



VOLKSWAGEN

Driver

MAGAZINE

32Project: *R32 TRACK DAY*

February 5th, 2007

Barber Motorsports Park

Contents

Greetings, Goals & Groups	2 - 3
Tech Inspection, Registration, Meetings, Classroom, Exercises, Track Sessions	3 4
Track Rules, Flags, Tips	5-9
Preparation Tips	10
Area Maps and Directions	12
Barber Maps	13-15
Event Schedule	16-17
Helmet Release, Drivers License/Insurance Form	18
Medical Form	19
Pre-Event Tech Inspection Form	20



Greetings!

Thank you for joining us for the 2007 VW Driver Magazine – 32Project: R32 Track Day
If this information packet does not address all of your questions and/or concerns, please feel free to contact any of the representatives below:

Event Coordinator -Tamzen Grimes: Volkswagen Driver Magazine, editor@vwdriver.com, 260-497-0113

VWoA Representative – Andres Valbuena : andres.valbuena@vw.com cell# 248-767-9531

Chief Instructor: Mark Kingsbury: mark@cherokeechapter.org cell# 678-908-6409

First time participants:

Relax. We will take great care of you. We all remember when we were beginners. We'll make sure that fun and learning prevail over anxiety (yes, it's natural to be anxious).

Experienced participants:

For those of you who have attended similar events, we are excited you joined us at this great facility!

Instructors

Thanks in advance for all the hard work and commitment.

Three primary goals of this event:

- 1) Safety – **this is not a race or a racing school** – this is a safety school – no one wants anyone to hurt their car or themselves or someone else.
- 2) SAFETY – this event costs more than \$1,500 per hour of track time – the meter doesn't stop if one participant's overly aggressive driving causes the event to stop temporarily.
- 3) **SAFETY** – While the event is "free" to registered participants, keep in mind that everyone here incurs costs: hotels, travel expenses and vacation time – no one gets a refund if one participant's overly aggressive driving steals track time from all of the others.



Driver groups

Because of the low number of participants, we will be running 2 student groups and 1 instructor group. We have tried to split the groups according to experience but given the small number, don't take it personally if you're in the beginner/novice group although you have 20 some-odd events under your belt – we're just trying to even out the numbers.

Group A – beginner/novice

Group B – intermediate/advanced

Group I – Instructor

Group assignments

Group assignments will be in your packet at registration.

Due to insurance restrictions, there will be no solo sign offs. Instructors must ride with students at all times.

Number assignments

Your number will be assigned to you at registration. A set of 3 adhesive numbers must be applied – one each on the side windows of the vehicle and one on the top-center of the windshield. These are the numbers track workers will look for and recognize.

Tech inspection and registration

Included in this packet is a *pre-event tech inspection form*. **This form is meant as a precautionary check for major issues with your vehicle.**

NOTE: ALTHOUGH NOT MANDATORY - IT IS HIGHLY SUGGESTED THAT YOU HAVE A QUALIFIED AUTOMOTIVE TECHNICIAN GO THROUGH THE INCLUDED FORM, CHECKING YOUR CAR ITEM BY ITEM! WE WILL NOT HAVE THE TOOLS TO PERFORM MAJOR REPAIRS IF THESE ITEMS AREN'T CHECKED BEFORE HAND!

There will also be an on-site inspection at registration, **as a double check of items directly related to track events – but we will NOT have the tools to make major repairs if issues are found – hence the suggestion of having the pre-event inspection completed.**

The *on-site* tech inspection at registration IS mandatory! Tech inspectors will have their own check sheets to sign off and give to you so you may go on to registration.

Tech inspection and registration Cont.

We urge all participants to arrive on Sunday evening to have on-site tech inspections and registration completed at the Hotel. There will be on-site tech inspection and registration for late arrivals at the track Monday but only as the event coordinator's schedule permits.

IF YOU'VE BROUGHT YOUR OWN HELMET:

Be sure to bring your helmet to tech inspection. Upon completing tech inspection, proceed to registration.

IF YOU DO NOT HAVE YOUR OWN HELMET:

One will be provided for you either after registration/driver's meeting on Sunday or Monday morning.

AFTER ON-SITE TECH INSPECTION IS COMPLETED:

Head to the conference room of the hotel to complete registration.

- 1) Have your driver's license and proof of Auto Insurance.
- 2) **Completed** on-site tech inspection form.

At registration you'll receive a packet which will include:

- Student / Instructor assignments
- Car / Driver / Group identifiers
- Detailed agenda
- Assigned Car #

Classroom instruction for students

All non-instructor groups will have classroom sessions assigned for Sunday morning. Classes will be held on the 3rd floor of the control tower. **Attendance is mandatory.**

Driving exercises for students

Driving exercises will be conducted on tier 4 of the paddock and the far end of tier 1 on Monday morning (See Pg. 15) A skid pad on tier 3 will also be used. These exercises will include threshold braking drill, slalom and skid control/recovery. Students will use their own vehicles for these exercises. Driving exercise procedures will be previewed in the classroom. The driving exercises will be overseen by the club's instructors.

