

Hello all,

First off, thanks for signing up to join the Tidewater Sports Car Club for our **Fall HPDE at NCCAR!**

We're less than a week away from the event and want to make sure everyone is prepared so that everything goes smoothly and without issue. Below you will find some information that applies to all, and some specifically tailored for individual run groups (but I do recommend reading it ALL).

FOR EVERYONE:

You MUST have the pre-event tech inspection form filled out. It can be downloaded and printed [HERE](#).

If you are fully capable of performing a tech inspection yourself, then it is OK to do so, otherwise it is advised you have it performed at a trusted shop. If you do NOT have the tech form filled out, you will not be turning any wheels on track.

Also, I hope that if you signed up, you read our Track Event Supplemental Rules located [HERE](#).

The Tech Inspection Form and Supplemental Rules have been on the Event Requirements page of Motorsport Reg from the beginning... there are no excuses to show up without the Tech Form or to not understand the broomstick test requirements if applicable (or any other part of the Supplemental Rules).

Note that all of our rules/tech/etc can be downloaded at any time from our website www.tidewatersportscarclub.com under the "Track Events" tab, then clicking "[Downloads/Quick Links](#)".

EVERYONE DRIVING/RIDING ALONG IN CARS MUST WEAR LONG PANTS AND LONG SLEEVES made of natural material (cotton, etc). We will have a limited number of long sleeve shirts available for sale at \$25ea... please bring your own long sleeve shirt as we cannot guarantee your size will be available!

Brendan Long will be the POC if you have any general questions throughout the day; he will answer them or find somebody who can. He has 20+ years of on track experience including HPDE, time trials, road racing, and hill climbs.

The gates to NCCAR open at 6AM, be there when they open! When you go through the gate, you will drive to the small brick security building and STOP, walk inside and sign waivers(for both NCCAR and for TSCC) and receive the appropriate wristband for your run group(spectators will receive a different non-green/yellow/blue/white band).

You will then drive straight along the road (note the building to your right) until you get to the gravel area on the left taking the FIRST entrance (south) which will be the designated Paddock area. Find a spot and unload EVERYTHING from your car so it is in its “as-tracked” state.

You will then drive out of the north (exit) and turn right onto the access road (back the way you just came). Tech inspection will be performed on the access road between the north and south paddock entrance/exit.

Make sure you have your hood and trunk/hatch popped, your car cleared out, your Pre-Event Tech Inspection Form ready to hand over, and your helmet present to verify SA2010+ certification. If your car is full of stuff, you will be told to go unload it then you get to wait in line a second time. Lesson being: unload your stuff in Paddock before getting into the Tech line.

After Tech is performed, you can drive to the classroom building and park your car around the front of the building or along the road leading to it and go inside to Registration to check in.

Tech AND Registration will open at 6:15 (or earlier). If you show up at the gate at 6:00, you can have plenty of time to unload and be one of the first through tech/registration and relax until the Driver’s Meeting at 8:00. **If you do not attend the Drivers Meeting, YOU WILL NOT DRIVE.**

Please adhere to the schedule and be on-time/early which will keep the day rolling smoothly so everybody gets as much track time as possible.

Point-by etiquette and designated passing zones will be gone over at the Driver’s Meeting.

Morning Schedule:

6:00 am NCCAR Gates Open

6:15-7:45 am Tech will now be located on the Access Road outside of Paddock. See the map below. **NOTE: You can have an early bird tech inspection performed on Friday night between 6pm and 9pm. NCCAR gates will be open and tech will be performed on the Access Road just like on event day.** If you drive off the premises Friday night, you will need a basic re-check on Saturday morning to check tires. If trailered this will not be necessary, you also have the option of leaving the vehicle in Paddock overnight if wanted. NCCAR gates will be locked after 9pm. TECH CLOSES PROMPTLY AT 7:45.

6:15-8:00 am Registration at main building - There are parking spaces around the front of the building, park your car and head into the main classroom area to register and await the instructor and/or driver's meeting.

7:30-7:55 am Mandatory Instructors Meeting **ALL INSTRUCTORS MUST ARRIVE EARLY TO BE ABLE TO GO THROUGH TECH/REGISTRATION AND MAKE THIS MEETING!** All instructors should wait in the classroom once registered.

8:00-8:30 am Mandatory Drivers Meeting ***ALL DRIVERS MUST ATTEND***

8:30-9:00 am **Mandatory Novice and Intermediate Classroom Session**

NOTE: A more specific schedule for the remainder of the day with run group orders and times will be released on the morning of the event and handed out at Registration.



FOR NOVICE (GREEN) GROUP:

Thanks for coming out! This is probably one of your first track days, and there are some things you probably need to know that may not necessarily be common knowledge just yet if this is your first time:

- Bring a FULL tank of fuel! You will burn through it like crazy on track. If you are an autocrosser this is probably a surprise to you. Even a little 1.5L will get under 10mpg on track (V8 stuff can probably expect 2-4mpg)... you will probably put 150-200 miles on your car on track. Better yet, bring some fuel jugs to avoid having to leave the site (and be re-tech inspected) for a fill up!
- To reiterate as stated above for ALL people, BE ON TIME!
- Multiple 20 min lapping sessions are HARD on your brakes and tires. Check them regularly! Ask your instructor for help/advice. Generally your tire pressures for your first session you want to start out about 5-8psi LOWER than your target "hot" pressure... If 35psi all around is what you

want, then somewhere in the 28-30psi area is probably about where you want to start. Take the first couple laps easy to slowly bring your tires up to temp – driving hard on cold tires can cause chunking and premature wear.

