



***National Corvette Museum Events High Performance Drivers' Event
Virginia International Raceway – June 22-23, 2020
Pre-Event Instructor/Drivers Information Packet***

NCM HPDE Participant,

Welcome to the NCM's Drivers' Education and Safety Event. We thank you for signing up to participate in this school and we hope that this event will create a deeper enjoyment of the Corvette lifestyle. With your help this will be an educational, exciting, enjoyable and most importantly safe event.

The material in this packet will provide you with track information, rules, procedures and safety information. We have a large number of participants who are attending their first High Performance Drivers Education Event, so pay particular attention to details to get the maximum enjoyment out of your NCM experience. Please read these instructions carefully; we don't want to see anyone lose their run time or miss the event entirely because they did not bring the correct/required equipment. As this is a safety seminar, **not a racing school**, overly aggressive or reckless driving will result in expulsion without refund from the event and suspension from future events.

Please Note: All tracks hold drivers responsible for damage done to the track and facilities. The only insurance covering drivers and their vehicles at the facility is their own, therefore you may want to consider purchasing a Track Day insurance policy, more information can be found here <http://www.ncminsurace.com/hpde>

Important Reminders

Bring this entire packet with you to Registration and the track.

- 1) **All students must have the *HPDE Technical Inspection Form (Page 3)* completed by a mechanic no more than 30 days prior to the event.** These Items ARE MANDATORY! Advanced and Instructors see #5 below.
- 2) **Tech Inspection/Registration** for all participants will take place on Sunday June 21st. Tech is VERY LIMITED on Monday morning, risking loss of track time.
- 3) All novice (Green), Intermediate (Orange), Advanced (Black) and Instructors (Red) must bring the completed ***HPDE Technical Inspection Form (Page 3)*** and the ***Helmet Release and Harness Waiver (Page 4)*** to the **Tech Inspection BEFORE PROCEEDING TO REGISTRATION.** **If your car is not inspected, you will not get your registration packet or be allowed on the track.**
- 4) Advanced (Black) participants and Instructors can perform the Pre-Event Vehicle Inspection portion/Self Tech but must bring in the **completed *HPDE Technical Inspection Form (Page 3)*** and their helmet to the **TECH INSPECTION LINE** to get the necessary stickers and have your forms signed off by the Tech team. The ***Helmet Release and Harness Waiver Form (Page 4)***, and ***Participant Medical Information Form (Page 5)*** will be turned in to registration **THEREAFTER** to get their packet and be allowed on track.

