

**24th Annual ZCCA International Convention (ZCon2011)  
Track Day Event Information**  
Modified High Performance Driver Education (HPDE) Event  
July 20, 2011

**WELCOME**

The Coastal Z Club welcomes you to the 24<sup>th</sup> Annual ZCCA International Convention. We are excited to hold our Track Day event at the Grand Prize America Avenue track located on Hutchinson Island just across from the Westin Hotel and Savannah International Trade and Convention Center.

To attract the serious racing elite, this 1.965-mile 10 turn banked track built for Indy Lights use includes all the features of a world-class road course. A combination of Circle, Oval, and Road tracks, it has two areas designed for passing and with 10 banked curves in less than 2 miles it has more transitions than most tracks. Coupled with the other features of the track it is one of the most enjoyable tracks out there.



Our goal with the Track Event is to provide a safe and challenging environment for the driving enthusiast in each of us. We hope you enjoy this event but above all we want to ensure we have a Safe event. Nothing we do is worth getting hurt!

## EVENT SAFETY, RULES AND PROCEDURES

The Coastal Z Club has prepared a Modified High Performance Driver Education (HPDE) Track Day event. The HPDE format is modified to fit the one time nature of this event and safely allow participation by those wanting to experience a track event with a Stock or Nearly Stock vehicle. The HPDE information and modified format below are based on information available through the Triangle Z Club/Tarheel Sports Car Club organizations. Asphalt Adventures will be used again this year to manage the event. As such, final run schedule and event groups will change as registration is updated. Asphalt Adventures will send additional information to each participant for completion, including pre-convention technical inspection requirements.

**High Performance Driver Education (HPDE)** refers to driving schools held on dedicated race tracks designed to teach drivers proper high speed driving techniques. HPDE events are held by various automobile enthusiasts' clubs at some of the most renowned road-course tracks around the world. Students are grouped according to their ability and experience, with "Novice Group" students being the least experienced, "Intermediate Group" being more experienced and "Advanced Group" drivers being the most experienced and capable of driving the racetrack without a ride-along instructor. HPDE events are not racing events. Cars on-track operate under strict "rules of engagement" which minimize the likelihood of dangerous encounters with other cars. Passing among participants is allowed only within defined "passing zones", and then only with clear hand signals and instructor confirmation. Because of this, car to car incidents are very rare. HPDE events encourage participants to drive within their ability and improve their car-control skills with each event.

- **SAFETY PROTOCOLS**
  - **Helmet Requirements** – Helmet requirements will be dependant on the type of car you will run at the event.
    - **Street Car** – Each driver is required to have a helmet meeting Snell Standards M2000, SA2000, M2005, SA2005, M2010 and SA2010 ([www.smf.org](http://www.smf.org)). Helmets meeting only DOT approval are not allowed. A limited number of loaner helmets will be available, please make sure you request a loaner helmet during registration or at the Tech Inspection.
    - **Track Car (roll bar, track use prepared)** – Each driver is required to have a helmet meeting Snell Standards for “SA” SA2005, SA2010, or SAH2010 ([www.smf.org](http://www.smf.org)). Helmets meeting only DOT approval are not allowed.
  - **Convertibles** – Normally convertibles must have a SCCA approved 4-pt roll bar to participate in a HPDE event. For this event only, stock Z32 convertibles will be allowed with OEM roll protection. However, cars meeting this requirement will be limited to a special run group only. Any non-stock convertible conversion will be required to have a SCCA approved 4-pt roll bar. This run group will utilize a pace car and the lead car will roll from 1<sup>st</sup> to last each lap via pulling into and out of pit lane to allow each car an opportunity to be the leader. A reduced fee will be offered (partial refund of registration).
  - **Tires** – Street or track tires will be permitted. Street tires must be in good condition and will be checked for tread at the Tech Inspection. It is also important that each driver monitors tire performance during the session and checks tires after each session to adjust driving behavior accordingly, or pull car from event if additional tires are not available.
  - **Vehicle Condition** – Each vehicle must pass a technical inspection. This is to ensure that it meets safety requirements, and will not pose a risk to other drivers if

potential mechanical defects are identified. Refer to the Vehicle Preparation section below for a list of systems to check before the event.

