will be issued at the T14 station. There is a digital display for numbers. Remember your car number; it may not be your permanent number. If you see your number on the black flag board, proceed to come into the pits by staying driver's right through T14 and safely come into pitlane and proceed to the waiting steward.
- One-lap-to-go will be the starter holding a furled checkered flag horizontally with one finger in the air. Midwestern Council does not use white-flags for one-lap.
- White flags are for slow-moving vehicles on the course. These are usually displayed up to two corner stations in behind the slow vehicle. Usually this is a race car that is having issues.
- White flags with red crosses in them are for emergency vehicles. This could be ambulances, flat-tows, or flatbeds on track. These are also shown up to two stations behind the actual vehicle. You are allowed to pass the emergency vehicle.
- Checkered flag will only be shown at the Start/Finish line. Once the checkered flag flies, proceed around the course and come in at T5. There will be signs at T4 and T5.
- Road America has a light system available on many corners. These lights are capable of displaying any flag condition a Course Marshall can. They are there as an assistant to the corner personnel, **not a replacement**. It is your responsibility to know where the manned flag stations are. The practice sessions will be one lap yellow to not only give you a chance to get up to speed, but to also familiarize yourself with the flag stand locations.
- If you are involved in a metal to anything, please report to impound, which is the tech building at the top toward pit-out. If you think you may have possibly been involved in anything that might be construed as an incident, report to impound.

HPDE DRIVERS (Sunday Only)

- HPDE sessions will be run on the "cycle course". After the carousel, there will be cones on track marking the course going around the bike loop, which is a left-right just after the Hawk pedestrian bridge.
- Passing zones for HPDE will be between T14 and T1, T3 to T5, and T10 (bike loop exit) and T12. These are the **ONLY** passing zones. If you are observed passing in any other locations, you will

be black-flagged and could lose your session. Make sure you have your passes completed before the braking zones for these corners. NO DIVING PASSES. If you are observed being unsafe, you will be black-flagged and talked to.

- Please point faster drivers by. If you are a drag-racer interrupted by corners, it is OK to lift and let someone by. This is not competition, there are no times, so be courteous to everyone.

If you have any questions of the Stewards, you may ask them of the Pit Lane Steward in the pit lane just south of the tunnel near the Midwestern Council trailer. They will have communication with Race Control if further inquiry is needed. All Timing and Scoring results will be posted on the Council trailer as well as trophy pickup.

ENDURO DRIVERS (Saturday)

There will be no special Enduro driver's meeting. This driver's meeting notes will constitute the driver's meeting for the Enduro as well. There will be a few points specific to the Enduro below that are not covered elsewhere.

- ***There is no Enduro-specific practice session. Instead, enduro drivers are invited to participate in the practice/qualifying session of their normal run-group. Timing is not guaranteed but you will at least get a chance on-track.***
- Pit lane and re-fueling procedure are clearly spelled out in the Supplemental Regulations, and they are to be adhered to TO THE LETTER. Any infraction during pit stops will result in assessed penalties. This could be a black-flag for stop-and-hold, or a lap penalty assessed in the Stewards room.
- All teams must have at least one 10 pound capacity fire extinguisher that must be actively manned during fueling stops.
- Car must be off and driver must be out of the car before fueling can begin, and work can only be done on the side opposite where fueling is taking place.
- All personnel involved in fueling must have eye protection, face covering, gloves, nomex or equivalent suit, socks, and full coverage shoes.
- ***One pit stop of 5 minutes minimum is required by all teams.*** All refueling stops have a minimum of 3 minutes otherwise. Stops that do not have a fueling component do not have a minimum time. 'Splash and go' stops are allowed within the last 30 minutes of the race, but drivers still must be outside of the car and all other fueling rules apply.
- ***It is the responsibility of the team to make sure they are stopped for the correct time. Penalties may be assessed for incorrect timing of pit stops.***