- 5) **After** your car and helmet has been tech inspected students should bring all your completed forms to **Registration**. In addition to your tech forms and helmet waiver, please make sure you have filled out the **Participant Medical Information** (Page 6). It is your responsibility to have all these forms completed at registration.
- 6) Along with any additional emails you will receive, there will be instructions for students at registration and a likely chance to meet your instructor. We strongly suggest students and instructors try to meet at this time.
- 7) Participants are responsible for all damages and medical charges including transport.
- 8) Trailer drop-off at VIR is available on Sunday at 5:30pm. Please note that if you are staying at the Lodge or the Villas, VIR personnel may not allow Trailers to enter the property until this time.
- 9) VIR gates will be open at 6:00 am. All persons entering VIR are required to sign the track waiver form. There are no exceptions. Instructors report to classroom at 7:30 am and **all** participants are to report for a mandatory Driver's Meeting at 7:45 am on Monday, outside by the classroom. **Cars need to be cleaned out and inspected prior to the meeting.** The Track will be accessible at all hours from this time until the conclusion of the event.
- 10) VIR has garages available for rental, contact the VIR front office to reserve yours.
- 11) Hotel information can be found [Here: Sleep Inn Danville, VA](#). If you have any questions regarding hotel information or the event please contact Matt@motorsportspark.org
- 12) **Helmets:** Helmets with a **minimum Snell SA 2010 or newer rating are required**, open or close face is your choice. **DOT, M, or SA2005 rated helmets are not acceptable and will not be permitted.** If you are not sure of your helmet rating, call or email us for assistance but we will only accept current Snell ratings for our events.
- 13) **Cameras and Mounts:** All cameras and related gear must be hard mounted; no duct tape, bungee cords, etc. All equipment mounting is subject to tech inspection or your in-car instructor for final determination, including instructor vehicles.
- 14) **Seat/Harnesses** – Seats and harnesses must be the same for driver and passenger. The stock 3-point seatbelt is perfectly fine for this event. If a person chooses to put in a “race harness” they must do so for both seats. A driver cannot use a harness unless there is an equal one for the passenger. **Race harnesses must pass through the seat, including sub-belts, and not around it** and be installed as per manufacturers guidelines. Installation accuracy is the responsibility of the student. 4-Point Harnesses do not pass the Tech inspection guidelines!
- 15) **Drivers Meetings and Classroom Sessions are mandatory for those scheduled. There will be a check system and you will not be allowed on track if you skip class.**
- 16) **Only participants and registered guests are permitted in the Grid area. Visitors must sign NCM waiver and get wristband either at registration check in or at the NCM HQ at the track to qualify as an “event participant” for the track’s purposes.**
- 17) **Instructor Ride-alongs: Only instructors may take passengers. Non-student passengers (guests and spectators) MUST be registered at the NCM desk and have appropriate wristband or the car will not be permitted on the track.**

Event Contact:

Matt Busby

Matt@motorsportspark.org

[270-467-8802](tel:270-467-8802)



HPDE Technical Inspection Form

Please present this **Completed Form** and your **Helmet(s)** to the **NCM Technical Inspection Team** in the **Tech Line**. Notwithstanding any event-related inspection, I/we acknowledge as the Driver(s) / Owner(s) am/are solely responsible for the track worthiness, safe condition and / or repair of this vehicle, and all equipment related to the operation thereof, at all times before / during / after the event.

Signature: _____

Date: _____

DRIVER / VEHICLE INFORMATION, please print clearly and fill-out completely:

Driver Name:	Event Location:	Event Date:
YR/Make/Model:	Vehicle Color:	Run Group:

PRE-EVENT VEHICLE INSPECTION, to be completed by your preferred Shop / Mechanic within 30 days prior to the event, addressing and providing for the items outlined below:

Electrical <input type="checkbox"/> No Exposed Wiring <input type="checkbox"/> Battery Securely Mounted <input type="checkbox"/> Positive Terminal Safety Cover	Lighting <input type="checkbox"/> Brake Lights <input type="checkbox"/> Hazzard Flashers <input type="checkbox"/> Headlights <input type="checkbox"/> Signals	Restraints / Seats <input type="checkbox"/> 3 Point Belts - Minimum <input type="checkbox"/> Driver / Passenger Equivalent <input type="checkbox"/> No Visible Defects of Belts / Seats <input type="checkbox"/> Race Harness' must pass through seat eyes; Absolutely no 4-point harnesses will be approved.
Brakes <input type="checkbox"/> Fluid – Fresh, Clean & Proper Level (Hi Temp / DOT-4 Recommended) <input type="checkbox"/> Pads – 50% + Material Remaining <input type="checkbox"/> Rotors – Free of Major Cracks <input type="checkbox"/> Calipers – Clean & Dry <input type="checkbox"/> Brake Lines – Leak Free/Securely Mounted <input type="checkbox"/> Pedal – Firm & High	Exterior <input type="checkbox"/> Glass & Mirrors – Crack Free / High Center & Driver's Side Minimum <input type="checkbox"/> Wipers – Good Condition / Operational <input type="checkbox"/> Fuel Cap - Tightly Secured <input type="checkbox"/> Shocks – Leak Free <input type="checkbox"/> No Visible Fluid Leaks from Undercarriage <input type="checkbox"/> Exhaust – Leak Free / Securely Mounted (103 decibel limit)	Engine Compartment <input type="checkbox"/> Throttle Returns Freely <input type="checkbox"/> Fuel System – Leak Free <input type="checkbox"/> Belts – No Visible Problems <input type="checkbox"/> Hoses – Leak Free/No Visible Problems <input type="checkbox"/> Cooling System – Leak Free with Overflow Container
Wheels & Tires <input type="checkbox"/> No TPMS Codes Present on Dash Instruments <input type="checkbox"/> Tires - Crack Free / Serviceable 3/32 Tread Remaining <input type="checkbox"/> Wheel Rims - Free of Cracks/Defects <input type="checkbox"/> No Wheel Locks Allowed <input type="checkbox"/> All Lug Nuts Present (Should be Torqued to Spec by Driver/Owner) <input type="checkbox"/> Trim Rings + Beauty Caps Removed <input type="checkbox"/> Wheel Bearings - Free of Play / Binding	<div style="border: 2px solid black; padding: 5px;"> Shop Approval Stamp: By: _____ Date: _____ </div>	