Track web-site

Barber has a web-site at www.barbermotorsports.com . We highly recommend you visit.

Track sessions

Track sessions are scheduled in 30 minute runs for students and 40 minute runs for instructors. There will be a 10 minutes break between most sessions.

Because instructors will have a student in each group, the extra time allows them to drink water, use the restrooms, check on their cars, etc. without being rushed. With the small number of cars, there will still be plenty of track time for everyone!

Please note that track sessions can be shortened or eliminated if overly aggressive drivers cause the track to be shut down. Please also note that it is not uncommon to consolidate run groups at the end of the last day due to early departures.

All students will be accompanied on the track at all times by their instructor.

No student will be pushed beyond their level of comfort.

Instructors may drive the student's car, but only under the following conditions:

- 1) the student grants permission to drive his/her car
- 2) the instructor drives the student's car only in the student's assigned run group

We strongly encourage instructors to show students the track before letting students drive on the track. Students can only be a passenger if an instructor drives (student can't ride with a student).

Track rules

When driving on the track:

Helmets must always be worn.

Driver's window must always be completely open.

Passenger's window must be completely open if passenger seat is occupied.

Passenger's window must be completely open or completely closed if passenger seat is not occupied.

Sunroofs must always be completely closed.

Cars must be completely empty (exceptions: secured spares and extinguishers)

Track Rules Cont.

Convertibles:

Convertibles may be permitted **only** if they comply with the following criteria:

- 1) A four point roll cage consisting of a main hoop behind the front seats with two rear braces.
- 2) A four and preferably five point safety harness.
- 3) Arm restraints are recommended but not required at this time.

Removable hard tops are not considered structural roofs. The only exception is if they meet the minimum "race track" requirements.

No occupant's helmet can extend above the roll cage apparatus. The "broomstick" rule will be strictly enforced! No refunds will be issued for participants who can't comply with the rule. Please be sure in advance that you can comply with this rule.

NO pedestrians are allowed in the hot pits nor the access drives to and from the hot pits (see pit & paddock map). Please help us keep these areas clear at all times!
NO pets on BMP grounds!

Staging:

Staging for the next run group will be on the far end of the Paddock (Tier 1) - see paddock map, p.15.

Entering the Track:

Pull your car up to the track exit of the paddock. Follow the instructions of the Pit Marshall and stay to the left side of the track as you enter and accelerate. Use your mirrors to see if you are being overtaken before attempt to move onto the racing line.

Passing areas:

Passing areas will be discussed at the driver meetings and in the classroom.

Passing Rules:

All passing will be done with the car being overtaken remaining on line. Be sure that you have plenty of time, space and horsepower to complete your maneuver. **Never pass another car until they wave you by!**

A) Overtaking Car

Be sure that you have plenty of time, space and horsepower to complete your maneuver. **Never pass another car until they wave you by! Do not tailgate. Do not group together.** If you find yourself in that situation, cool it for a lap and let them

Track Rules Cont.

get away from you or come into the pits and rejoin at a less crowded position on the track.

B) Overtaken Car

Watch your mirrors, you must signal another car to pass by pointing over the top of the car or out the window. Point to the side they are to pass you on. Do not move off line. **Gently let off the accelerator and let them by! Watch your mirrors and do not block faster cars. Do not group together.** If you find yourself in that situation, cool it for a lap and let them get away from you or come into the pits and rejoin at a less crowded position on the track.

Failure to comply with the passing rules will result in you being Black Flagged.

Track officials:

Your driving will be closely monitored by professional corner workers and other track officials at all times during track sessions. They are in constant communication with each other and the event coordinator. Their job at our event is to enforce safety protocol. They take their jobs very seriously. If you break a rule on the track you will be caught and you will run the risk of being dismissed from the event.

Two Spin Rule:

If any entrant spins their car or leaves the track with all 4 wheels, *on the second incident*, they will be requested to leave the event for that day.

The procedure will be as follows:

On the first incident, the entrant will be black flagged to come into the pits. In the pits, the entrant will be counseled and advised that should this happen again the

Two Spin Rule Cont.:

Entrant will be brought off the track and not allowed to drive for the balance of the day. The vehicle will also be inspected.

A spin that continues into a four wheel off will be considered one incident.

Any combination of spin or four wheels off in one day will be considered two incidents.

As in the past any two wheel off or half spin will require a visit to the pits for consultation and vehicle inspection.

Exiting from the Track:

When you want to exit from the track into the pit lane, extend your **left arm** upward, out of the window, in a fist, prior to your exit from the track.

Stay to the left side of the track and enter the pit lane in control! Track speeds will not be tolerated in pit lane.

Flags:

The safety of any event depends upon the observance of the Signal Flags and proper reactions to the flags. The flags we will be using are:

RED - The RED FLAG is displayed in a waiving fashion and indicates serious trouble on the course. When the red flag is out **all cars must stop as soon and as safely as possible.** Cars must remain stopped, at the edge of the roadway, until the red flag is withdrawn or replaced with a black or yellow flag. A black flag after a red flag will indicate to all drivers to proceed at reduced speed to the pits. A yellow flag following a red flag will indicate to all drivers that they may proceed at a reduced speed with no overtaking until given the all clear to continue at speed.

