

**The SVT Cobra Mustang Club & Track Club USA Present:
"SCMC/TCUSA on Track at Gingerman Raceway"
September 22-23, 2012
Gingerman Raceway, South Haven, Michigan**

Track Event Coordinator

Darius Rudis

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The SCMC/TCUSA Driving School Program is designed to help you improve your driving skills and enjoy driving your car in the safety of a controlled environment. Your car, with an instructor, on a real enclosed road course! **THIS IS NOT A RACE OR A RACING SCHOOL. "Racing" will NOT be tolerated.**

There will be a limit of **75 students**. Please register early to assure your spot. All club member registration forms must be received two weeks prior to the event in order to receive the \$30.00 early registration discount. Your check for the full amount made payable to "TCUSA" must accompany the driver school application. Please mail the completed form with payment to:

**SCMC-Gingerman Event
C/O Tony Sorrentino
PO Box 37376
Rock Hill, SC 29732**

On the advice of our physician, we do not accept applications from participants who are or may be pregnant. Persons with a physical impairment, which may interfere with their participation, should contact Darius Rudis before submitting an application.

Registration fee is non-refundable. You may find a replacement if you are unable to attend the school or use your fee for an alternate SCMC/TCUSA open track event. SCMC/TCUSA reserves the right to refuse any participant's application for any reason or for no reason.

Other Notes:

- First priority is given to SCMC/TCUSA members on a first received basis.
- Licensed drivers only. Sorry, no drivers under age 18.
- All cars are required to be tech inspected by a reputable service facility prior to the event. It is **your responsibility** to ensure that your car is safe. Pre-event tech forms are provided in this event packet.
- One driver per car, no substitute drivers without paying a full event purchase price.
- Helmet - **Snell SA05** helmet or better is required. Snell-rated for race and/or special applications (SA) are recommended highly! Please bring your own helmet. If you do not have a helmet, we have a limited supply of loaner helmets available for rent.
- Equal restraint for driver and passenger is required. If you have a 5-point harness, provide one for your instructor - he/she will thank you!
- Long pants are required. Natural fiber material is recommended rather than acrylic or others.
- Failure of 1996-2001 Mustang front brake hoses is common among these years. To insure your safety and the safety of your vehicle and others it is mandatory you purchase a set of braided or stainless steel lines for these model years. Gingerman has short straights and a lot of braking is required. Be safe invest in your fun!
- Convertibles must have an approved roll bar!
- Wheel chocks are recommended for unloading and loading your car off of a trailer. The paddock has a slight decline and it is recommended you use chocks to prevent rolling down the hill.

Please contact Darius Rudis at (734) 272-8984 for the track questions.

SCMC/TCUSA Driver School Series

PARTICIPANT INFORMATION PACKAGE:

**SCMC/TCUSA High Performance Driving School at Gingerman Raceway, South Haven, MI
September 22-23, 2012.**

Congratulations on your decision to participate in the SCMC/TCUSA Driving School! The purpose of the school is to provide participants an opportunity to learn more about their cars and how to drive them safely in a controlled environment. **This is NOT a racing school. Racing and other overly aggressive driving will not be tolerated. Insurance regulations will not cover racing and failure to comply with this rule will lead to expulsion without refund.** The **Host Hotel** for this school will be the Comfort Inn, 1755 Phoenix Road, South Haven, MI. (269) 639-2014.

This packet contains information that will help you prepare for the event, and is divided into the following basic sections:

Things to Bring, Schedule, General Comments and Suggestions, Car Preparation, Rules of the Road, Driving Terms, and Topics. Pre-Event Technical Inspection sheet, Helmet Acknowledgment, and Release Medical form (confidential). Headquarters Hotel and Area Map Track Map Track Rules and **SUGGESTED THINGS TO BRING**. This packet (including completed Technical Inspection Sheet, Medical Form, and Hemet Release) · **Helmet (SNELL SA05, or newer required) A SA helmet is strongly recommended!**

- Long pants and long sleeved shirts are **required**. (Preferably cotton material).
- Extra quart (or two) of oil
- Beverages to replace the water you will lose at the track. No alcoholic beverages are allowed!
- Glass cleaner and paper towels
- Gas - fill up before arriving at the track
- Fire extinguisher
- Other tools and parts as desired. Examples: extra brake fluid, coolant, air compressor, hoses, belts. Extra brake pads, and rotors. Pads with half thickness may be gone by the end of the day.
- A tarp or two to protect your gear from the elements in the event of rain.
- Sunscreen, a hat, lawn chair and a canopy for shade.
- A relaxed, open mind for learning something new and exciting, and the willingness to be guided by your instructor.