(ONLY Advanced Run Group Drivers and Instructors are permitted to self-inspect.)

ON-SITE TECHNICAL REVIEW - MUST be completed by a member of the NCM Technical Inspection Team - ONLY.

Interior <ul style="list-style-type: none"> No Loose Items Trunk Area Empty Floor Mats Removed All Compartments Emptied 	Roll Protection (if applicable) <ul style="list-style-type: none"> SCCA Approved / Meeting Broomstick Rule Fire System/Equipment (if applicable) <ul style="list-style-type: none"> Securely Mounted 	Helmet Approval <input type="checkbox"/> SA 2015 <input type="checkbox"/> SA 2010 <div style="text-align: center; font-size: 2em; font-weight: bold;"> Pass Fail </div>
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PASS	FAIL*	By: _____ (NCM Technical Inspection Team Member) * Vehicle failures shall be noted on the back of this form
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The NCM and its Technical Inspection Team affords no guaranty or warranty regarding the condition, safety, repair, defects or suitability of this vehicle as a result of any On-Site Event Review / Inspection thereof.

National Corvette Museum High Performance Drivers' Event

**HELMET ACKNOWLEDGMENT AND RELEASE
(BRING THIS TO REGISTRATION)
Helmets Must be SA 2010 or Newer**

I/We acknowledge that the inspection of my helmet by volunteers assisting at the NCM HPDE 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 visual inspection to contain the appropriate Snell rating sticker and to be capable of meeting those standards at the present time. I acknowledge that the NCM is making no guarantee of fitness for use in "passing" my helmet, and that I am relying solely on my own judgment in using the helmet in an NCM event. I release, acquit, and forever discharge the National Corvette Museum, its officers, members, employees, lessors, associates, successors, or assigns, from any and all liability, claims, demands or causes which may arise from my wearing of the inspected helmet, from my attendance at an NCM event, or from any injury sustained by me, whether or not due to negligence.

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

Signature: _____

Print Name: _____

Date: _____

HARNESS SYSTEM ACKNOWLEDGMENT AND RELEASE

I/We acknowledge that the inspection of my harness system by volunteers assisting at the NCM HPDE is for the sole purpose of determining whether my harness system has met the minimum standards of the SEMA Foundation, Inc (SFI) and that it appears from a visual inspection to contain the appropriate SFI rating tag and to be capable of meeting those standards at the present time. I acknowledge that the NCM is making no guarantee of fitness for use in "passing" my harness system, and that I am relying solely on my own judgment in using my harness system in an NCM event. I release, acquit, and forever discharge the National Corvette Museum, its officers, members, employees, lessors, associates, successors, or assigns, from any and all liability, claims, demands or causes which may arise from my wearing of the inspected harness system, from my attendance at an NCM event, or from any injury sustained by me, whether or not due to negligence.

