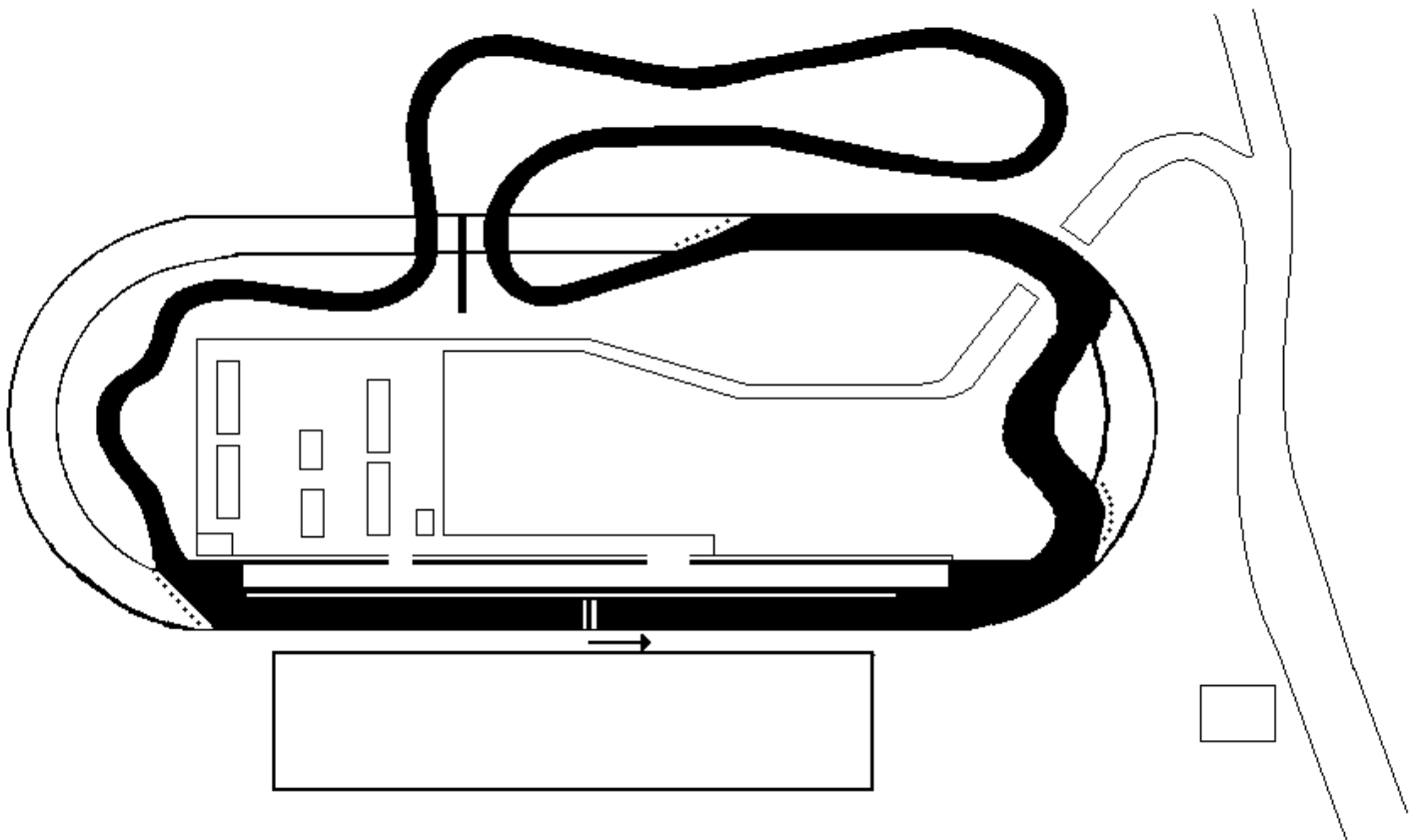




Drivers School Information Manual



**New Hampshire Motor Speedway (NHMS)
Loudon, NH**

This driving school is designed to teach drivers how to improve their driving abilities and explore their cars' capabilities. Students, using their own cars, get one-on-one instruction from experienced instructors. Our primary emphasis is on safety and learning how to control the car in emergency and higher performance conditions. The school is conducted on a closed and controlled course to minimize risk to persons and equipment. This is not a racing school, practice or preparation for racing, and it is not a timed, competitive event or speed contest

Individuals who participate in this driving school should be aware that there are certain risks associated with this type of activity. Students, instructors, organizers, course workers, and spectators are exposed to some level of risk as is anyone who is in the vicinity of moving automobiles. Damage to automobiles and personal injury are possible, and individuals who agree to participate in this event do so with a clear understanding of their exposure to this risk. Entry into the facility requires signing a release and waiver of liability, and an assumption of risk and indemnity agreement. You must read and understand this document prior to signing it. A copy is included in this packet so that you can read it before arriving at the facility.

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Preparing for the Event.

New Hampshire Motor Speedway (NHMS) is the site of the North Atlantic Audi Club's Driving School. Students should closely follow the requirements and recommendations in this manual. Completion of the Pre-Event Safety Inspection Report is mandatory before you will be allowed on the track. You should have already received this in an email from the Eventmaster or from the club website. You must bring this form filled out with you to registration on the day of the event.

How to get there.

From I-93 in Concord, take route I-393 east (exit 15E) to exit 3 (route 106). At the end of the ramp, turn left. Take 106 north for nine miles. The track entrance will be on the right hand side.

Lodging & Restaurants

NAAC NHMS Headquarters for this event is:

Other Hotels/Motels in the area

The Comfort Inn (603) 226-4100
71 Hall Steet

Centennial Inn (603) 225-7102
96 Pleasant Street

Courtyard by Marriott (603) 225-0303
70 Constitution Ave.

Days Inn (603) 224 2511
406 South Main Street

Fairfield Inn by Marriot (603) 224-4011
4 Gulf Street

Hampton Inn (603) 224-5322
515 South Street

Holiday Inn (603) 224-9534
172 Main Street

Red Roof Inn (603) 225-8399
172 Main Street

The Comfort Inn (603) 226-4100
71 Hall Steet

Best Western Concord (603) 228-4300
97 Hall Street

Restaurants in the area:

Applebee's Neighborhood Grill (603) 224-6600
260 Loudon Road

Common Man Restaurant (603) 228-3463
25 Water Street

Chili's Grill & Bar (603) 226-2594
221 Loudon Road

Hermanos Cocina Mexicana (603) 224-5669
11 Hills Ave.