**PLEASE BRING YOUR TECHNICAL INSPECTION FORM, MEDICAL FORM, AND HELMET
RELEASE TO REGISTRATION FRIDAY EVENING/SATURDAY OR SUNDAY MORNING.**

**Registration will be open on Friday night at the track, Gingerman Raceway, from
5:00 p.m. till 7:30 p.m.!**

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SCHEDULE OF EVENTS: SCMC/TCUSA Driving School at Gingerman Raceway, South Haven, MI ---- Friday September 21, 2012

5:00 pm - 7:30 pm **Grid-Tech Inspection**, all cars must be Grid-Tech inspected before going onto the track. You can get a pre-tech inspection completed at Gingerman Raceway.

5:00 pm - 7:30 pm **Student, Instructor, and Worker registration** at Gingerman Raceway. You will not be allowed to register without a completed medical form, helmet release, and pre-event tech inspection sheet!! Grid-Tech Inspectors will be on hand, bring your car(s) and helmet(s) for inspection.

Please register Friday night to avoid the mad rush that can cause everyone to lose important track time on Saturday morning!

SATURDAY & SUNDAY – September 22-23, 2012

6:30 am **Track opens.** Late registration starts at front gate building on left.

7:00am-7:30 am **Registration and MANDATORY Grid Tech Inspection.** All cars that were not Grid-Tech inspected on Friday must go through Grid-Tech before going on the track. Tech will be held at the Tech Shed.

7:30 am -8:30am **MANDATORY STUDENTS MEETING** at the Classroom. Be prompt. Roll call will be taken and event schedules will be handed out at the school.

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GENERAL COMMENTS AND SUGGESTIONS:

You must have a technical inspection performed by a **professional mechanic**. Take the pre-event technical inspection form with you. It is **mandatory** that the mechanic and you sign/stamp your tech form. In addition to your required pre-event inspection, our tech team will perform a brief safety inspection prior to track activities. Any car not passing inspection will not be allowed on the track. Nothing is more disappointing than to have something fail on an ill-prepared car, ending your weekend early or costing yourself and others valuable track time. **Be sure your car is safe and mechanically sound before you bring it to the track.** No vehicles with cracked windshields will be allowed out on track.

You and your passenger must have a helmet. Someone may be willing to share, but do not count on it. **Without exception your helmet must meet or exceed SNELL '05 or newer standards.** Note to new drivers: the SNELL rating is inside your helmet under the lining and should start with an SA. Both driver and instructor/passenger must be equally restrained to participate in the school. Be sure that you have the same restraint system for your instructor as for yourself. This pertains to belt configuration, not seats. Food and drinks will be available at the track, but you should bring fluids such as water and Gatorade or buy them outside the raceway. Of course, **alcohol and drugs** are not allowed at the track while the track is hot! Detailed event schedule, car numbers, and run group assignments will be provided at event registration.

For safety and insurance reasons, NO passenger under 18 will be allowed in any participants' cars on the track under any circumstances, except during the "touring" period at lunch hour. Maximum speed during "track touring" is 55 mph. We recommend that you wear comfortable, natural fabric clothing (i.e. cotton.) **Long pants are required.** Shoes should be lace-up and have a flexible sole. The track is generally not a good place for children. **If you must bring children, they must be supervised at all times. You are responsible for the behavior of your children/guests.** Pets are allowed on a leash and must be kept under control at all times. The event will run rain or shine. You might be surprised at just how much you can learn on a wet surface! **!!! Registration will be held from 5:00pm to 7:30pm Friday at the track.**

Should you miss this registration time, we will have registration open at the track from **7am to 7:30am** on Saturday/Sunday morning. Please make every effort to register Friday evening. You will avoid the Saturday/Sunday morning rush and stress, and be assured of not missing any valuable track time. **TRACK OPENS AT 6:30 am** Saturday and Sunday. You will need to sign a liability form before entering the track. Wristbands will be used to designate those who have signed the waiver. This should speed up access to the track on Saturday morning. Those wearing wristbands may proceed to the gate. All others report to the registration building at the Raceway's facility. We are looking forward to a safe, educational, and enjoyable event. If you have any questions, please call Darius Rudis at **(734) 272-8984** or contact him through email at drudis@ford.com

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CAR PREPARATION:

Modern vehicles are well-engineered, well-built cars that are designed for enthusiastic driving. Several members have asked if there are any modifications that should be made to their cars prior to the driving school. In a word, no. Most modern vehicles are quite competent for this type of driving right from the showroom (after appropriate break-in, of course). If you attend driving schools or autocrosses often, you may want to install lap belts/shoulder harnesses, stiffen the suspension, upgrade your brake pads or get some stickier tires. These are all matters of personal preference and are by no means required for you to have an enjoyable weekend at the track. You will learn more in your first 3 or 4 schools in an unmodified car than in a car so capable that it masks your lack of skill or experience. What is required is that your car be in top driving condition.

