

Schedule

9a: Gates and tech open to drivers & crew
11a: Drivers meeting then drifting starts
12p: Gates open to spectators
9p: Drifting stops
10p: Gates close
Open drifting with separate lines for tandems and solo drivers

\$100 (includes 1 crew member)

\$20 for spectators

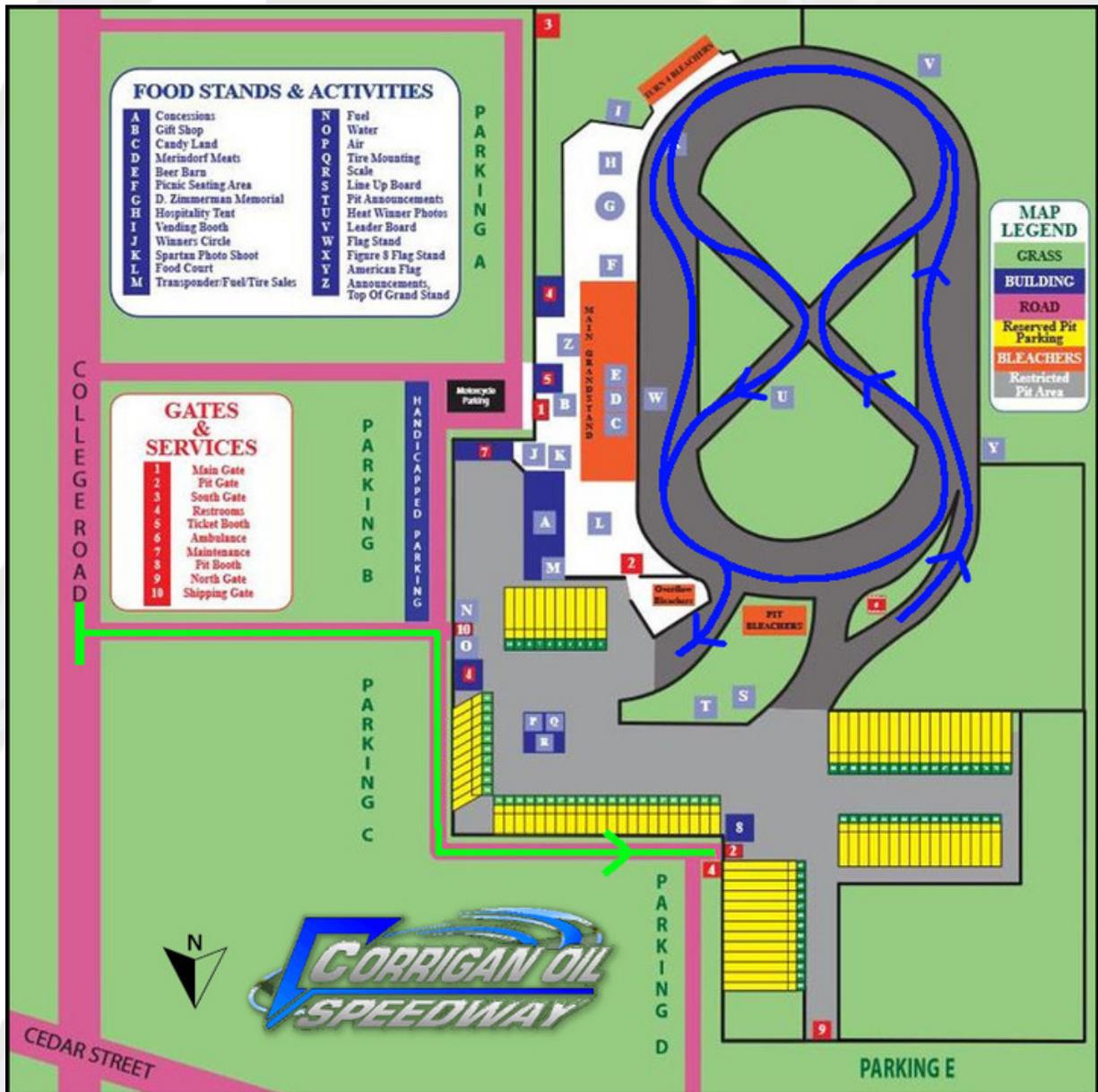
\$10 for ages 6-12

5 and under are free!

Cash at the gate or
Venmo @Ray-McDivitt
PayPal @RayMcDivitt

Track Amenities

Tire changers (take your spent tires and ask for help if you need it),
compressed air, water hose, track scale, bathrooms



Rules:

- All drivers must have up to date safety equipment.
- SA2015+ helmets are required. Must be in good condition, show no signs of damage, aside from normal wear.
- Roll cages are highly recommended and should meet SCCA Open Track Standards. Please ask beforehand if you have any concerns!
- Fire extinguishers are required in the vehicle. It must be up to date and within reach of the driver when fully strapped into his/her harness.
- No loose items, trash, tools or panels inside your vehicle! Anything loose can become a projectile in the event of a crash.
- Alcohol is not permitted while the track is hot.

Tech Requirements:

- SA2015+ helmet.
- Fire extinguisher charged, secured and within reach.
- Roll cages safely built with padding where head can contact.
- Safe seats and belts (roll bar or cage with harnesses, stock seat belts otherwise).
- No loose interior or exterior parts.
- Working brake lights.
- Somewhere to attach a tow vehicle (tow hook or tow strap ideally)
- No fluid leaks.
- NO ANTIFREEZE (water + water wetter only)
- Battery properly tied down (no ratchet straps or zip ties) with positive terminal insulated.
- Clutch/brake master cylinder heat shield (if on exhaust side of engine).
- Proper coolant overflow and oil catch cans - no Gatorade bottles!
- Hood and trunk securely latch.
- All lug nuts present and tight.
- No play in suspension.

Guidelines:

- Align your car. $\frac{1}{8}$ " toe out with $-4-8^\circ$ camber in the front, $\frac{1}{8}$ " toe in with 0° camber in the rear is generally a good baseline.
- Adjust your tire pressures. I've ran 30-60 psi up front and 15-90 psi in the rear for different cars. Experiment.
- Adjust your dampers. A few clicks can make a big difference.
- Go faster on entry. Don't step too far outside of your comfort zone, but sometimes you just need to grab another gear or don't touch the brake pedal and the entire course flows better.
- Run the wide line. You can't have cool tandems if you're boxing out the follow car.
- Don't fight your car. If the car doesn't feel comfortable in drift, it probably needs a setup adjustment.
- Look ahead. Especially if you're tandeming. If you're the 4th car in line, you should know if the lead driver spins out and shut it down.
- If you "think you have it"...DON'T. If something in the run goes wrong, it's always better to shut it down and just do another lap. We've seen a lot of cars get demolished because someone thought they could save the run instead of bailing safely, shutting down, and trying again. Sure, there's a 75% chance you could have saved that spin, but the alternative could be you spin out unexpectedly and cause a wreck.