- **Driver Clothing** – Drivers are expected to wear long sleeved shirts and long pants. If you are not wearing a fire resistant suit, it is best to use clothes made of natural fiber like cotton as it won't melt and stick to your skin in a fire.
- **DRIVER'S MEETING** – DRIVER'S MEETINGS ARE MANDATORY. ATTENDANCE IS REQUIRED OR YOU WILL NOT BE ALLOWED ON TRACK.
- **HPDE, NOT OPEN TRACK OR RACING**  
Aggressive driving will be closely monitored and discouraged. Event stewards are in constant communication with corner workers and will utilize black flags to ensure everyone's safety on track.
- **PASSING**  
Passing in instructed groups (Green, Yellow, Blue) is only allowed in designated passing zones, generally straights capable of allowing two or more passes before the next braking zone. There are two designated areas for this event: Between Turns 7 and 8; and, Between Turns 10 and 1. All passing is to be done to the Left/Driver's Side of the vehicle to allow greatest visibility to driver being passed for clearances and turn preparation. Passing in the non-instructed group (Red) is allowed anywhere except Turns 8 and 9 *with a point*. The car being passed (in any group) initiates the pass with a clear point-by – **one** car at a time. When a car is ready for the car behind it to pass, the driver will give a '**Point By**' signal to let the trailing car know which side to pass on. For a pass to the left, the driver will extend his arm out the window and point to the left. Failure to follow the passing rules will result in a black flag, numerous failures will result in expulsion from the event.
- **OFFS OR SPINS**  
Crisis management is one of the 1<sup>st</sup> things you'll have to learn on track. Should you find yourself 'in over your head', your first priority is to come to a controlled and safe stop. If possible, drive straight off and bring the car to a controlled stop, preferably in view of a corner worker station. Wait for the corner worker's indication that it is safe to re-enter the track. If you find yourself out of control, go *both-feet-in* (clutch in, brake in). Do not try to 'save' the car – it will generally lead to the exact opposite effect. After **any** loss of control (on or off-track), or 'four wheels off', you **must** pit in and let the grid marshal check your vehicle over for any safety issues. He/she will also make sure *You* are OK; and then let you back on track. Failure to pit in will result in a black flag and an *extended* debriefing.
- **TWO OFF RULE**  
The Coastal Z Club will uphold a two-off rule for the Track Day event. This means that two 'loss-of-control' incidents in one day warrant us 'parking' you for the rest of the day. You are not penalized for doing the right thing when you get in over your head by driving straight off track, in a controlled manner, safely and re-entering the track safely.
- **MECHANICAL BREAK-DOWNS**  
If your car has a mechanical issue that has severely slowed you down, drive off-line and display the **pit-in** signal (raised fist *high* above the driver's window) and proceed to pit-in. If you cannot proceed, pull off the track, off line, and in view of a manned worker station if possible. Stay in your car. If you are out of the way, you'll probably have to wait for the end of the session. If you are in a dangerous position, we will black flag the session to get you out of the way, and then proceed as time allows. If you encounter a disabled car, displaying the pit-in signal, and clearly off-speed, it is OK to pass that car.
- **RUN GROUP OVERVIEW**
  - **GREEN – BEGINNER/NOVICE** ... This group is composed of drivers who are usually just starting out with on-track performance driving, or who may have two or three events under their belts. Instruction is geared towards becoming comfortable driving

your car at speed in an environment most people aren't familiar with. Lots of 'street' habits must be unlearned here. Basic high-performance driving techniques are introduced as well as traffic management and general on-track awareness and protocol. Passing zones are limited to keep things simple.