SUGGESTIONS ON PREPARING YOUR CAR:

- Prior to the event, have your car inspected by a professional mechanic. **This is not a suggestion, this is a REQUIREMENT!** Included in this packet is a pre-event Technical Inspection Form that **must** be completed, signed by you and the mechanic, and brought with you to the event. If you do not bring one to registration, you will be required to **properly** fill out another one.
- **The brake fluid should be changed and the system bled as close to the event as possible.** Brake fluid absorbs water (from the humidity in the air), which reduces the boiling point of the fluid. When people "lose their brakes" at an event like this, it is more often than not the result of boiling the brake fluid. The brake pads should have at least one-half thickness. If they don't, replace them in time to bed them in adequately before the event. We recommend you bring an extra set of pads and rotors just in case.
- The coolant system should have been flushed and coolant changed within a few months of the event to prevent overheating.
- Tires must have at least 1/16" of tread depth, with no blisters, bald spots, or other imperfections. Also, **tires that have been patched or plugged are not allowed.** You should have some additional tire pressure when you arrive at the track. Generally, for street tires, 36-40 psi is a good starting point.
- If applicable, you should remove sunroof wind deflectors. At high speeds, some of these will vibrate and may make a very disconcerting noise. Also, if your car has removable wheel centers, trim rings, etc., these should also be removed to ensure they don't fall off during the event.
- **All loose objects must be removed from the passenger compartment and trunk of your car.** This includes all items from the **center console, glove box and side pockets.** It is unnerving and potentially dangerous to have loose objects flying around you during hard braking and cornering. **Radar detectors** (if removable) and **garage door openers** often get left on sun visors. Don't forget the spare change in the **ashtray.** Double-check your car before your first session that day. It is recommended that your spare tire and jack be removed from your trunk or be fastened securely.

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RULES OF THE ROAD:

Following are the rules that, for everyone's safety, will be followed during the event. You should be familiar with these rules prior to coming to this event. Failure to follow rules and instructions may result in dismissal from the event. The organizers of this event reserve the right to eject anyone acting irresponsibly.

GENERAL RULES:

- All participants must be at the drivers meeting Saturday/Sunday morning. Roll call will be taken! Expect to lose track time if you are not at the meeting.
- Both the driver side window and passenger side window must be fully down at all times when the car is on the track - even in the rain.
- No passengers under the age of 18 will be allowed in participants' car. Everyone is welcome to participate during the touring session during the lunch hour. No helmets will be required during this time.
- Timing of student cars is not permitted. This is not a race school and failure to comply will result in immediate expulsion of the event.
- Passing is allowed in designated areas with a point by only. Passing shall occur only after a clear signal is given. Passing areas and passing rules will be discussed in the classroom at the event.
- When slowing to enter pit road, the driver shall signal by raising his/her arm out the window with a clenched fist and pull over to the pit out portion of the track.
- All loose objects must be removed from the passenger compartment and trunk of your car. You are responsible for repairing and or replacing and damaged portion of the facility if you have an accident or any other circumstance which would prevent the facility from being just as it was rented to us.

FLAGS:

Yellow, standing - Something has happened ahead of you. It probably isn't on the track, but normal escape routes may not be available to you, so slow down and be careful. Absolutely no passing. A yellow flag may be displayed for the first two laps of a session to allow all cars to warm up.

Yellow, waving - Something has happened ahead of you and is probably blocking at least some of the track. Be prepared to take evasive action or stop. Be very careful. Absolutely no passing.

Red & yellow striped - There is debris on the track ahead, possibly oil, antifreeze, dirt, or maybe a turtle. Be prepared to respond accordingly.

Red - Something very serious has happened ahead of you and you cannot continue. Come to a controlled safe stop on either edge of the track. If cars ahead of you have pulled off, use the same side of the track to allow maximum space for emergency vehicles. Stay in your car. You will be notified by the corner worker when to return to the pits.

Blue w/ yellow stripe - A faster car is following. Allow it to pass at the next passing zone. Point to the side you wish the car to pass on. This courtesy prevents tailgating, "driving in your mirrors," and promotes safety.

