

New Hampshire 2009
The 18th Annual SHO Club Convention
July 27-30, 2009
NH International Raceways/Autocross Rules and Tips

Dear SHO High Performance Driver, *Print these pages out and bring them with you to the convention and track days. Print out the "driver/car information form" and SEND THAT IN WITH YOUR REGISTRATION.*

Welcome to the 2009 National Convention track day at NH Int. Raceways. We look forward to seeing you at the track.

TECH INSPECTION

We will be doing all Tech at NHMS and all cars will receive a tech sticker at that time showing the car is approved for the track event. Please be sure to look over the Tech Inspection form and make sure your car can pass inspection. Bring the form with you to fill out AT the track in the Tech area. **We cannot perform full inspections at the track, so you are responsible for the condition of your car.**

Driving on the track will not be permitted without this form completed AND turned in! Bring this with you to the tracks.

REQUIREMENTS FOR ALL DRIVING EVENTS

HELMET (required for ALL drivers/passengers)

A helmet rating of **SA2000/2005 or M2000 or 2005** is the minimum required for use on the track. (SA is for automobiles, "M" for Motorcycles). We do allow M2000 or newer helmets, but strongly recommend a SA rated helmet if one is available for use. M class helmets do not have the same impact or fire resistance as a SA or automobile use helmet. We strongly recommend that if you need a new helmet, that you upgrade to a SNELL 2005 helmet now. Loaner helmets will probably NOT be available, be sure to bring one with you.

AUTO NEEDS

We do recommend to be prepared with: extra brake fluid, front brake pads, coolant and other wear items that come in handy, especially for those older cars. Also be advised that we will be looking at everyone's tires closely throughout the day. IF we see tread less than legal tread depth (tread wear bars showing or use the old "lincoln's head penny test) we reserve the right to refuse entry to the track until you have replaced the tire(s) with legal tread depth. Racing tires have tread depth "holes" and these should still be visible. Any tire with cord showing is automatically reason for disqualification before or during the event.

FOOD

For your convenience, a food concession stand will be open for breakfast and closing after lunch. They have a limited selection, and decent prices, so eating right at the track isn't a problem, although bringing a cooler is certainly welcome. If gasoline is needed at the track, they will have some available at specified times through track personnel (although it will be rather expensive).

WEATHER

Despite our superhuman powers, we still have no control over the weather. Please be advised that the event will run **rain or shine** and will be cancelled or delayed **only** if the track is unsafe. We're pleased to offer this exciting track to the SHO performance driving enthusiasts.

TRACK DAMAGE/CAR DAMAGE

Accidents can happen, should you encounter one while at the SHO Convention events you will be responsible for paying for any damage that may occur to the track facilities. Any damage between cars is between the owners of the vehicles. SHO Convention #18, Prairie Sage Enterprises Inc, and their employees, officers and volunteers are not responsible for any damage to any vehicle while at an event.

ROAD COURSE

Gates will open no earlier than 7 a.m. and no one will be admitted any earlier than that due to insurance regulations. Tech should begin as close to 7:15 as possible, and at a location we will announce over the PA system. After Tech, there will be a drivers meeting announced. We hope to have that by 8:00 am, but that will

depend on how efficient tech is, so get your car in line right away, with everything emptied out and ready to race. The drivers meeting is **mandatory, IF YOU ARE DRIVING, YOU MUST ATTEND!**

Run-groups will be provided during this time, and will be based mostly on driver experience, but not explicitly. A run group sheet will be available at the track for review. Run sessions will be approximately 20 minutes. When each group is called, that group should pull into the false grid area immediately and be ready to enter the track when the previous group gets the checkered flag and leaves the track. We will try to keep run groups as small as possible, but you are likely to encounter traffic during your run sessions. In all situations, courtesy and common sense must prevail. **Remember:** This is a Driver education event and **not** a race. Any extra curricular foolishness will not be tolerated.