Longhorn Steakhouse (603) 228-0655
217 Loudon Road

Ninety Nine Restaurant & Pub (603) 224-7399
60 Damante Drive

Olive Garden (603) 228-6886
223 Loudon Road

Outback Steakhouse (603) 226-0300
900 SW Tyler

Uno Chicago Grill (603) 226-8667
15 Fort Eddy Road

When You Arrive

We recommend arriving early for registration and tech inspection on Tuesday afternoon from 3 to 7 pm. at The Best Western Inn, 97 Hall Street, Concord, NH. Getting these things done will make Wednesday morning less rushed. Drivers' meetings and classroom time schedules are mandatory and you won't be allowed on the track unless you've attended them. Track times will not be delayed to accommodate late arrivals.

At registration, you must present the following:

- **Pre-Event Safety Inspection report form**
- **helmet (Snell M/SA2000 or newer), and a signed helmet waiver form**
- **medical information form**
- **Event Day Tech Inspection form**
- **signed liability waiver form**

At registration, you will receive your registration packet, which will contain at least the follow information:

- **car numbers (place on both rear side windows)**
- **Run Group assignment**
- **Run Group color coded wristband**
- **schedule**
- **name tag**

Promptness and strict adherence to the schedules is essential. Please be on time; no make-up time is available to late arrivals.

Tuesday night at 7:00 pm, there will be a welcome meeting at the Best Western Inn. The meeting is highly recommended for people new to NHMS and first time students. Everyone is welcome, including instructors. This meeting will help answer any questions you may have.

What to bring And what to wear.

Spring in New Hampshire can mean a variety of weather conditions from sunny 70's to rainy 40's. Classroom sessions will be indoors or in the covered NASCAR Tech building. Bring a pen/pencil and paper to take notes. On the track, you must wear long trousers and a long sleeve shirt or jacket, both made of non-synthetic material. On the track, your front side windows will be rolled down (rain or shine). Plan for sun protection (sun block, sunglasses, chapstick, hat), rain (rain suit, umbrella), and cold (warm jacket, hat, gloves). Avoid bright yellow or red rain gear, which can be confused with safety flags. Make sure that friends and family members are also properly dressed.

Pets are not allowed at NHMS. Children may come but must be well behaved and directly supervised at all times.

You may bring food and non-alcoholic beverages. A trackside concession stand will **not** be open. Lunch will be provided for those who have purchased it in advance.

Medications that can cause drowsiness or have other side effects that may inhibit concentration and reflexes are not allowed.

Feel free to move about the paddock and pit areas and to take pictures. Camcorders inside cars must be on approved mounts with safety straps.

You will be removing all items from your car in preparation for your track sessions. These items can be stacked next to your parking spot in the paddock or in your garage stall. You may also wish to consider bringing a tarp to cover your items in the event of rain. We recommend you leave non-essential items at home or at your hotel.

You will be allowed inside the track area until 6:00 PM, after which it will be locked up for the night. You may leave your car, tow vehicle, or trailer at the track. If you erect a tent or canopy, we recommend that you take them down before leaving each day. The wind can easily destroy a canopy left erected and unattended and an unsecured canopy can cause damage to persons and property.

Vehicle Safety Inspection and Event Day Tech

Pre-Event Vehicle Safety Inspection

The **Pre-Event Vehicle Safety Inspection report form** is included in this information packet. It is your responsibility to have your car inspected by a qualified technician according to the guidelines on the form. Both you and your technician must complete the form and sign and date it.

There will be no opportunity for a detailed pre-event inspection at the track. Event day tech is performed at registration. It is designed to ensure that no loose objects remain in your car, and the car has no obvious and visible safety defects.

Event Day Tech Inspection

During tech inspection at registration, one of the volunteers from the club will examine your car's engine bay, interior, and trunk to ensure all loose articles are removed or fastened securely. They will check the glove box, map pockets, and other places where loose objects hide. Garage door openers, cell phones and radar detectors must be removed. The spare tire and jack can remain if securely fastened, but tools in a decklid toolbox must be removed. Floor mats must be removed.

A final look may be made prior to entry onto the track before your first run in the morning. If any loose items are found, you will have to take them back to the paddock. If this delays your entry onto the track, you will lose the time. The decision of the inspectors is final. If the inspectors notice an obvious safety defect, such as loose equipment, tires with cord showing, fluid leaks, etc., you will be required to make satisfactory repairs before you will be allowed onto the track. If your car is not allowed on the track for mechanical reasons, your registration fee will not be refunded. Please bring a clean, safe vehicle to the track.

What to Check

The Pre-Event Vehicle Safety Inspection is a comprehensive inspection of the mechanical integrity of your car. Any car that fails the Pre-Event Vehicle Safety Inspection will not be allowed to run.

Everyone should be aware that track driving puts stresses on the driveline, chassis, and brakes that are not normally encountered in street driving. In most of the following areas covered, a visual inspection is all that is needed. This is not time-consuming, and is inexpensive insurance for your safety. The following are items that should be checked and some guidelines to help you prepare your car.

TIRES AND RIMS

Check all tire sidewalls, inside and outside for signs of age, cracking or curb scrubs that may have damaged the sidewall integrity. Run your hand over the surface of the tread, checking for any bulges or belts popping to the surface. Potholes are notorious for causing this type of damage.

Restrictions on “R Compound” tires

Tread depth must be 3/32-inch minimum for normal street tires. Non-solo applicants (those drivers who have not been signed off as solo proficient at an ACNA event) are not allowed on “R compound” tires, which include (but are not limited to) the following tires:

Avon Tech R	Kumho V700
	Kumho V70A
Avon Tech RA	Kumho Ecsta V700
BFG Comp T/A R1	Kumho Ecsta V710
BFG Comp T/A gForce R1	Kumho Ecsta SPT "Smokes"
BFG Comp T/A gForce R1/A	Kumho Ecsta XS
BFG Comp T/A gForce R2	Kumho Ecsta W710
BFG Comp T/A Drag Radial	Kumho V700 Victoracer
Dunlop SP Super Sport Race	Michelin Pilot Sport Cup
Hankook R-S2-z212	Michelin Pilot SX MXX3
Hankook Z211	Micky Thompson (All)
Hankook Z214	Nitto NT555R
Hankook R-S3	Pirelli P Zero "C"
Hoosier DOT Drag Radial	Pirelli Corsa
Hoosier A3S03	Pirelli P Zero Corsa
Hoosier R3S03	Pirelli PZero System
Hoosier R3S04	Toyo Proxes RA-1
Hoosier A3S04	Toyo Proxes R888
Hoosier A3S05	Yokohama Advan Neova AD07
Hoosier A3S05	Yokohama Advan A10F
Hoosier A6	Yokohama A022A
Hoosier R6	Yokohama A032R
Hoosier Autocrosser/Street TD	Yokohama A008R
	Yokohama A048

Any shaved tires or tires with less than 3/32 tread depth.