YELLOW - A Standing Yellow Flag indicates trouble on the course ahead (a car off the road, dirt on the track, etc.) Reduce speed and take caution. A waiving Yellow Flag indicates imminent danger ahead. Proceed with extreme caution at greatly reduced speed and be prepared to stop. **UNDER NO CIRCUMSTANCES IS THERE TO BE ANY OVERTAKING DURING A YELLOW FLAG SITUATION.**

GREEN - The Green Flag indicates the course is clear, if no flag is displayed you may assume it is a Green Flag condition.

CHECKERED - The Checkered Flag indicates the end of the session. It will be displayed only at the Start/Finish line. After passing the Start/Finish line and observing the checkered flag, Do Not Brake. Reduce speed and complete one cool down lap at moderate speed and exit the track onto pit lane.

BLACK FLAG - The Black Flag is used as a warning to a particular driver or to bring the complete session to the pits for a conference.

When used to warn a particular driver, the flagger on the Start/Finish line or at a Black Flag Station will point the Black Flag to the car being flagged as it passes the station. In addition, the car # may be displayed at the Black Flag Station. The driver should acknowledge the flag with a hand signal and proceed at reduced speed, with caution, to the pits where he will report to the Pit Marshal. The Black Flag may indicate either mechanical trouble or incorrect driving behavior.

Flags Cont.

When used to bring all cars to the pits it will be displayed in the standing position at the Start/Finish line and at the Black Flag Station (Should the track have one) and may be displayed with a sign ALL. All cars will proceed at a reduced speed to the pits and follow the instructions of the Pit Marshall. Extreme carelessness, unsafe behavior, or failure to respond to a Black Flag signal may result in expulsion from the event at the discretion of the Chief Instructor and/or the event Chairman.

We will invoke the 2/3 rule for black flags also. If you are black flagged 2 times in one day or 3 times in two days, you will be asked to excuse yourself from the remainder of the event

BLUE WITH YELLOW DIAGONAL - Passing flag (Advisory). A faster car is attempting to pass. See passing rules.

RED AND YELLOW - Debris flag (Advisory). Slippery track conditions exist. Possibly, oil, sand, dirt, fluids or debris (car parts). Proceed with caution.

WHITE - (Advisory) Caution! Emergency or slow moving vehicle on track.

Track Tips

Heat and your vehicle

Your engine and your brakes are going to get hot. After a track session, cool your brakes by reducing your braking on the “cool down” lap – the last lap of your session. Once you’ve stopped the car, open the hood to let your engine cool. Also, don’t use the parking brake as there can sometimes be enough heat there to weld the pad to the rotor.

Take care of yourself

Keep yourself hydrated, fed and rested. Exhaustion can sneak up on you at the track, and exhaustion can be very dangerous under the circumstances.

Take care of your car

Keep checking on your car throughout the event. You’re working it harder than you normally would. Check the fluids when they’re cool. Re-torque your lug bolts when they’re cool. Keep an eye on your tires and brakes.

Don’t be shy

Don’t be afraid to ask for help or advice if you’re uncertain of anything. In addition to the mechanics provided by our sponsor, we have many resourceful members within the club. The only stupid question is the one that doesn’t get asked.

Track Tips Cont.

Waivers, warranties and insurance

It is standard procedure at BMP (all race tracks) to sign a waiver upon entrance to the track (everyone). This waives your recourse against any other party for anything that may happen as a result of you entering the track grounds. In other words, the only insurance covering you and your vehicle at the track is your own. Although many insurance policies do not exclude coverage at a driver safety school, it would be prudent to check your own specific policy – look under the “exclusions” section.

Preparation Tips

General

We strongly encourage all participants to have their vehicle serviced by a professional automobile service technician prior to attending the driving school. You should not be participating in a vehicle which requires general drivability repairs. Please review the attached tech inspection sheet with your technician so that you both understand your vehicle’s technical requirements for this event.

Tires and brakes

We do not recommend that you participate in a vehicle with worn tires or brakes – both tires and brakes will wear faster at a driving school than they would under normal driving conditions. If you start the event with worn tires or brakes, you may exhaust them before the event is completed. If this happens, you may be faced with either making repairs during the event or cutting the event short.

Be sure your brake fluid is fresh. We advise DOT 4 rated fluid with a 550+ boiling point.

Helmet

All participants must wear a helmet. The helmet must be a Snell 95 approved or newer. The helmet does not need to be a “Special Application” or “SA” helmet.

Other equipment

Since your car must be empty and the event runs rain or shine, you should bring something to keep your belongings dry in the event of inclement weather. The club does not provide a shelter for your gear.

You will also want to bring your tire pressure gauge and torque wrench to the event. If you do not own these items, you may consider acquiring them prior to the event.