I represent that I am over the age of 18 and that I understand that I am participating in a dangerous event and that my harness system has not previously been worn or damaged in a collision.

Signature: _____

Print Name: _____

Date: _____

National Corvette Museum High Performance Drivers' Event

- PARTICIPANT MEDICAL INFORMATION -

(Confidential)

PLEASE PRINT LEGIBLY:

Date: _____ Event: _____

Name: _____ Age: _____ Birth Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Medical Insurance Carrier / Policy Number:

Whom to notify in case of emergency: _____

Relationship: _____

Phone number where they can be reached: _____

Blood type and RH: _____ Do you wear contacts? _____

Date of last tetanus: _____ Prosthesis? _____

Present Medications: _____

Significant illness or condition, which might affect you at the track:

This information will be kept confidential and only be used in case of emergency. These forms will be destroyed after the end of this event. You may request your form back at the end of the event.

National Corvette Museum High Performance Drivers' Event

- DRIVING RULES -

Please read these rules carefully. **Safety is the MOST important aspect of this event.** Anyone deemed driving in an unsafe manner will immediately be ejected without a refund.

The weather conditions can vary over the course of the day. Be aware of environmental conditions and make sure to adjust your speeds accordingly. Remember to use the first couple of laps of each session to warm up tires, brakes, and yourself.

Be sure to check your brakes, tires, oil and lug nut torque throughout the two days of the event. A high-temperature brake fluid, such as ATE Super Blue or Gold 200, or Motul 600, is recommended since you may easily reach stock brake fluid boiling points. Use of this fluid won't affect your warranty and is street legal. You should also consider bringing extra fluid and brake pads. Don't worry if you are a beginner and have never changed/checked these parts. There are MANY people who will gladly lend a hand if you need assistance.

- 1) **Pass only in designated areas and only after receiving a Point-By Signal from the driver being passed.** Do not attempt to pass at the end of a straight at the braking markers. This is not a competition and there are no trophies to win. Be sure you have the time and room before you attempt a pass. Instructors, watch the mirrors and make sure your students pass and are passed safely.
- 2) **Check your mirrors!** The driver being overtaken must give a Point-By Signal for **EACH AND EVERY PASSING CAR**. Just because the car in front of you got the Point-By Signal does not mean you got one. If in doubt, don't pass. **Do not** ride the bumper of the slower car. They may be overwhelmed, and you riding their bumper won't help. You can always pit in and re-enter the track after a pause. Exiting the track into the Hot Pit you should gradually slow down. Once safely in the Hot Pits the speed limit 35 miles per hour. Wait at pit out for signal from the Pit Control worker to re-enter the track.
- 3) **Don't group together.** If a train, or line, forms behind you, pit in and re-enter the track after a pause. Be aware of Blue flags and kindly offer faster drivers a Point-By Signal at the next upcoming passing zone.
- 4) **Focus is key!** Vehicles at speed need smooth, decisive, and balanced inputs. If you are confused by too much input, **YOU ARE GOING TOO FAST.** Keep to the "line" and feel what the car is telling you.
- 5) **Flags are extremely important.** We will review them before the event and be sure to study the information on them found later in this packet.
- 6) **Spins.** *If you spin, both feet in. If in doubt, both feet out.* This will make sense to you when you have your classroom sessions with the Classroom Instructor, he will also go over a great deal of information on the dynamics of your vehicle. All student attendees scheduled for classroom must attend these sessions.
- 7) **Passing Zones** will be determined based on safety and run group experience/ability. They may not be the same as areas used by other clubs/groups. Passing rules are discussed later in this packet. Please read the rules carefully! If you have a question or comment, please bring it up with the Event Master and/or Chief Instructor at the Drivers Meetings.
- 8) **Tires and Modifications. All Novice student participants must run DOT approved tires** during this event. If you are unsure of the tires you can run, contact the Event Master and/or Chief Instructor **prior to the event.** Leave enough time to source the correct tires. Also, if you have modified your car, please note that more power and speed means you must adjust your braking distances accordingly. Adding in 50-100 more horsepower and keeping your stock brakes – on all cars – can be a problem. Please make sure you tell your instructor if you have modified your car, and please pay attention to possible brake fade.