- Any car deemed to have insufficient traction, especially in the rain, may be removed from the track.
- Check the wheels for stress cracks. While rare, they usually occur at the center of the wheel around the lug nuts/bolts or at the seam where the wheel center meets the rim.
- Last, but not least, torque all lug nuts to manufacturer's recommendations.

If you see any of the above warning signs, you must report them to your instructor or an event official. Tire pressures on street tires should be increased for track driving, so it's a good idea to stop at a gas station on the way to the track and inflate all tires to 4 psi above the normal recommended pressure. Air is available at the track, but there is only one compressor.

ENGINES, ELECTRICAL AND FUEL SYSTEMS

Audi builds its engines well enough that they generally will run perfectly at driving schools without any problems or undue wear if a few simple rules are followed. Think about having your car prepared like you are going to take your family on a cross country trip.

- Change the oil and filter before each event. Operating temperatures can run slightly higher than normal, so the oil can break down more quickly. It is strongly recommend you bring sufficient extra oil.
- Check all hoses and belts for wear or cracking. It would be a shame to miss track time due to a simple cracked hose. If the radiator is questionable or leaking, have it repaired before you leave home. Track officials are very strict about not letting liquids drip on the track surface. Fluids on the track are a hazard to other cars.
- Check the water pump for any leaking.
- A tune-up or valve adjustment is not required, but may help ensure your engine is running optimally.
- Check the battery to make absolutely sure it is fastened down properly. During hard cornering, a loose battery could fall over and spill acid.
- If your car has 50,000 miles or more, you might want to consider changing transmission and differential oil, especially if they have never been changed before.

CHASSIS, SUSPENSION, AND EXHAUST

Occasionally, suspension and chassis-related problems appear in older cars. Even newer cars are not immune to problems.

- Check for loose front wheel bearings.
- Visually inspect the exhaust system for rust, holes, or any loose pieces that might be ready to fall off. Check that all brackets and hangers are in good shape and secure.
- Check all U-joints and CV joints on the driveshaft and rear axle half shafts

BRAKES

Brakes are of paramount importance at a driving event.

- Check your pads or shoes; if they are worn more than 1/2 from new, replace them.
- Check rotors for overall thickness, scoring, and warping.
- **Bleed your brakes before coming to the track.** This does two things. First, it purges the system of any air, and second, it is an opportunity to change your brake fluid. This is very important because old fluid contains water which boils under severe conditions, resulting in “brake fade”—loss of braking ability.
- Use a high quality fluid, meeting or exceeding manufacturer’s recommendations. Cars can require between one-half to one liter of new fluid. It is amazing how much better the brakes perform with clean fluid.
- Aftermarket brake dust shields **must be removed**, as they do not allow proper brake cooling for track driving.

INTERIOR AND LIGHTS

- Check all lights, especially the brake lights.
- In the interior, check the rubber pedal pads to make sure they aren’t going to fall off or your feet aren’t going to slip off them at a bad moment. If they look worn, replace them.
- Push the accelerator to the floor a few times and let it return. Make sure it returns freely.
- Check seat belts to make sure they aren’t frayed or worn, and check the inertia reels to make sure they lock. If you can, check the anchor points for rust or looseness.
- Driver and passenger restraints must be the same. Your instructor must have the same degree of protection that you do (except for airbags).
- If you have aftermarket seat harnesses, they must be installed in accordance with the manufacturer’s instructions. Shoulder harnesses cannot be attached to the rear deck or to harness guide bars. Lap belts cannot be attached under the seat rails. Anti-submarine straps cannot be safely used with stock seats. If you are unsure as to the proper mounting of aftermarket harnesses, consult the manufacturer’s instructions or a professional installer.
- Ensure your windshield has no major cracks in it.
- When you arrive at the track, remove EVERYTHING from the trunk and the interior of the car. Check the door pockets, under the seats, and the glove box. Remove floor mats and anything attached to the visor. The reason for this is simple. When you are concentrating on driving your car, you don’t want something banging around in your trunk distracting you, or worse, something sliding around on the floor and possibly interfering with the pedals

OTHER SAFETY ITEMS

HELMET

Snell 2000 (M or SA) helmets are required.

- Your helmet is designed to protect you in the extremely unlikely event of a crash. A high quality, properly fitting helmet is a sensible investment. Be aware that any helmet that has been dropped or otherwise damaged may not show visible damage but may no longer protect you. It should be sent back to the manufacturer for inspection and/or replacement.
- We do not provide loaner helmets. However, helmets are available for rent.

CLOTHING

- Wear comfortable, well-fitting garments
- **Long pants and long sleeves are mandatory.**
- No nylon jackets, please. We recommend against synthetic materials, unless they are flame-retardant, such as Nomex®.

DRIVING GLOVES

- Driving gloves are optional; however, they can provide additional grip, especially in cars without leather steering wheels. Colored gloves can make it easier for other drivers to see your hand signals.

SHOES

- Driving in sandals, bulky or loose fitting footwear, or bare feet is prohibited.
- Choose a good sneaker or street shoe with a thin flat rubber or crepe sole and a leather or canvas upper (leather is better). Nylon uppers are not recommended. Driving shoes are acceptable.

FIRE EXTINGUISHER

You are not required to have a fire extinguisher mounted in your car. However, it is a desirable piece of safety equipment, even for a street car. If you choose to have a fire extinguisher on board, it must be metal-to-metal mounted, and must be easily reached by the driver when strapped in. The extinguisher must be at least B-C rated.

HARNESSES

Aftermarket 4-, 5-, and 6-point harnesses are becoming popular for events such as driving schools. While such harnesses help secure occupants in the seats during cornering and braking, they require specific knowledge to mount properly. The stock, DOT-approved seatbelts with which new cars are equipped from the factory are entirely suitable and satisfactory for the purposes for which they are intended: to hold the occupants in place and to provide adequate restraint in the event of an accident. Stock lap and shoulder harnesses and their mounting points are designed and tested to stringent standards. Aftermarket harnesses may provide equally effective restraint, provided they are in good condition and properly mounted with the right equipment. Aftermarket harnesses that are improperly mounted or are used in conjunction with incorrect equipment may give the impression of good restraint, but under severe conditions, could fail with catastrophic results.

If you need information on the proper use and installation of after-market

harness belts, contact the harness supplier or a professional installer for advice. You may also contact one of our driving school organizers, who will either advise you or refer you to an expert.