Preparation Tips Cont.

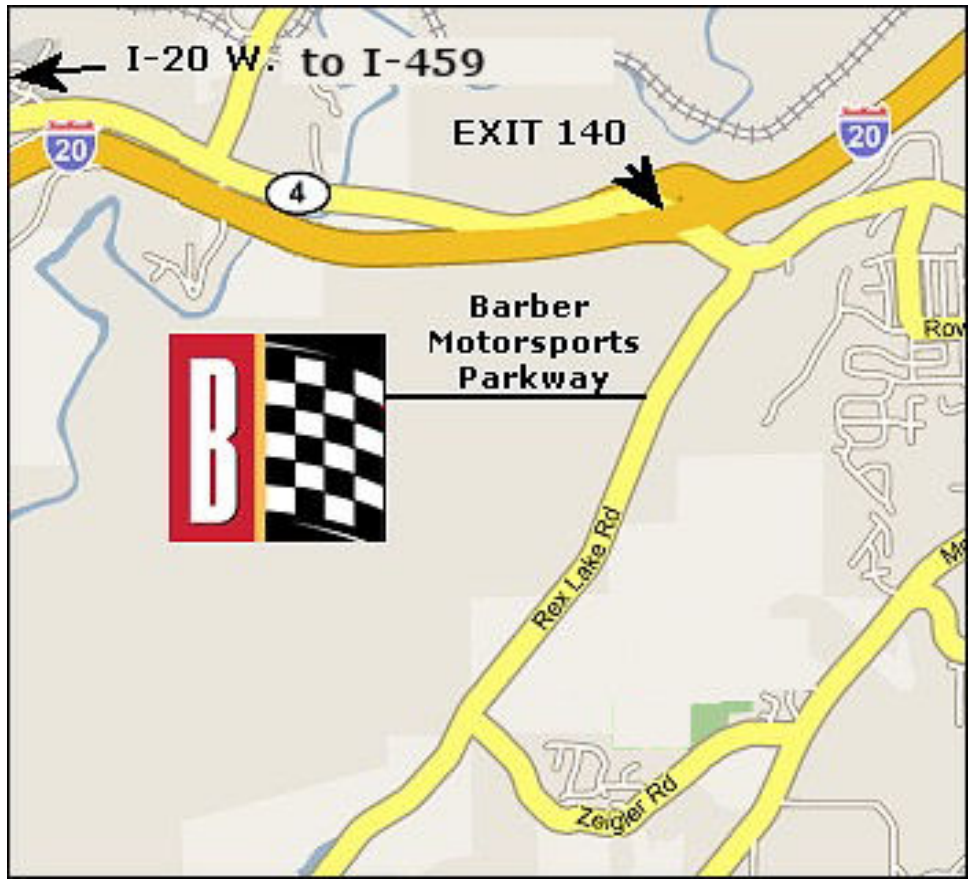
Clothing

Shoes, socks, shirts and long pants are required. Long sleeved shirts must be worn. Avoid synthetic materials. Cotton is best. Closed toe shoes that are comfortable and provide good pedal feel and control. Athletic shoes are fine. Sandals are not allowed. Boots are not recommended.

Personal

A driving school can be physically exhausting – participants are often surprised by this. Be prepared. Plan to rest and stay hydrated.