Please keep an eye on your mirrors and allow faster cars to pass in the designated areas.

Black - Enter the pits at the next opportunity to consult with a school official.

Checkered - The session is over. Finish the lap as a "cool-down" lap. Slow down, use the brakes as little as is safe. Allow you and the car to cool down and relax. Proceed to pit lane.

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DRIVING TERMS AND TOPICS:

Some useful terms and definitions:

Understeer - There is traction at the rear wheels, but the front wheels lose traction and, regardless of steering correction, the front of the car slides towards the outside of the turn. Also called "push" or "plow". Understeer increases the radius of the turn.

Oversteer - There is traction at the front wheels, but the rear wheels lose traction and try to pass the front. Also called "loose". Oversteer decreases the radius of the turn.

Trailing-throttle Oversteer- Oversteer induced by lifting off the throttle while cornering. When the throttle is lifted, weight is transferred to the front of the car, which suddenly has better traction than it had before; weight is transferred off the rear of the car, which suddenly has less traction than it had before.

Line - The actual path of motion that a car makes through a given turn.

Turn-in - The point at which you begin turning into a corner. The turn-in point has a direct effect on the apex and track out (exit) of a given line, and can be too early or too late.

Apex - The area of a corner where the inside front wheel runs closest to the inside of the track. It is directly affected by the turn-in point, and, like the turn point, can be too early or too late.

Track-out (exit) - The area of the track where the turn is completed. The track-out point will depend entirely on the turn-in and apex. Depending on the turn-in and apex will either be on the track or off the track. (hint: proper exit is generally on the track).

Trail Brake - Braking past the turn-in point (usually about the first third of a corner). Trail braking occurs while turning and after the major braking for the corner has occurred. Braking pressure is only a fraction of full (10 to 20 percent), and is gradually decreased while making the transition to acceleration.

Camber -The angle of the wheel from vertical as viewed from head-on. Negative camber has the top of the wheel leaning towards the center of the car. Cornering pulls the bottom of the outside tires in so that the wheels exhibit positive camber, or less negative camber.

Toe-in - The alignment of the wheels as viewed from above, with the front of each wheel pointing in toward the centerline. Forward motion tends to pull the wheels and tires backward in an arc so that the wheels tend to toe-out (or toe-in less).

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PRE-EVENT TECHNICAL INSPECTION FORM Engine Compartment / Interior

- Battery securely fastened
- Brake fluid: level, system bled, fresh fluid -
- REQUIRED** Date of last fluid change: _____
(must be within 6 weeks to date of event)
- No visible fluid leaks (gas, oil, coolant, hydraulics)
- Coolant system: level, condition of hoses, no leaks, hose clamps are tight
- All V-belts properly tightened; inspect for wear, cracks, fraying
- Brake lights: all working
- Brake pedal: firm
- Throttle linkage: no sticking/ sloppiness
- Windshield wipers: working and good condition
- Mirrors: left-hand exterior and interior

REQUIRED

On lift and under car:

- Condition of tires, both sidewall and tread. Minimum of 1/16" tread. H, V, or Z speed rating recommended. This requirement may be waived for special open track tires.
- Check wheel bearings for excessive play
- Brake pads & calipers: Adequate pad thickness (at least 1/2 pad left). Rotors within factory specs. Calipers working properly. Hoses, lines, calipers clean and dry.
- Steering linkage and suspension: No excessive play. Suspension mounting: no cracks or excessive rust.
- Braided or stainless steel lines for 1996-1998 Cobras.
- Check rear engine & transmission seals for excessive seepage
- Check for hydraulic leaks at wheels and clutch slave cylinder
- Check half-shaft bolts for looseness
- Wheels straight, no cracks
- Check transmission and differential fluid levels
- Exhaust: no under car leaks **Other**
- Windshield free of cracks
- Seat belts: both front seat belts are properly operable and in good condition. If you have aftermarket harnesses then they should be anchored as close to horizontal from the seat back in order to prevent spine compression. Essentially, floor mounted harnesses are not advisable to use in this event.
- If roll bar equipped: adequate padding required on a roll bar/cage installation at any possible contact with driver or passenger. Convertibles must have rollbars!

Inspecting Service Shop: _____ **Date:** _____

Mechanic: _____

I understand that the condition of my car is my responsibility and the technical inspector is not responsible for any potential failure of my car. Owner

Owner Signature: _____ **Date:** _____

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HELMET ACKNOWLEDGMENT AND RELEASE I/We acknowledge that the inspection of my helmet by members of the SCMC, Inc, and Track Club USA, LLC, is for the sole purpose of determining whether my helmet has met the minimum standards of the Snell Memorial Foundation. I further understand that the use of motorcycle helmets is unacceptable for this type of event.