When you arrive at the school, if we determine that your harnesses are mounted improperly or unsafely, we will prohibit their use during the school. If you have any doubt about the safety of an aftermarket harness, you should probably use the stock, factory harnesses that came in the car.

This emphasis on safety equipment is not intended to scare driving school students; rather, it is intended to continue to enhance the safety record of Audi Club of North America driving schools. Even if you aren't a frequent driving school enthusiast, these safety checks are still excellent for everyday driving. Do this routine at least once a year to catch problems before they happen.

COMMUNICATING

Driving schools rely on communication. Instructors communicate with the students who provide feedback and ask questions. Control communicates with the grid, the pit, and corner workers by radio. Corner workers communicate with drivers by using flags and hand signals. Drivers in different cars communicate using hand signals and brake lights. To get the most from the driving school, students must know how these systems work.

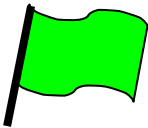
KNOW THE FLAGS

As you drive around the track, you will notice corner workers and flags at strategic locations. These corner workers are experienced and are there for your safety. Obey their signals and treat them with respect.

ABOVE ALL, PAY ATTENTION TO THE FLAGS THAT WILL BE DISPLAYED THROUGHOUT THIS DRIVING SCHOOL.

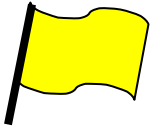
Failure to comply with a flag instruction may result in ejection from the event. The first time out on the track, pay special attention to the location of each flag station. The basic flags we will use are yellow, blue and yellow, red, red and yellow, green, white, black, and checkered.

GREEN FLAG



The green flag indicates that the track session is in progress and there are no problems on the track. This will be displayed only at the end of pit row.

YELLOW FLAG



The yellow flag indicates trouble or a need for caution on the course in the vicinity of where it is displayed. Slow down and be ready to stop. If the yellow flag is waved rapidly, expect that you are about to encounter a hazard on the track. Remember that the car behind you may not see the flag as soon as you do, so don't slam on the brakes. Check your mirrors and brake accordingly. If the yellow flag is displayed in a passing zone, **NO PASSING is allowed**.

BLACK FLAG



A black flag may indicate that either mechanical trouble or incorrect driving procedures have been observed. When any flag station waves or points the black flag at a driver, he or she should acknowledge with a hand signal or headlight flash, then proceed around the track to the pit area and report to a school official. Failure to respond to a black flag, or careless or unsafe behavior, may result in ejection from the event at the discretion of the Eventmaster.

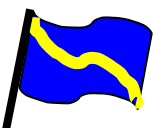
RED FLAG



Red indicates a serious situation. Check your mirrors, signal that you're pulling off line and slow to about 10 mph. Proceed slowly until you can see the next flagging station, pull off the track, and stop. Remain there until the flaggers give you directions. Remain in your car.

See incidents on next page.

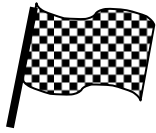
BLUE-YELLOW FLAG



The blue flag with yellow stripe means that a faster car is behind you. Be prepared to let it pass in the next designated passing area.

This is the second most important flag used. It is used to tell you that faster cars are behind you. If you do not let these cars pass you, **YOU** then start a train, which slows down the entire run group.

CHECKERED FLAG



At the conclusion of a session, the checkered flag will be displayed at the end of pit road. After receiving the checkered flag, proceed around the track at reduced speed to the track exit. This will allow your brakes and engine to cool down. Wave at the corner workers so they know that you have seen them and appreciate their help. Slow down and signal before exiting the track (raise your fist out the window), enter the pits slowly, and proceed into the paddock. The pit lane speed limit is 5 mph. Return to your parking place to let the instructor out (if you stop at the paddock entrance, you will block traffic).

INCIDENTS

Although we do not anticipate incidents during the event, should one occur in front of you, remain calm. Do not stop or exit your vehicle to render assistance. If you are clear of the incident, continue at reduced speed until you get instructions from the next flag station. **DO NOT** make any sudden moves that might jeopardize you or the drivers following you.

DRIVING RULES & Track Etiquette

Please read the following instructions carefully.

- Safety is the most important consideration at our school.
- Anyone deemed to be driving in an unsafe manner is subject to ejection from the school.
- **NO RACING!** It's a quick way to get black flagged and ejected.
- If it starts to rain, slow down to about ½ speed until you become familiar with the reduced level of grip.
- Check the condition of your brakes, tires, and lug nuts/bolts frequently.
- Check oil level before each driving session.
- Check your activity schedule and stage your car on time.

The first track session for each run group will be at reduced speeds, normally starting under the yellow flag for a few laps. The yellow flag means **NO PASSING**. This also means you need to keep your distance from the car in front of you. Bunching up just creates a "TRAIN", which just slows all cars in your run group.

Your objective during the first session is to get comfortable in the car, learn the course, and observe the flag stations.

TWO-SPIN RULE

We are very serious about safety being our most important concern. To be safe, a driver must have his or her car under control at all times. Spins and off-track excursions usually indicate a driver did not maintain control. Therefore, if a driver has a combination of two spins or four-wheel-off-track excursions, he or she may be asked to leave the school. There may be extenuating circumstances, and these will be discussed with the student, instructor, chief instructor, and eventmaster before a final decision is made, but it's wise not to count on mercy. The best course of action is to drive within your limits. If you have one spin or off-track excursion, then you should take your driving down a level to make sure the second event does not happen. After each incident, you are required to come into the pits, where we will document your incident and inspect your vehicle. We want you and your car to go home in the same condition as when you arrived.

PASSING RULES

- No one may pass another car unless the driver of the car being overtaken signals that the pass is allowed.
- Each pass requires a separate signal from the driver being passed.
- Passing may only be done in designated passing zones for your group.
- Do not try to pass near the end of the straights (no late passes).
- Be sure you have plenty of time to complete your maneuver before any turn.
- Watch your mirrors!
- DO NOT TAILGATE!
- The obligation for a safe passing maneuver falls primarily on the passing car; however, the car being passed should never do anything unexpected to interfere. Once you signal for another car to pass, you must lift off the throttle until their pass is completed.
- Do not block faster cars.

Passing zones for the Green and Yellow groups will be the front straight and the back straight (exit of turn 2b to turn 3), and will generally be to driver's left. Passing zones will be reviewed in the classroom.

Passing zones for the Red group will be the front straight, the back straight, and the up hill coming out of turn 3. Passing on the hill after turn 3 will be to driver's right.

Instructors may pass anywhere except in turns during instructor run sessions. Instructors driving in a student run group will observe the passing rules for that group.