Area Maps and Directions



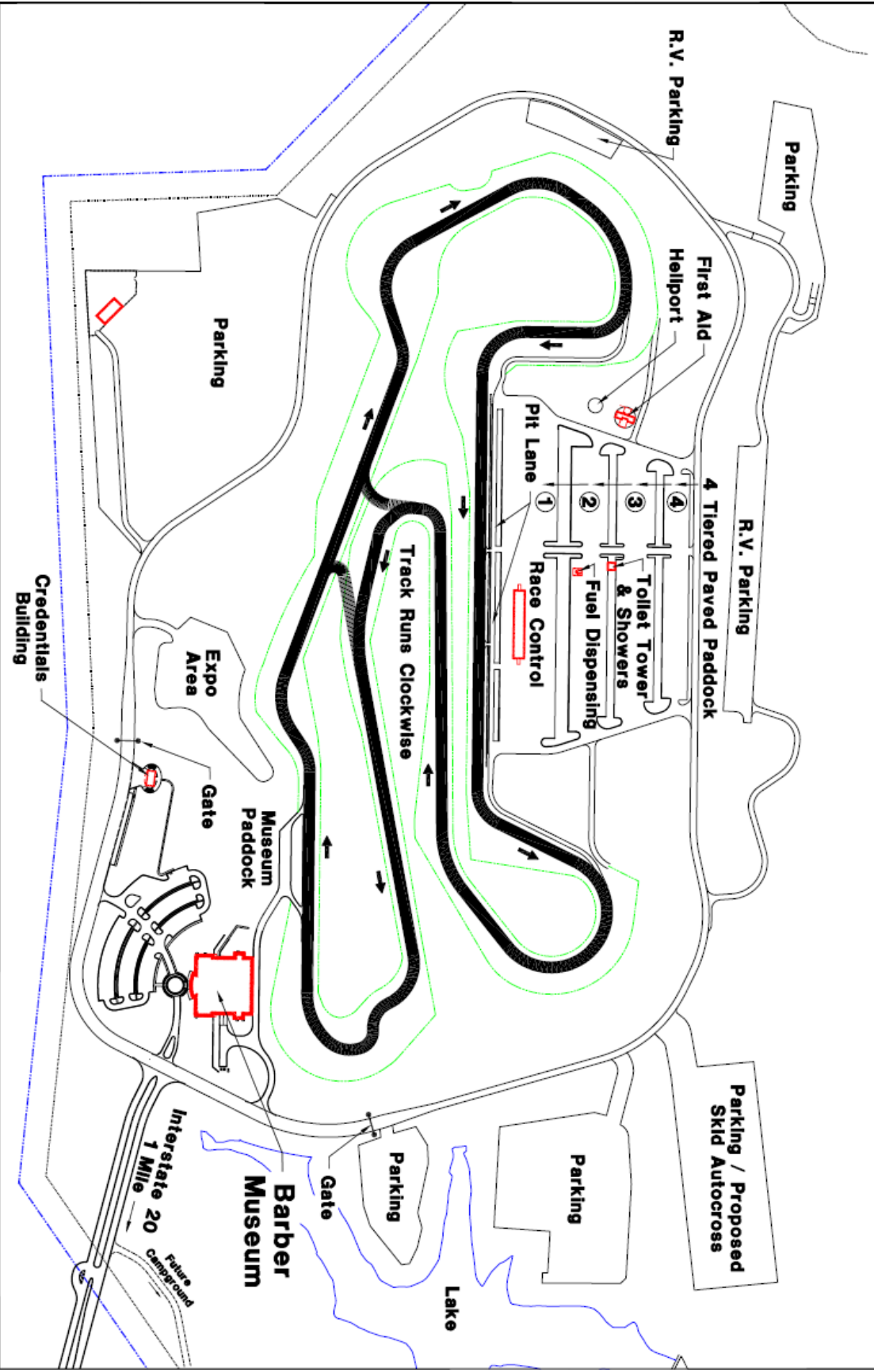


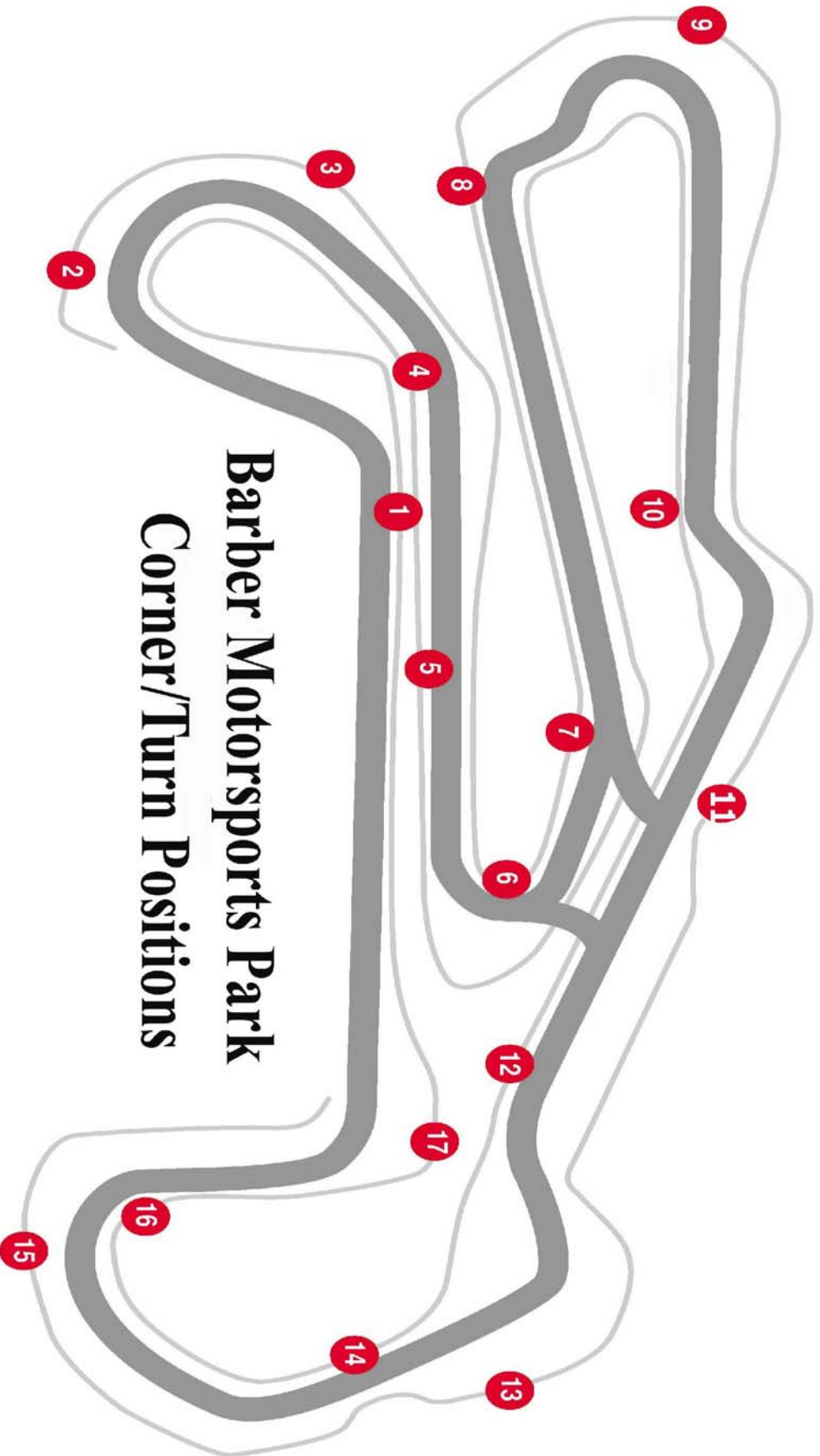
BARBER

MOTORSPORTS PARK

2.3 Mile Purpose Built Road Course
 45' Wide Track
 15 Turns
 Approximately 80' of Elevation Change

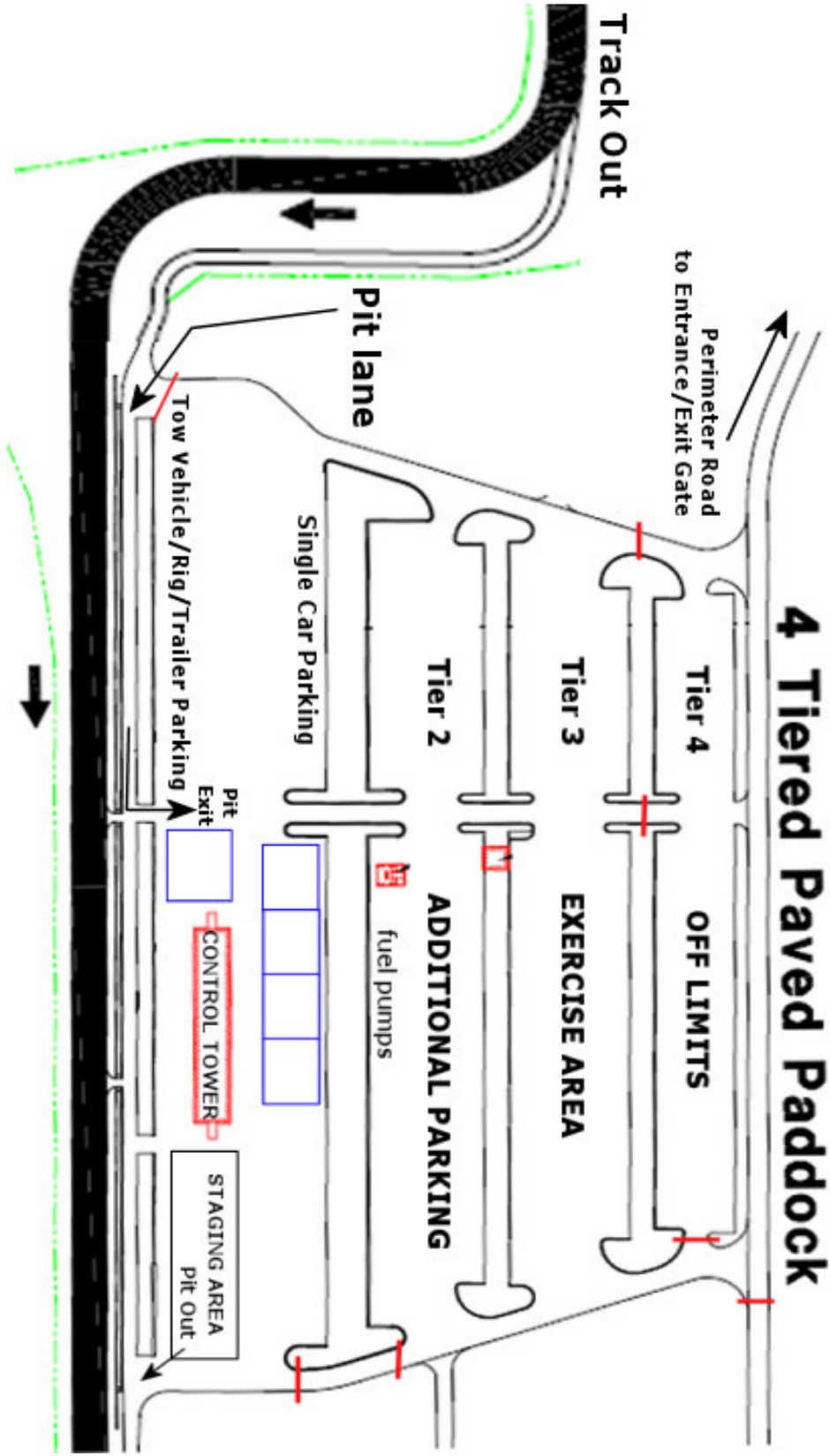
4 Tiered Paved Paddock - 17 Acres
 Covered Tech Area
 10 Minutes from International Airport
 1 Mile from Interstate 20





Barber Motorsports Park Corner/Turn Positions

Paddock Map



Event schedule – February 4th & 5th, 2007

Barber Vintage Museum Hours:

Monday – Saturday: 10am - 5pm

Sunday: Noon - 5pm



I include this because the museum is worth the trip alone. If you can, arrive early on Sunday or stay an extra day and tour this amazing place! www.BarberMuseum.org.