REMINDERS:

Before you enter the Grid each day, clear your car of any loose items. **Check underneath the seats!** Make sure you remove loose items from the door pockets, behind the seats, the glove box, the ashtray, the armrest, the trunk, and items behind the sun visor. Remove hubcaps, lug nut covers, and floor mats. Make sure that the numbers on your car are securely attached and visible.

Comfortable clothing is recommended. Long pants and closed toe'd shoes are mandatory.

All Instructors MUST HAVE A FUNCTIONING COMMUNICATOR AND HEADSET!

Above all, pay attention. Please **listen for announcements and keep to the schedule, as it may be adjusted.** Be in the staging area, ready to run, as your group is called. Instructors should meet their students and complete all preparations in the paddock area before entering grid. Have your helmet, belts, seats and mirrors ready to go before entering the grid. (If you have Harnesses, please have them ready for your instructor to get quickly belted in upon entering into the car) If sharing, helmets must be exchanged ASAP for the next run group and before entering the Grid.

LISTEN TO YOUR INSTRUCTOR. THEY ARE HERE TO KEEP YOU SAFE AND TO HELP YOU LEARN.

STAGING AND TRACK ENTRY:

Staging – All participants will grid in the **Grid Area**. Instructors should meet their students and complete all preparations in the **paddock** area. When the track opens for your session, go out single file upon the track official's signal. **You are to remain full Track Left after the pit wall inside the blend line all the way to the apex of Turn 2. Do not move your car on grid unless signaled to do so by an official.** More details will be given during the morning Drivers Meeting.

The **first lap of the first session will be run under the yellow caution flag, so there is no passing.** Use this time to warm up the tires and get yourself mentally re-acclimated to the track, be aware this practice will be subject to adjustment as needed.

Pit in – When you see the checkered flag waving to end your session, take that lap as a down lap (cool-down lap) and give your pit signal as you exit the turn before the pit entrance. Exiting into the Hot Pit you should gradually slow down. Once safely in the Hot Pits the speed limit 35 miles per hour. Exit into the paddock area and let your instructor out there. **BE ALERT.** Cars will be heading to the Grid while you are returning to the paddock.

PARTICIPANT PASSING PROCEDURES:

All tracks provide a great opportunity for drivers to pass.

With the mix of manuals and automatic cars on the track at the same time, and horsepower differences possibly exceeding 100 HP, passing opportunities will present themselves.

As participants become more comfortable and smoother in their driving, car weight, power and suspension comes into play. That 500+ HP Z06 or C6 that blew by a bone stock C5 or C4 on the straight now has that low HP coupe on its tail through the next corner. What ensues is a line of traffic (a train) and frustration. Because of this, we want everyone to follow the passing rules to the letter of the law.

GETTING PASSED

When it becomes apparent someone wants to pass you, stay on line, remain consistent, and give the appropriate Point-By Signal when you feel safe to so do. LIFT COMPLETELY OFF THE THROTTLE as the car is passing you! Do not resume full acceleration until the car has passed. One Point-By Signal, one pass. The driver being overtaken must **GIVE A SEPERATE POINT-BY SIGNAL FOR EACH AND EVERY PASSING CAR.** Just because the car in front of you received a Point-By Signal, does **NOT** mean you have also. If in doubt, don't pass. The overtaking car will always pass off-line. **DO NOT, UNDER ANY CIRCUMSTANCE, RACE A CAR TO THE CORNER!** We will outline the passing zones at the drivers meeting and during Classroom Instruction. Note that allowable passing zones will vary between run groups (e.g., the Novice Group will have fewer passing zones than other groups) and may change throughout the weekend. Instructors, we expect you to be making sure your beginner students allow faster cars to pass even if it means you bring your student into the hot pits to let a train pass.