Procedure for being passed

Always be alert for cars approaching from behind – please watch your mirrors and the corner workers. When it's apparent that someone wants to pass, you should give the appropriate signal with your left hand; point out the driver's window where you want the overtaking car to pass you (arm out straight for driver's left, pointing over the roof for driver's right). This will indicate to the car behind you that it's OK for them to pass. If you want more than one car to pass, make certain that you give a hand signal to each car individually.

OTHER GUIDELINES

“Trains”

“Trains” form behind slower cars when passing procedures are not being followed. If you get stuck in one, pull into the pits and proceed to the end of pit road, where control will direct you back onto the track when there is a suitable gap in traffic. You’ll find it easier to concentrate and drive smoothly when not distracted by cars around you.

Concentrate on being smooth and taking the right line. Do not try for speed! Proficiency comes with practice; be patient, concentrate on what your instructor has told you, and try to be smooth.

INSTRUCTORS

- Instructors are to be picked up and dropped off, and driver changes made, only in the pit area.
- Student drivers will have instructors with them in the car during every run session. All Solo students will have instructors with them at least during the first run session, and thereafter as needed, as determined by the instructor and Eventmaster. Intermediate students may be signed off to solo if 2 instructors agree, but are encouraged to continue riding with their assigned instructor or a different instructor to take maximum advantage of the learning experience. Advanced students must also ride with an instructor until they are signed off to solo.
- 2 Instructor sign-offs are required in order to sign off intermediate students as solo proficient. Instructors must complete the solo form and give it to the Eventmaster, who will then give out a solo sticker, which will be placed on the back side of the inside mirror of the student’s car, or on the windshield.
- Instructors may make recommendations to the Eventmaster concerning any student whose driving is deemed unsafe.
- Students are encouraged to contact the Eventmaster if they are having any issues with their instructor and wish to change.

PIT ENTRANCE AND EXIT

- If you want to enter the track after the start of the session, pull to the end of pit road and wait to be signaled onto the track. Stay to the left side of the track all the way through turn 2B, as you accelerate up to speed. Use your mirrors to see if you are being overtaken before you move from the left hand lane.
- When you want to pull into the pits, signal by forming a fist with your left hand extended straight up outside the window as soon as you come out of Turn 11 before the pit entrance. Stay all the way over to the left of the track and pull into the pit lane slowly. The speed limit is 10 mph on the pit lane.

Event Day Checklist

BEFORE EACH DRIVING SESSION

1. Check wheel lug torque (only when wheels and brakes are cool). Torque your lugs evenly to prevent warping rotors.
2. Check the oil level. Note: oil is often foamy just after your session and yields incorrect readings.
3. Check the tire pressure. Note: tires are expected to heat up and cause the pressure to increase by at least 4-5 lbs. (up to 10 lbs. on a hot day).
4. Check under the hood for leaks, frayed belts, battery secure, etc.
5. Clean the windshield.
6. Double check your next track and classroom times.

GENERAL REMINDERS

- Be in the staging area (grid) and ready to go at least 10 minutes before your run time.
- Listen to the public address system for announcements.
- Be sure to remove all loose items from the car and trunk, including hubcaps and trim rings.
- Before your first session, inspectors or instructors will clean tech your car.
- Be belted in your car, helmet on, and engine warm 5 minutes before run time. Make sure your passenger seat belt is ready for your instructor.
- In all sessions, run the first lap or two at reduced speed. Take time to warm up your tires, engine and brain.
- Know the flags and watch the flagging stations. Heed all flags; it may save you a lot of grief around the next corner.
- Acknowledge any flag signal given with a wave of your hand or an exaggerated nod of the head.
- Don't tailgate the car in front of you; you can't concentrate on your own driving if you are worrying about his.
- Drive your own line; don't follow someone else's mistakes.
- In the event of rain, slow down to at least half your normal speed. The oil and rubber on the track mix with water and make things very slippery until the track gets washed off. Speed can be increased as the track is washed off and your feel for the new conditions is established. A wet track will show who is smooth and consistent and who is not. It's a great teacher; respect it and learn from it.



North Atlantic Audi Club

Student inspection check list before going on the track

Car #			
<input type="checkbox"/> Seat Belts: <input type="checkbox"/> Installed securely <input type="checkbox"/> Same for driver & instructor		<input type="checkbox"/> Front & Rear Glass <input type="checkbox"/> Clean with no obstructions	
<input type="checkbox"/> Interior of car cleaned out <input type="checkbox"/> No floor mats <input type="checkbox"/> Storage spaces cleaned out		<input type="checkbox"/> Wheels <input type="checkbox"/> Hub caps removed <input type="checkbox"/> No missing lug nuts/bolts	
<input type="checkbox"/> Special Accessories <input type="checkbox"/> Cameras, fire extinguishers, G-Analysts, all securely fastened		<input type="checkbox"/> Vehicle Exterior <input type="checkbox"/> Car Numbers Installed	
<input type="checkbox"/> Clothing <input type="checkbox"/> Long sleeve shirts <input type="checkbox"/> Long pants <input type="checkbox"/> No open toe shoes <input type="checkbox"/> No synthetic clothing (nylon, polyester, etc....)		<input type="checkbox"/> Performance Check <input type="checkbox"/> Check fluid levels <input type="checkbox"/> Check for leaks <input type="checkbox"/> Check tire pressures	

DON'T FORGET, YOU HAVE TO DRIVE THIS CAR HOME!

Key People

Eventmaster	Mike Collier	(603) 930-6192	Mcollier1982@gmail.com
Assistant Eventmaster	Paul Royal	(603) 860-7895	PWRoyal17@gmail.com
Assistant Eventmaster	Scott Hochgraf		
Classroom Instruction	Mike Collier	Paul Royal	Jeff Wasilko
Registrar	Jeff Wasilko		
Corner Worker Coordinator	Glenn Powell		
Volunteers	Bryan Davidson	Andrew Duane	Aimee Favazza
	Jason Favazza	Chirs Favazza	Chris Filias
	Victoria Mooney	Alex Rose	

Remembering our Objectives

- 1. Safety. No incidents - we want you and your car to leave in the same condition as when you arrived.**
- 2. Have fun and learn - enjoy yourself while you're here, and take away the skills and experience that will make you a better and safer driver on the street.**

SAMPLE, DO NOT SIGN, DO NOT BRING WITH YOU.

This is a sample form, Please read it carefully. To participate in the event or be on the premises, you will be required to sign a similar form when you arrive at the event.