Sunday – February 4th:

LOCATION: Trussville Hampton Inn – See map on p. 11

Tech Inspection and Registration OPEN - 6:00 – 8:00 PM

Tech Inspection in hotel parking lot.
Registration in hotel conference room.

Gates open at BMP for Rigs/ Trailer drop off, etc - 7:00 PM

If you wish to drop off a trailer in the BMP paddock, please contact me prior to the event:
Mark@CherokeeChapter.org

All hands meeting: Drivers and Instructors - 8:00 PM

General welcome and intro's
Overview of the event
Monday morning preparations

Instructor's Meeting 8:45 PM

Event Schedule Continued - Monday

(Subject to change - new schedule given at registration if so)

TIME	GROUPS	ACTIVITY - LOCATION
6:30 AM	ALL	Arrive at Track
7:00 AM - 7:30 AM	UNREGISTERED PARTICIPANTS	Late Tech & Registration - under tower
	Instructors	Exercise setup – Tiers 1, 4 & SP
7:35 AM – 7:50 AM	ALL	Meeting – under tower
8:00 AM – 8:35 AM	A - Group B - Group	Classroom
	Instructors	ON TRACK
8:45 AM – 9:30 AM	A - Group	Slow Speed Exercises – Tiers 1, 4 & SP
	B - Group	ON TRACK– lead/follow
9:40 AM – 10:10 AM	A - Group B - Group	Classroom
	Instructors	ON TRACK
10:20 AM - 11:00 AM	A - Group	ON TRACK – lead/follow
11:10 AM – 11:50 AM	B - Group	ON TRACK
11:50 AM – 12:45 PM	ALL	LUNCH – no cars on track
12:45 PM – 12:55 PM	ALL	Meeting - Under Tower
1:00 PM – 1:30 PM	A - Group	ON TRACK
1:40 PM – 2:10 PM	B - Group	ON TRACK
2:20 PM – 3:00 PM	Instructors	ON TRACK
3:10 PM – 3:40 PM	A - Group	ON TRACK
3:50 PM – 4:20 PM	B - Group	ON TRACK
4:25 PM – 5:00 PM	Instructors	ON TRACK
5:00 PM	----- -	TRACK CLOSED

HELMET RELEASE FORM

I/We acknowledge that the inspection of my helmet by the representatives for this event is for the sole purpose of determining whether my helmet has met the minimum standards of the Snell Memorial Foundation and that it appears from a casual inspection to be capable of meeting those standards at the present time. I acknowledge that the representatives of this event are not making a guarantee of fitness for use in "passing" my helmet, and that I am relying solely on my own judgement in using the helmet in an event such as this. I release, acquit and forever discharge all persons involved in the organization and execution of this event - and any officers, agents, and officials from any and all liability, claims, demands, or causes which may arise from my wearing the inspected helmet, from my attendance at this event, or from any injury sustained by me, whether or not due to their negligence.

I represent that I am over 18 years of age, that I understand that I am participating in a potentially dangerous event and that my helmet has not previously been worn in a collision or struck by a hard object.

NAME: _____

DATE: _____

SIGNATURE: _____

INSURANCE/DRIVER'S LICENSE FORM

As a condition of my participation in this Driver's School, I agree that I will be responsible for myself and my vehicle at all times, and I hereby release the organizers of this event and their officers, agents, and officials from any claim, liability, cost or expense arising from my attendance at this school. I further agree that the vehicle used during this event will be operated only by a fully licensed driver over the age of 18, and that the said vehicle will be fully covered by liability and property damage insurance in full force and effect during the school.