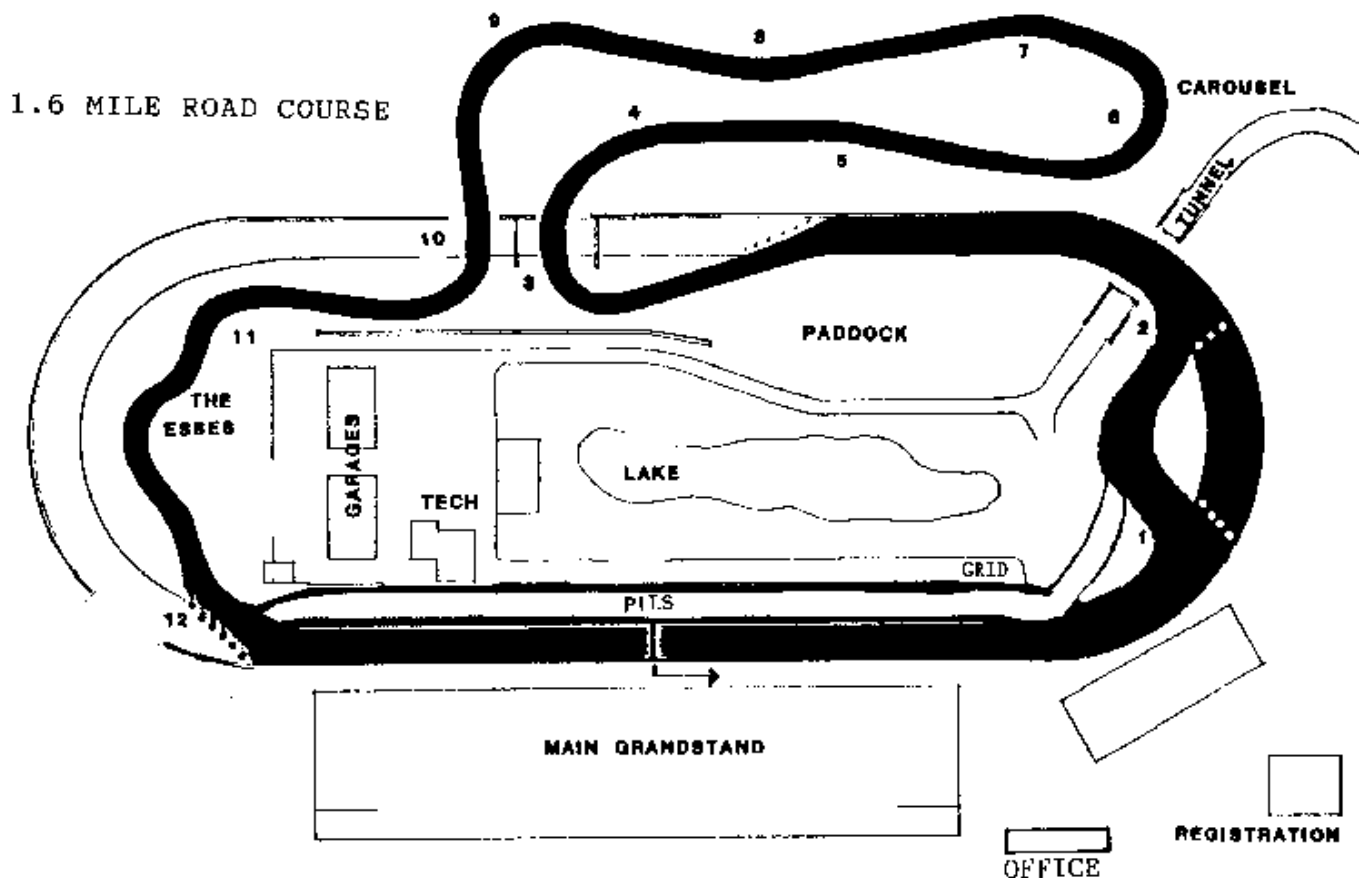
DRIVER AGE REQUIREMENTS: Drivers must be legally licensed to drive in their home state.
PASSENGER REQUIREMENTS: A single (1) passenger will be permitted to ride along with instructors and those in the A or advanced group with permission. Passengers may be allowed in B or intermediate group on a case by case basis. Check with the Safety Steward **BEFORE** asking to go on track. **NO** passengers will be allowed in the C or novice group. Younger passengers (under 16) not allowed. Track and club management reserves the right to limit passengers.