- **YELLOW – INTERMEDIATE** ... This group is composed of those drivers who have moved out of the 'just starting out' phase and are becoming more comfortable with traffic. This is where drivers really develop their own personal style and technique. More advanced techniques are introduced here. Passing zones are limited.
- **BLUE – ADVANCED INSTRUCTED** ... This group is composed of students who want to continue to learn and improve their technique through in-car instruction. Some drivers may have just graduated from the intermediate level; others will have chosen to stay in blue group to learn new techniques and/or to get coaching with respect to specific areas of concern. Passing zones are limited.
- **RED – ADVANCED SOLO** ... This group is composed of drivers who have advanced through the ranks and have a wide range of experience. Passing may be unlimited with a point-by depending on track layout. The Red group will also include the White (instructor group) for this event.
- **GENERAL PROTOCOLS:**
  - Do not initiate a pass if someone in front of you is pitting
  - Do not flash your lights, or honk your horn, to try to initiate a pass
  - If you catch a slower car, and he/she appears to not notice you, pull out to make sure they see you in their mirror, and wait for the next passing zone. **You must wait for a passing signal!**
  - If you have gotten behind a line of slower cars, pit and ask the pit-out worker for more space. If there seems to be a particular car that is not giving passing signals, let the grid marshal know about it
  - You are responsible for any damage to the track facilities or any venue rules violations. This is regardless of how the damaged occurred.
- **EVENT FLAGS AND FLAG STATIONS:**
  - **Flag Stations** – Flag Stations will be setup at entrance of each turn to relay important information to the driver. It is expected that each driver follows all flag instructions.
  - **Event Flags**
    - The **green** flag signals a clear track. Normal passing is allowed.
    - The **yellow** flag means caution. Passing is not allowed except to pass a disabled car, stopped car, or a car that is off the track.
    - The **red** flag signals that you must come to a full stop in sight of a flag station. Pull to the right edge of the track and remain in your car. Wait until a black flag is displayed and proceed to the pits.
    - The **white** flag signals that a slower car is on the track. Be prepared to maneuver to avoid the slower traffic. It could be a car with mechanical problems, or a safety vehicle.
    - The **black** flag is used to signal all drivers to reduce speed and proceed to pit lane. No passing is allowed. If the flag is rolled and is being pointed at a specific car, the flag is meant for that car only. It is best to reduce speed and be careful, as the black flag could have been caused by a safety issue.
    - The **checkered** flag means the session is over. Reduce speed and pit. Slow down enough to be able to go easy on your brakes so they have a chance to cool before you park your car.

## SCHEDULE

The Modified HPDE Track Day Event will be held on Wednesday, July 20, 2011, from 7:00 AM to 5:00 PM. The event is generally setup with four run groups – Green, Yellow, Blue and Red. The event will be capped at 25 cars per run group, and some groups may be mixed with the next run group depending on registration results. Each run group will get three (3) get to know Grand Prize America Avenue twenty (20) minute sessions in the morning. Morning sessions will yield seven to ten (7 to 10) laps depending on grid sequence and start. Some time should be taken between runs reviewing technique advice with your instructor. A tent will be setup with a course map, whiteboard, chairs and table to facilitate classroom “off course” instruction.

In the afternoon, each run group will get two (2) driver improvement and challenge sessions thirty (30) minutes each. Afternoon sessions will yield approximately fifteen (15) laps. Drivers in the Yellow or Blue instructed groups will be allowed to run Solo in the afternoon sessions with the approval of their instructor.

This schedule, the run groups and actual start time are tentative. It will depend on registration and the final grouping and schedule set by Asphalt Adventures.

### Modified HPDE Track Day Event Schedule Details

<b>7:00-7:30 Driver Staging</b>	<b>7:30-8:00 Driver Meeting</b>	
8:00-8:20 (1) RED	8:20-8:40 (2) BLUE	8:40-9:00 (3) YELLOW
9:00-9:20 (4) GREEN	9:20-9:40 (5) RED	9:40-10:00 (6) BLUE
10:00-10:20 (7) YELLOW	10:20-10:40 (8) GREEN	10:40-11:00 (9) RED
11:00-11:20 (10) BLUE	11:20-11:40 (11) YELLOW	11:40-12:00 (12) GREEN
12:00-12:15 Break/Closed	<b>12:15-12:45 PARADE LAP</b>	12:45-1:00 Break/Closed
1:00-1:30 (13) RED	1:30-2:00 (14) BLUE	
2:00-2:30 (15) YELLOW	2:30-3:00 (16) GREEN	
3:00-3:30 (17) RED	3:30-4:00 (18) BLUE	
4:00-4:30 (19) YELLOW	4:30-5:00 (20) GREEN	
5:00-5:30 Closed/Cleanup		

## TRACK FACILITIES AND SERVICES

The convention team has arranged for restrooms, refreshments, lunch, and vendor booths to be setup in the Paddock area. Please have some cash available, refreshments will range from \$1-\$5 and lunch from \$5-\$10.