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT

North Atlantic Audi Club High Performance Driver Education, Loudon NH
DESCRIPTION AND LOCATION OF SCHEDULED EVENT(S)

June 2 & 3, 2010
DATE RELEASE SIGNED

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as any restricted area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited including, but not limited to the competition area and any hot pit area), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(s).

2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, vehicle owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY, TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

PRINT NAME

SIGN NAME HERE

PRINT NAME

SIGN NAME HERE

MUST BE FILLED OUT WITHIN 30 DAYS PRIOR TO THE EVENT.



Pre-Event Safety Inspection Report
Driving School at NHMS

The Driving School participant is solely responsible for the safe condition of the vehicle to be driven at this event. The participant must have the vehicle inspected no earlier than four weeks prior to the event. It is recommended that the inspection be performed by a qualified individual who is familiar with the make and model of the vehicle. At the time of the inspection, the participant and the technician must sign this completed Pre-Event Safety Inspection Report. This report must be presented to North Atlantic Audi Club personnel at event registration. The participant will not be allowed to drive the vehicle on the track without first presenting a signed and completed Pre-Event Safety Inspection Report. The vehicle is subject to a safety verification at any time during the event. If at any time the car is deemed unsafe, it will not be allowed on the track and the entry fee will be forfeited.

Please PRINT the following information.

Participant(s) Name(s) _____

Vehicle Year _____ Make _____ Model _____ Mileage _____

Plate No. _____ State _____ VIN _____

List All Modifications _____

The Pre-Event Safety Inspection includes, but is not limited to, the following items. Additional items should be included as deemed necessary by the inspector to ensure the safe condition of the vehicle. Please initial those items listed below that are acceptable:

- ___ 1. **GENERAL:** No excessive body or chassis damage or corrosion.
- ___ 2. **BATTERY:** Securely mounted with no fluid leaks or corroded mountings.
- ___ 3. **BRAKES:** Sufficient lining thickness. Hoses and lines are not cut, abraded, or cracked. Lines do not have excessive corrosion. Rotors or drums are not worn beyond statutory requirements or manufacturer's recommendations. Master cylinder does not exhibit bleed-down when steady pedal pressure is applied. Brake equalization is checked via road test. All brake lights work. Aftermarket brake dust shields have been removed.
- ___ 4. **BRAKE FLUID:** Adequate level and in good condition. Brakes were bled during safety inspection. Brake fluid must have been replaced within the past 6 months. Vehicles with discolored, obviously old brake fluid will not be allowed on the track. DATE OF LAST FLUID CHANGE: _____
- ___ 5. **DRIVE AND HALF SHAFTS:** Universal and CV joints do not have excessive looseness. CV joints do not leak lubricant. Drive shaft coupling is in good condition with no cracks or other deterioration. Drive shaft center support bearing is not excessively loose and mounting is not deteriorated.
- ___ 6. **DRIVE BELTS:** In sound condition and properly tensioned.
- ___ 7. **ENGINE, TRANSMISSION, AND DIFFERENTIAL MOUNTS:** Secure with no deterioration or excessive motion.
- ___ 8. **EXHAUST:** Securely mounted and in good condition. This is a muffled event requiring sound levels at 99db at 50 feet. If your vehicle is judged too loud by club or NHMS personnel, you will not be allowed on the track.
- ___ 9. **FUEL AND COOLANT HOSES:** In good condition with no cracks, swelling, or other deterioration. Vehicles with potentially dangerous hoses will not be allowed on the track.

- ___ 10. **LEAKS:** No coolant, brake fluid, lubricant, or fuel leaks. Coolant level adequate.
- ___ 11. **MIRRORS:** Securely mounted. Vehicle has inside rearview mirror. Dual side view mirrors are recommended.
- ___ 12. **PEDALS:** Securely mounted, exhibiting free return, with securely mounted pads in sound condition. Brake pedal does not have excessive travel.
- ___ 13. **SEATBELTS:** Securely mounted by factory or if aftermarket harness, in accordance with manufacturer's instructions, in sound condition, with metal-to-metal buckles. Equivalent restraint is provided for driver and front passenger seats.
- ___ 14. **SEATS:** In sound condition and securely mounted.
- ___ 15. **STEERING:** Does not exhibit looseness, play or binding throughout range of travel. Steering box mounting is secure. Power assist fluid is adequate. Power steering hoses are not leaking or seeping.
- ___ 16. **SUSPENSION:** Mounting points are secure and in sound condition. Vehicle does not have excessive side to side variation. Shock absorbers provide adequate damping and are securely mounted.
- ___ 17. **THROTTLE LINKAGE:** Free return without binding through entire travel.
- ___ 18. **TIRES:** No cracks, blisters, or cord evident. Front tires are the same size. Rear tires are the same size. Tread depth adequate for wet track driving (minimum 3/32"). No snow tires. Tires are properly inflated. Valve stems are not cracked.
- ___ 19. **WHEEL BEARINGS:** Properly adjusted with no excessive looseness. No lube leakage onto brake linings.
- ___ 20. **WHEELS:** No cracked or bent rims. Lug nuts or bolts properly torqued. We recommend that wheel torque be re-checked immediately prior to the event, prior to each on-track session throughout the event, and before departing the event.
- ___ 21. **WINDOWS:** Secure and in sound condition.
- ___ 22. **WINDSHIELD WIPERS:** Functional and in sound condition.
- ___ 23. **Brake Lights**

Technician's Name _____ Signature _____ Date _____

I certify that the above vehicle has been carefully examined by a qualified individual and that all the foregoing items have been checked. I understand that the safe condition and operation of this vehicle are entirely my responsibility and that the North Atlantic Audi Club, a chapter of the Audi Club of North America and/or its members, and New Hampshire International Speedway cannot be held liable or responsible for any vehicle problems, malfunctions, or damage that may occur in connection with the operation of this vehicle prior, during, or subsequent to the driving school. I further acknowledge that any Safety Verification that may be performed on the vehicle during the event cannot verify that it has been properly prepared and inspected for this driving event. No representation is made by the North Atlantic Audi Club or its members of the vehicle's roadworthiness for street driving or the high-performance driving school at New Hampshire International Speedway. No warranties are implied or expressed. I acknowledge that at all times I remain solely responsible for the safe condition and roadworthiness of the above vehicle, and I am not relying on a track-side safety check in deciding whether to drive the vehicle. I realize that the safety verification is performed at the discretion of the North Atlantic Audi Club and that not all vehicles may be checked.