PASSING

After receiving the appropriate Point-By Signal, CHECK YOUR MIRRORS, pull off-line and accelerate past the car you are overtaking. Be sure to make a clean, complete pass and do not come back on-line until the lane is clear **DO NOT CUT OTHERS OFF.** If someone wants to pass you, stay on-line and give the appropriate Point-By Signal. **DO NOT PASS WITHOUT A CLEAR POINT-BY SIGNAL. NO SIGNAL, NO PASS.**

If someone is not letting you by, *do not get frustrated and do not tailgate.* Pull into the pits, drive through slowly and wait at pit out for signal from the Pit Control worker to re-enter the track.

Remember - ALWAYS FOLLOW THE DIRECTIONS OF THE TRACK OR EVENT OFFICIALS.

- FLAGS -

As you lap the track, you will notice the flagging stations. Please take the opportunity to observe where these stations are located during the event. These Corner Workers have a vast amount of track experience and are here to ensure a safe event. Their primary job is to keep you informed about possible dangers on the track ahead, that YOU CAN'T SEE. Their word is law at this track event so pay strict attention to them each time you pass a station and be vigilant. The following flags will be used during this event:

Yellow – *Indicates trouble on the course in the vicinity you are entering.* Slow down and be alert. There may be a disabled car ahead of you off the driving line. There is NO PASSING under the yellow. A **waving yellow** means **imminent danger**. Get ready to avoid a serious hazard. A car may be disabled in the middle of the driving line and you will have to avoid it. This serious flag needs your utmost attention.

Yellow/Red – *This is a debris flag, it signifies a change in the race surface ahead that could result in the loss of control of YOUR vehicle or a crash.* It will be displayed as standing, not waving.

Red – *Indicates serious trouble.* Check your mirrors and come to a controlled stop as soon as possible and pull to the to edge of the track, closest to the nearest corner station. Do not move until signaled by a track official. Do not get out of your car. If you are signaled to exit the car, get out and move behind the barriers immediately.

Blue/Yellow Stripe – *Indicates yield pass to cars behind.* At the next upcoming passing zone, offer the Point-By Signal to the cars behind you. Slow down and allow them to pass, to avoid the creation of a long train.

Black – *This means you are guilty of a rules violation or we need to clear the track quickly. You must acknowledge the flag (in a friendly wave, not an obscene gesture) and report immediately to the front of the hot pits.* This flag could be displayed as waving, or foiled and pointed, both methods indicate that you need to get off track immediately and report to the grid steward.

White – *Indicates slow moving vehicle on track.* This warns you that a slow vehicle such as a car in trouble or possibly and emergency vehicle (tow truck) is on the track and be aware that you might come up on it at speed.

Checkered flag – *End of the session.* Cool your brakes by driving the cool down lap at a speed where you don't need to use the brakes entering corners, and come into the pits. Be sure to give the pit in signal.

VIRginia International Raceway Rules

SPEED LIMIT inside the paddock is 10mph.

All person entering VIR are required to sign the RELEASE AND WAVIER OF LIABILITY AND INDEMNITY AGREEMENT. THERE ARE NO EXCEPTIONS!

NO RACE ENGINES MAY RUN BEFORE 7:30 AM OR AFTER 8:00 PM.

The PA System is not to be used before 7:30am or after 7:00pm.

NO VEHICLES of any kind allowed on the track AFTER 5pm. You may ride bicycles or walk the track.

No ATV's, PIT BIKES, GOLF KARTS or DIRT BIKES allowed on the premises without prior approval from the track manager. YOU MUST HAVE A VALID DRIVER'S LICENSE TO OPERATE ANY VEHICLE ON THE PREMISES. **VIR requires user to purchase an annual Use Permit to operate these vehicles on property.**

No fireworks, firearms, weapons or illegal drugs are permitted anywhere on the premises.