It is important to note that due to the nature of Grand Prize America Avenue track’s infield pit/paddock area, the course access road will be closed at all times during driver sessions. Access to the pit/paddock area during events will be provided via a tunnel next to the Golf Course Club House. This tunnel will be for pedestrians, carts and the hotel shuttle service. This will allow spectators to move to and from the event without being locked in for the day.

To participate, you will need to stage your car during the 7:00-7:30 AM time block before the course is closed, or wait until the 12:00-12:15 PM Break when the course is closed. Once staged, you can not remove your car until the Track Day events are complete at 5:00 PM.

## VEHICLE PREPARATION - TECH INSPECTION

Prior to the event you must complete a vehicle technical inspection. This is to ensure that it meets safety requirements, and will not pose a risk to other drivers if potential mechanical defects are identified. A Vehicle Technical Inspection Station will be open on Tuesday, July 19, 2011, from 1:00 to 4:00 PM at the convention parking area, and on Wednesday, July 20, 2011, at the Grand Prize America Avenue track pit/paddock area from 7:00 to 7:30 AM. Each vehicle that completes the tech inspection will be provided a sticker to place on the outside of the front windshield for the event. Pre-convention Technical Inspection information will be forwarded via Asphalt Adventures. The pre-convention item of focus is having completed a recent brake fluid change out (flush and fill).

Each registered participant will be issued two color papers and two numbers for application to each vehicle with clean release painting tape (blue). Tape will be provided by the convention team and be available for sharing at the event in the pit/paddock area. The color will match your Run Group (Green, Yellow, Blue or Red).

Technical Inspection Form Example:

**Buccaneer Region SCCA  
Sports Car Club of America  
Solo II Technical Inspection *Short Form***

Name \_\_\_\_\_ SCCA Member # \_\_\_\_\_  
Make \_\_\_\_\_ Model \_\_\_\_\_ Number \_\_\_\_\_ Class \_\_\_\_\_

Do not write below this line

Seat Belts \_\_\_\_\_ Brake Pedal \_\_\_\_\_ Throttle Spring \_\_\_\_\_ Brake Fluid \_\_\_\_\_ Battery \_\_\_\_\_  
Throttle Pedal \_\_\_\_\_ Trunk \_\_\_\_\_ Suspension \_\_\_\_\_ Tires \_\_\_\_\_ Helmet \_\_\_\_\_  
Interior \_\_\_\_\_ Leak Check \_\_\_\_\_ Decals \_\_\_\_\_ Numbers \_\_\_\_\_  
Inspector \_\_\_\_\_

### Preparation Checklist

1. Before your first session of the day you should do the following things at a minimum:
  - a. Check your seat belts, especially at attachment points
  - b. Check clutch fluid
  - c. Clean windshield
  - d. Check tire pressures
  - e. Remove all loose articles from the car
  - f. Remove the spare
  - g. Remove all floor mats
  - h. Empty all ash trays
2. Before each run, you should do the following things at a minimum:
  - a. Check the torque of the lug nuts
  - b. Check tires for wear and possible inflation pressure adjustment
  - c. Check brake fluid
  - d. Check oil fluid
  - e. Check coolant level (in the over flow container, never remove a radiator cap on a hot motor)
  - f. Check gas level. You'd be surprised how many sessions are cut short because of any empty tank.
  - g. Check brake pads and rotors.

**Necessary Things To Bring**

- Registration and insurance papers
- Torque wrench and socket to check wheel lug torque
- Tire pressure gauge
- Approved helmet
- Long sleeve shirt and pants or a driving suit.
- Drivers license

**Good Things To Bring**

- Jack / Jack stands
- Spare parts (brake pads, fan belts, plugs, oil, etc.)
- Tools
- Paper towels / rags
- Infrared pyrometer (tire temps)
- Chair(s)
- Canopy
- Sunscreen
- Camera
- Change of clothes
- Drinks
- Snacks
- Ground tarp / rain tarp
- Umbrella / canopy
- Hat
- Jacket/Rain gear

End – Revision 4/27/11