Participant's Name _____ Signature _____ Date _____

(DO NOT WRITE BELOW THIS LINE - FOR NORTH ATLANTIC AUDI CLUB USE ONLY)

Registration Verification

___ Pre-Event Safety Inspection Report complete and correct

___ Helmet (Snell approved M2000/SA2000/M2005/SA2005)

___ Medical Information form

Verified By (Name) _____ Date _____ Time _____

MUST BE FILLED OUT AND PUT IN AN ENVELOP WITH YOUR NAME ON THE OUTSIDE. ENVELOP WILL BE GIVEN TO THE MEDICAL STAFF AT THE EVENT.



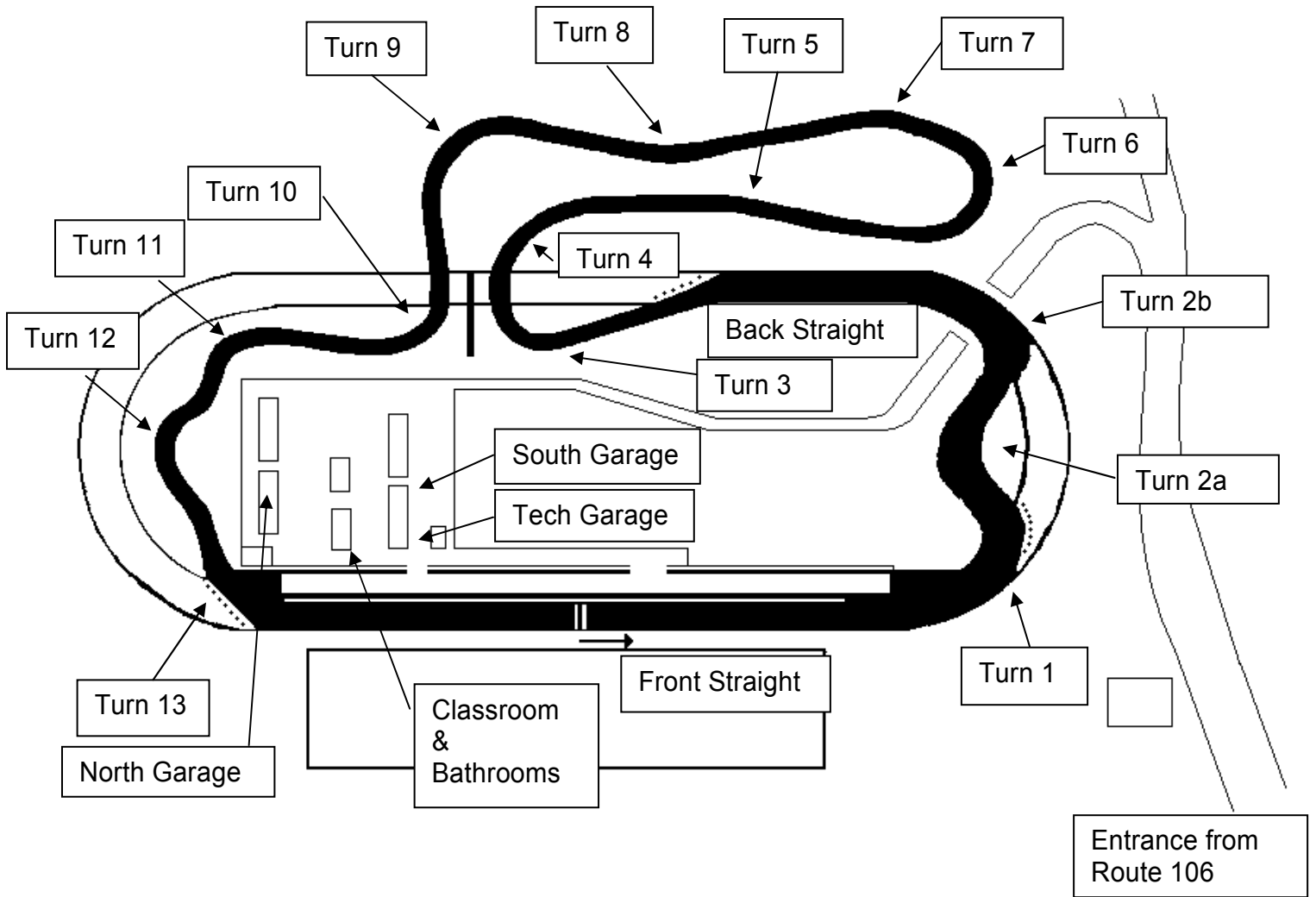
Driving School Medical Information and Emergency Notification

To have emergency medical information at the track for use by on- or off-site medical personnel, fill out this form, seal it in an envelope, and hand it in when you register. The envelope will not be opened unless the information is required. After the event, the envelope and contents will be shredded.

This information will only be released to proper medical authorities in the event of an emergency.

Name:		Date of Birth:	
Street Address:			
City:		State	Zip Code:
Family Doctor/Personal Physician:		Telephone #:	
List Current Medication (s) and Dosage:			
Known Allergies to Medication:			
Reason For Hospitalization Within the Past 2 Years:			
List any and all conditions for which you should receive consideration under the Americans with disabilities Act.			
Date of last Tetanus Shot:	Blood Type:	Organ Donor: (Yes / No)	
Check any of the following that are pertinent:			
Contact Lenses:		Dentures:	
Asthmatic:		Diabetic:	
Epileptic:		Cardiac:	
Person to be Notified in an Emergency:			
Relationship:	Daytime Phone #:	Evening Phone #:	
Address:			
City		State:	Zip Code:
In the event of an emergency wherein I may require medical treatment, I authorize the North Atlantic Audi Club to deliver this information to on- and off-site medical personnel involved in my treatment.			
Signature:		Date:	

NHMS Track Map





One Lap around NHMS By North Atlantic Audi Club

Turns 1, 2A & 2B

Turn one is at the end of the front straight. This is where you will be carrying the most speed during your lap of NHMS. Keeping the right hand side (RHS) of the car up near the wall, at marker #4 start your braking and do it all in a straight line. At marker #1, this is approximately your turn in point. Slowly start your turn so that you hit the apex of turn one at the end of the "turtles. With steady throttle and the same steering input, continue past the 'apex' (end of the turtles) until the pavement changes from dark to light.

Turn 2A is to your right and you will turn in and bring the RHS of your car over to the apex cone on your right. Again a short distance with a small amount of throttle, as the pavement changes back from dark to light. No commence your turn to the left to the apex cone at the base of the flagging tower in turn 2B. From the apex of turn 2B, you will start to bring the throttle on slowly and let the car track out close to the wall of the back straight.