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 Club is making no guarantee of fitness or use in "passing" my helmet, and that I am relying solely on my own judgment in using the helmet in the Club event. I release, acquit, and forever discharge the SCMC and TCUSA, their 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 the Club event, or from any injury sustained by me, whether or not due to negligence. I represent that I am at least 18 years of age, that I understand I am participating in a dangerous event, and that my helmet has not been previously worn in a collision or struck by a hard object.

Date: _____ **Signed by:** _____

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SCMC/TCUSA PARTICIPANT MEDICAL INFORMATION *(confidential)*

Date: _____

Event: _____

*Run Group Assignment: _____

*Car Number: _____

**Will be completed at registration if you have not specified prior to event.*

Name: _____ Age: _____ Birth Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Who to notify in case of emergency At the track:

Away from the track: _____

Relationship: _____

Phone number(s): _____

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

Date of last tetanus: _____

Present Medications: _____

Known allergies to 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.

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Hotel Information The Host Hotel for this school will be the Comfort Inn Express 1755 Phoenix Road, South Haven, MI.

Other nearby hotel information:

- Lighthouse Inn - 72320 Phoenix Road, South Haven, MI, 800-21-GUEST
- Econo Lodge - 9817 M-140 Hwy, South Haven, MI, 800-955-1831

Gingerman Raceway is located at 61414 Phoenix Road, South Haven, MI, 616-253-4445. The track is approximately 5 miles east of South Haven on Phoenix Road. The track is located on the left. Friday night registration will be held at the Gingerman Raceway. If you have any questions or concerns please contact Darius Rudis at drudis@ford.com or **(734) 272-8984**.



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GINGERMAN RACEWAY TRACK RULES:

- Speed limit inside the paddock is 10 mph.
- All persons entering Gingerman Raceway are required to sign the Release and Waiver of Liability and Indemnity Agreement. **THERE ARE NO EXCEPTIONS.**
- **NO RACE ENGINES MAY BE RUN BEFORE 8:00AM OR AFTER 6PM.**
- **NO VEHICLES** of any kind are allowed on the track **AFTER 6pm.**
- You pay the track direct if you plan to use electricity for a motor home or other type vehicle that requires electrical hook up.
- No ATVs, ATCs, pit bikes, or dirt bikes allowed on the premises without prior approval of the track manager.
- 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 yellow 55-gallon drums marked "ANTI-FREEZE."
- Do not dump race fuel into recycling barrels.
- Report oil and fuel spills to officials so that they get cleaned up.
- No loud music or bass-boomers are permitted. Be considerate of neighbors.
- Animals must be leashed or tethered at all times.
- Campfires/ground fires are not permitted.
- Camping quiet time begins at 10pm.
- No climbing or jumping any fences.
- Do not stand on pit wall.
- Do not damage any grassy area in ANY manner.
- No swimming or fishing in the lake.
- Keep children away from the lake.
- Driving counter-race is strictly forbidden at all times.
- Each competitor should have at least one (1) portable dry chemical fire extinguisher with a rating of at least 12 BC available and in good working condition in their pit area.
- Decibel limits are set at 105 db. The track will monitor noise level at your event. If the racer has exceeded the 105 db. 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 to 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.
- **TRACK MANAGEMENT RESERVES THE RIGHT TO BAR, EXPEL, OR FINE ANY INDIVIDUAL(S) IN VIOLATION OF ANY RULE.**

Note - These rules were valid for the 2011 season and some rules may have been changed or new rules may have been added. Please check with the track management if you have any questions.

LEGEND

- A Registration/Tickets
- B Timing/Scoring Tower
- C Hospitality Pavilion
- D Support Center
- E Food Concessions
- F Restrooms/Showers
- G Raceport Rentals
- H Motorsport Garages



← 5 Miles to South Haven

PHOENIX ROAD / CR388

60TH STREET

50th STREET / CR 607

OVERFLOW
PADDOCK
PARKING

RPM Blvd

SUPPORT
PADDOCK
and
GENERAL
PARKING

Main
Entrance

PRIMARY
PADDOCK

N. Lakeshore
Straight

Chicago Loop

Phoenix Flat

Phil's Hill

Wigley
Field

SPECTATOR PARKING

11 laps, 1.6 mile road course.
Track Record: 1:21.748 sec.
(199-802 mph), Paul Tracy, 1999.
Formula-Mercedes, Indy-Car.