All trash shall be placed in trash barrels. You will be billed for any items left at the track that must be disposed of by a disposal company; tires, batteries, fuel barrels, etc.

Dump waste oil into yellow 55-gallon drums marked "OIL".

Dump anti-freeze into blue 55-gallon drums marked "ANTI-FREEZE".

Do not dump race fuel into recycling barrels. You will be billed the disposal fee for contaminated liquids.

Report oil and fuel spills to officials so that they can promptly be cleaned up. Asphalt is expensive, there are significant fines for unreported or egregious spills. You, not the NCM will be responsible for these costs.

No loud music or bass-boomers are permitted. Be considerate of neighbors.

VIR allows pets into the Park. Should you choose to bring a pet, they must be leashed at all times, and the owner is responsible for their behavior, damages and clean-ups. Pets are not allowed in any of the buildings, concession area, false grid or pit area at any time. NO EXCEPTIONS.

Campfires/ground fires are not permitted.

Camping quiet time begins at 10pm.

No climbing or jumping fences, doing so is cause for expulsion from the Track.

Do not damage any grassy area in ANY manner.

No fishing or swimming in the lake.

Keep children away from the lake. The lake is off limits to all activities.

Driving counter-race is strictly forbidden at all times.

VIRginia International Raceway Rules

continued

Do not tape notices to any painted surface, guardrails, building walls, etc. Bulletin boards are provided by the Timing and Scoring building.

Decibel limits are set at 103db fifty feet from the track. The track will monitor noise level at your event. If the racer has exceeded the 103db limit, the racer will be black flagged, brought in, told of the infraction and given a chance to comply with the decibel limit. If the racer is not able to reduce the noise level within the decibel limit, the racer must pull the vehicle from the event. The maximum dB limit is subject to be lowered within the next year.

SUNDAY QUIET TIME - In observance of local church services, the track will observe quiet time on Sundays from 11am to 12 pm. Absolutely NO RACE ENGINES may run during this time. Nor is the PA System to be used.

TRACK MANAGEMENT RESERVES THE RIGHT TO BAR, EXPEL OR FINE ANY INDIVIDUAL(S) IN VIOLATION OF ANY RULE.

No PARKIING OR REPAIRING VEHICLES on the asphalt paddock roads. These access roads are considered an EMERGENCY FIRE LANE by the Fire Marshal.

VIR reserves the right to admit VIP visitors into the park during an event.

FUEL CANNOT BE SOLD AT THE TRACK OR PRE-SOLD FOR DELIVERY TO THE TRACK. If you have any questions you need to contact the Track Manger before arriving. We have SUNOCO 93 -100 - 110 - 112 available for sale at the track.

continued

Do not tape notices to any painted surface, guardrails, building walls, etc.

Decibel limits are set at 103db fifty feet from the track. The track will monitor noise level at your event. If the vehicle exceeds the 103db limit, the driver will be black flagged, brought in, told of the infraction and given a chance to comply with the decibel limit. If the vehicle is not able to comply with the decibel limit, the vehicle will be pulled the vehicle from the event. ALL VEHICLES MUST HAVE A MUFFLER!!!!

TRACK MANAGEMENT RESERVES THE RIGHT TO BAR, EXPEL OR FINE ANY INDIVIDUAL(S) FOR VIOLATION OF ANY RULE.

No PARKIING OR REPAIRING VEHICLES on the travel / fire lanes. These access roads are considered an EMERGENCY FIRE LANE by the Fire Marshal.

FUEL CANNOT BE SOLD AT THE TRACK BY A THIRD PARTY OR PRE-SOLD FOR DELIVERY TO THE TRACK. If you have any questions you need to contact the Track Manger before arriving. The NCM MSP has an on site Mobil station to provide fuel.