From the apex of turn 1 to the apex of turn 2B is a quick left, right, left which takes you onto the back straight of the oval. Time your steering inputs so that you are turning when you are on or near the old light colored pavement

Turns 3, 4, & 5

Turn three has the biggest braking zone on the course. Keep the car over to the far left side of the track, and apply a steady and firm brake pressure. In most street cars, you will be doing a 4-3-2 downshift at this turn. Use the brakes to slow the car down, not the gearbox! If you are comfortable with the heel and toe downshift, then this is a corner that will benefit from that technique. As you turn in, make sure the right tires of the car are within a few inches of the apex cones on the inside of the turn. Now let the car drift out all the way to the tire wall on your left side. Now you should use hard acceleration as you power up the hill, apexing turn 4 in the middle of the track. The track out point is all the way to the left side of the track as you crest the hill. As you start down the hill, this slight turn to the right is turn 5 which is where you will want to head over to the right side of the track as you set up for Turn 6.

Turns 6 (The Bowl), 7 & 8

The key to this turn is to keep the car over to the right side of the track and follow the outside of the turn for approximately 30 to 40 degrees of the turn, and then do a very LATE apex. There is a lot of camber built into the road with this turn, and you will be able to have the power on from the apex of the turn all the way to the track out point. If you exit the bowl turn properly your RHS tires will end up on the far right side of the track. After you track out of the bowl turn, then there is turn 7 and then turn 8 at the top of the hill. Your goal as you climb the uphill at NHMS is to have your left tires one inch away from the black and white curbing on the left hand side (turn 7), then you will aim your RHS tires towards the black and white curbing on the RHS (turn 8). Basically, you are trying to keep the car pointed as straight as possible as you accelerate and climb the uphill. Turn this left/right combo into a straight line. Now you will approach the downhill turn 9.

Turn 9.

Turn 9 should be treated as a double apex left hand turn. As you finish up cresting over the hill, you want your left side tires to be near the first apex at 9. This is a big braking zone, and you will downshift here. Turn the steering wheel left so that the car ends up about 2 car widths from the left edge of the pavement. Now imagine a cone right out in the middle of the track, in the middle of the corn, (Look at the pavement) and this is where the 2nd apex is located.. The second apex at 9 is critical to line you up so that you can get back to the concrete wall on your LHS as you enter back inside the oval part of the track. It is critical to get your car back to the LHS of the track (very close to the cement wall) so that you be set up nicely for turn 10.

Turn 10.

Turn 10 is a fast downhill right hand turn. The turn in point is near the beginning of the cement wall on your left, and the apex of turn 10 is a two foot lump of asphalt on your right, so get close to the apex, but not too close! Brake in a straight line exiting turn 9 as you come down the hill. Then turn into turn 10 with the power on smoothly. There is a LOT of road as you track out of turn 10. Use this road. You do not want to pinch the car in. Let the car track all the way out to the LHS of the track with the power being gradually turned on. Gradually bring the car over to the middle of the road, as you approach the most important three turns on the course.

Turns 11,12 and 13.

Keep the car straight as you enter turn 11. Your LHS tires will be near the curbing, and you will quickly cross the track so that your RHS tires will be near the RHS curbing. You are turning a left/right section of the track into a straight line as much as possible. Big brakes will be needed after the second apex, just before you turn into turn 12. Now you will want to do a single LATE apex at turn 12, and then bringing on the throttle slowly and smoothly, letting the car track out all the way to the curbing on the RHS. Now you will want full throttle to accelerate, crossing the track to your left staying as close as possible to the pit in cones, then enter the main straight. Your LHS mirror will almost scrape the pit wall. This is turn 13, but because you are at full throttle, no one counts this corner. Now let the car slowly track out to the outside wall. Now breathe and relax as you go by the start/finish line and get ready for turn one again!

Remember, this is a difficult track with lots of turns. SMOOTH is the key to getting around the track fast. Trying to go fast with lots of tire squeal, will only slow you down.

Track terms that you should be familiar with before arriving at the track.

Apex:	The area near the middle of the turn where your tires pass closest to the inside curb.
Balance:	Managing weight distribution side-to-side and front-to-rear with smooth control inputs.
Bite:	The amount of traction the tires have.
Bleeding the Brakes:	A procedure to remove air and contaminated fluid from the brake lines.
Blipping the Throttle:	A quick stab on the throttle to quickly raise the RPMs of the engine in order to downshift without damaging your engine or drivetrain. Done in conjunction with the clutch and brake during the "heel and toe" maneuver.
Brain Fade:	When the driver finds it difficult to concentrate on the driving task.
Cheating In:	Moving away from the edge of the track before you begin the turn. This has the effect of making the track narrower, and causing early apexing (bad).
Bedding in, Seating Brake Pads:	Removing the gases from the brake pad material by alternately heating and cooling the pads. Done before you go out on the track.
Double Clutch:	The original way to heel and toe before fully synchronized transmissions became common.
Down Shift:	Changing the transmission to a lower gear.
Heel and Toe:	Using the right foot to depress the brake pedal and blipping the throttle at the same time. Blipping often done with the side of the foot.
Locking up/lock up:	Engaging the brakes so hard that the wheels no longer rotate. Normally not a desirable condition because you lose adhesion with the track.
Oversteer:	When the car turns more than you want it to (rear end swings wide).
Red Mist:	Time to get off the track because you are fatigued or have lost your concentration and are not safe.
Smooth:	The style of driving that is without jerky changes in the direction of the car. The smoother you are, the safer and faster you drive.
Squeezing:	Gently adding pressure to the brake or throttle.
Suspension:	Includes the springs, shocks, and sway bars and determines much of the inherent handling characteristics of the car.
Threshold Braking:	Applying the brakes and holding them until the wheels are just about to lock up. The quickest way to slow down. Only done while traveling in a straight line.
Throttle Steering:	Increased or decreased throttle to assist in the making a turn. In understeering cars, a quick decrease in throttle will transfer more weight to the front wheels making them bite better and helping to reduce the understeer.
Tighter:	Add a little more steering input so that you will be closer (tighter) to the apex of the turn.
Track out Area:	The region on the outside edge of the track where you should be when you finish your turn.
Traction:	How well your tires stick to the road surface.
Transition:	A very gentle turn.
Turn In Area:	The region on the outside edge of the track where you begin the turning procedure.
Turtles:	Those bumpy things just outside the normal track area designed to get your attention to move back on to the track (rumble strips, speed bumps)
Understeer:	When the car tends to go straight rather than turn where you are pointing it.
Up Shift:	Changing the transmission to a higher gear.
When you Spin, Both Feet In:	If you lose control of the car and it starts to spin, hold the brake pedal to the floor with one foot, and the clutch with the other. Do not release the pedals until the car is completely stopped.