- This isn't racing. There is no competition, there are no times, and nobody wins anything. Literally the only thing you will "win" is getting to take your car home in one piece and yourself uninjured.
- Check your fluid levels, brakes, tires, and suspension in between sessions. If something is questionable, park your car. It's pretty unlikely your car is worth less than the \$175 paid for the day... it's not worth risking a catastrophic failure, let alone potentially ruining someone else's day/vehicle/life.
- If you do not have brake pads MEANT for track use (anything that says "street" in the name is almost for sure not), you will likely burn through them quickly, and also probably experience some level of pad fade. This is more likely on heavier and higher HP cars but even on lower HP clown cars it will happen. Be sure to communicate with your instructor if you sense any changes in the way your vehicle is stopping.
- Speaking of brakes, your brake fluid has recently been changed right? You need to run DOT4 or DOT5.1 (NOT DOT5 which is silicon based and only meant for show cars) which are both compatible and safe if your car originally called for DOT3. You should flush your entire system (this does not mean use a turkey baster and just change the fluid in the master cylinder)... You must bleed the fluid at the calipers to get all the crud that settles to the low points in the system out of there. Brake fluid moisture % will be tested at Tech. Pending results of that, a speed restriction may be placed upon you or you may not run at all at the discretion of the Lead Tech Inspector. Change your brake fluid.
- Listen to your instructor. They are here first and foremost to keep you safe, and secondly to make sure you learn and have fun. You'll have plenty of track time, there is no need to try and impress them. You won't. Don't try to scare them either. They already are.
- Bring lots of water or sports drinks and sun screen. Stay hydrated, driving all day on track will take a LOT out of you. Bring some snacks... you don't want to experience low blood sugar or dizziness on track.
- If you have any questions, ASK! See Brendan Long or your instructor for any questions you may have on the day of the event... If you have any before then, feel free to email trackevents@tidewatersportscarclub.com up until Friday.

FOR YELLOW (INTERMEDIATE) GROUP:

You've probably done a few track days and have most of the basics down. If you have previously been approved to drive solo with Tidewater Sports Car Club then you should be good to go. See Jake Anderson (Lead Instructor) to verify approval.

If you recently got moved from Green to Yellow Group, then you will still have an in-car instructor who will be making sure you have situational awareness, know the flags, you're smooth with

steering/throttle/brake inputs, have a consistent line, and don't hold up traffic by failing to give point-bys as appropriate), etc. You should also start getting introduced to more advanced skills such as trail-braking and proper downshift techniques.

When your instructor thinks you are ready to run solo, then an additional check-ride may be necessary from Jake Anderson (Lead Instructor) or someone designated by him to do so. Your in-car instructor should partner with Jake Anderson or Brendan Long when they think it is time for you to run solo.

FOR ADVANCED (BLUE) GROUP:

You're in this group because you won't need an instructor, and shouldn't need anything. Have fun and be safe!

FOR INSTRUCTOR (WHITE) GROUP:

THANK YOU for volunteering your time to help teach others to drive at speed! We all know there are risks involved, and we attempt to minimize those risks as much as is realistically possible. If something is wrong with your student's car/attitude, DO NOT hesitate to reach out to Jake Anderson to partner with. Our Supplemental Rules were written with your safety in mind and that remains of utmost importance to us with the Tidewater Sports Car Club.

You will be receiving another email from your Lead Instructor Jake Anderson within the next few days with further information on your students, schedule, etc. If you have any general event questions before Saturday, feel free to email trackevents@tidewatersportscarclub.com. Note that there will be a **MANDATORY INSTRUCTORS MEETING** from 7:30-7:50 in the front hallway of the registration/classroom building... This means it is extra important to show up early and get your car through tech ASAP, register, and attend the instructors meeting.

As an additional thank you, we will be providing you with a free TSCC long sleeve shirt for this event. We also want to remind you that if you'd like to compete against the clock for awards, we are hosting Gripfest 15 Sponsored by Injector Pulse the day after the HPDE which you can run for only \$35. It is a single lap, standing start time trial essentially. You may register here: <http://msreg.com/gripfest15>. You are not expected to instruct or do anything Sunday, this is just an additional perk for helping us instruct at the HPDE. We have a new classing system for this event, you can run your car through the online calculator [HERE](#). Awards are given out at the end of the day for each class, plus we are raffling off two free One-Lap Video Coaching sessions with [Racers360](#).

Lastly, we use Driving Evals to logbook student progress which greatly helps us (and other organizers) determine proper run group placement. Please be sure your email address in Motorsport Reg is up to

date. You will be getting emails from Driving Evals requesting you to evaluate your student. Your student(s) will also be evaluating you as an instructor.

WAITLISTED ATTENDEES:

We are working to try and get you in as well, and we will be potentially taking people off the wait list (and charged appropriately) up until Thursday night at midnight at the latest. By remaining on the waitlist, you are acknowledging you still want to pay to come and run with us. If this is not the case then you should go onto Motorsport Reg and cancel your registration so we know to skip you and not charge when a spot opens up. After Thursday night, because it would be such short notice, IF a spot opens up, an attempt to contact via phone and/or email will be made to see if you still want to attend. Make sure your contact info in Motorsport Reg is correct! If no contact is made, you can TRY to show up on the morning of the event, as long as you adhere to the schedule, your car has been teched, and you attend the drivers meeting, *IF* somebody fails to show up, does not pass tech (and cannot be easily fixed), or we get an extra instructor... then at that point we can confirm you for driving.

SPECTATORS:

Show up and watch! You may ride along with instructors if there are any open seats available (students take priority). This will be more likely later in the day. You must have long sleeves and pants as per our Supplemental Rules.

Thank you for your time, and we look forward to seeing you on track this weekend!

Tony Mester

President, Tidewater Sports Car Club

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