Name: _____

Driver's License Number and State: _____

Insurance Company: _____

Policy # : _____

Signature: _____ Date: _____

CONFIDENTIAL MEDICAL FORM

THIS FORM MUST BE COMPLETED AND BROUGHT TO REGISTRATION

DRIVER (1)

Name _____ Age _____
While at this Event - In Emergency Notify _____
Address _____ City _____ State _____ Zip _____
Phone # (Home) _____ (Work) _____
At Track _____

Current Medications _____ Drug Allergies _____
List Any Special Conditions _____ Blood Type _____
Last Tetanus Shot _____
Personal Physician _____ Address _____
Address _____ City _____ State _____ Zip _____
Phone # (Home) _____ (Office) _____

CIRCLE - YES OR NO

Y N CONTACTS Y N DENTURES Y N ASTHMATIC
Y N DIABETIC Y N EPILEPTIC Y N HEMOPHILIAC

Please list Medical Training or Ratings: _____

DRIVER (2)

Name _____ Age _____
While at this Event - In Emergency Notify _____
Address _____ City _____ State _____ Zip _____
Phone # (Home) _____ (Work) _____
At Track _____

Current Medications _____ Drug Allergies _____
List Any Special Conditions _____ Blood Type _____
Last Tetanus Shot _____
Personal Physician _____ Address _____
Address _____ City _____ State _____ Zip _____
Phone # (Home) _____ (Office) _____

CIRCLE - YES OR NO

Y N CONTACTS Y N DENTURES Y N ASTHMATIC
Y N DIABETIC Y N EPILEPTIC Y N HEMOPHILIAC

Please list Medical Training or Ratings: _____

PRE-EVENT SAFETY INSPECTION

INSTRUCTIONS

The Driver's School Participant is solely responsible for the safe condition of his/her vehicle to be driven to, at and from this event. It is highly suggested that the Participant have the vehicle inspected by a competent service technician, prior to this event using this form as a check list. The safety inspection should be performed by a qualified individual who is familiar with the make and model for this vehicle (i.e. dealerships, specialty service shops). At the time of the safety inspection the Participant should sign the completed safety inspection report, and present it to the authorized Tech Personnel at the time of registration.

FINAL SAY ON THE SAFETY AND PARTICIPATION OF A VEHICLE WILL BE DETERMINED BY THE TECH PERSONEL AT REGISTRATION.

Please provide the following information:

ENTRANT NAME: _____
MAKE OF CAR: _____ MODEL: _____ YEAR: _____
VIN NUMBER: _____
LICENSE PLATE #: _____ STATE: _____
DATE OF INSPECTION: _____
SIGNATURE OF INSPECTOR: _____
LOCATION OF INSPECTION: _____

PRETECH INSPECTION "DONE PRIOR TO EVENT"

<u>Vehicle Interior</u>	APP	REJ	<u>Suspension & Running Gear</u>	APP	REJ
Interior Mirror	<input type="checkbox"/>	<input type="checkbox"/>	Steering Linkage	<input type="checkbox"/>	<input type="checkbox"/>
Seat Belts	<input type="checkbox"/>	<input type="checkbox"/>	Suspension & Shocks	<input type="checkbox"/>	<input type="checkbox"/>
Fire Extinguisher (Recommended)	<input type="checkbox"/>	<input type="checkbox"/>	Wheel Bearings	<input type="checkbox"/>	<input type="checkbox"/>
Pedal in Good Condition	<input type="checkbox"/>	<input type="checkbox"/>	Metal/Flexible Brake Lines	<input type="checkbox"/>	<input type="checkbox"/>
Brake Pedal FIRM	<input type="checkbox"/>	<input type="checkbox"/>	Brakes Recently Bled	<input type="checkbox"/>	<input type="checkbox"/>
Emergency Brake Operable	<input type="checkbox"/>	<input type="checkbox"/>	Rims in Good Condition	<input type="checkbox"/>	<input type="checkbox"/>

<u>Vehicle Exterior</u>	APP	REJ	<u>Engine & Trunk Compartments</u>	APP	REJ
Stop Lights	<input type="checkbox"/>	<input type="checkbox"/>	Battery Secure	<input type="checkbox"/>	<input type="checkbox"/>
No Fluid Leakage	<input type="checkbox"/>	<input type="checkbox"/>	Electrical Harness	<input type="checkbox"/>	<input type="checkbox"/>
No Cracked Glass	<input type="checkbox"/>	<input type="checkbox"/>	Relays Secure	<input type="checkbox"/>	<input type="checkbox"/>
No Excessive Rust	<input type="checkbox"/>	<input type="checkbox"/>	Fan Belt	<input type="checkbox"/>	<input type="checkbox"/>
Exterior Mirror	<input type="checkbox"/>	<input type="checkbox"/>	Throttle Linkage	<input type="checkbox"/>	<input type="checkbox"/>
Windshield Wipers	<input type="checkbox"/>	<input type="checkbox"/>	Oil & Gas Lines Secure	<input type="checkbox"/>	<input type="checkbox"/>
Gas Cap Secure	<input type="checkbox"/>	<input type="checkbox"/>	Hood & Deck Lids Secure	<input type="checkbox"/>	<input type="checkbox"/>
Tire Pressures: Front			Brake Fluid Clear, at "MIN", cap secure	<input type="checkbox"/>	<input type="checkbox"/>
			Coolant fresh, at "MIN", cap secure	<input type="checkbox"/>	<input type="checkbox"/>
Rear			Oil Leaks	<input type="checkbox"/>	<input type="checkbox"/>
Sufficient Brake Pads (3/16" Min)	<input type="checkbox"/>	<input type="checkbox"/>			

INSPECTORS NAME: _____

DATE INSPECTED: _____