Noon lapping: We will again try to do low speed (40 mph or less) lapping session on the track about halfway through the noon break. There is no fee for this but we do ask for a voluntary donation to the Fallen Hero's Fund, (or American Cancer Society or Red Cross upon request) of \$5 or whatever you care to contribute. No helmets are required, however all passengers must be legally belted in and all children that require car seats must be securely buckled in approved safety seats. Cars may have as many passengers as there are legal seat belt locations. Passengers do not need to be registered for the event to ride in a car. This will last about 15 minutes or about 4 to 6 laps on the track. **THIS IS A SLOW SPEED LAPPING SESSION WITH A PACE CAR**, anyone caught going faster than 40 mph may be asked to leave the event and premises without refund or recourse.

TRACK RULES YOU SHOULD READ!

1. Do not work on vehicles on black top roads (jacks and stands may sink in hot blacktop)
2. Keep all canopy poles off black top roads. (same thing as above, this is for BIG canopys from pro teams)
3. If gas oil or solvents are spilled, please clean up as soon as possible. The track can supply oil-dry for any spills.
4. Dump waste oil into approved containers, not on the ground, containers may not be provided
5. Fuel containers are not allowed on the race track. Fueling must be done in the pits only.
6. Bicycles, mini-bikes and scooters and all-terrain vehicles are **NOT** permitted on the walkways, driveway to the tower, the grass hill or the staging area.
7. Do **NOT** start engines before 8:00am (this caution for unmuffled race engines).
8. Do **NOT** stand in the pits or staging area where prohibited.
9. Do **NOT** leave old tires or parts on the property. Please take them home with you.
10. Pets must be leashed or tethered at all times and are not allowed on any paved area.
11. No alcohol is to be consumed on the property until the last session of the day is over.
12. No climbing or jumping of any fences.
13. Firearms and Fireworks are **NOT** allowed on the property.
14. Do **NOT** leave small children unattended.
15. BF Goodrich Scorcher T/A or similar **BRIGHT COLOR** treaded tires (all-black Scorcher tires are OK) should not be used. Any colored (other than black) marks on the asphalt may result in charges to the car owner.
16. Track management reserves the right to expel anyone or bar individuals in violation of any rule.
17. In-car video equipment **MUST** be solidly mounted away from driver/passenger and so that it can't come loose, hand-held equipment at the drags or road course is strictly prohibited. Plastic ties, duct tape, bungee cords, suction cup mounts, etc are **not** acceptable!
18. Convertibles are allowed **ONLY** with a roll bar/hoop or cage that can pass the "broomstick test" with at least 2" clearance. SCCA quality hoops or cages or factory hoops/roll hoops.

If you are ejected from the event for violation of rules or unsafe behavior, there will be **NO** refunds. Decision of event director from SHO Club or track management is final.



ROAD COURSE DESCRIPTION & DRIVING TIPS

NH International is a 1.6-mile 12 turn circuit that uses part of the NASCAR oval. You will need to be aware of retaining walls, and get to experience some of the banking.

Instructors:

In-car instruction and mentoring will be available throughout the day on a limited basis. If you are new to high-speed events, or this track, you should seek out an Instructor or Mentor prior to your first session behind the wheel. These staff members are authorized to take participants on orientation runs. Class C or the novice class includes extra classroom time and special rules

Entering the Track Facility:

From Route 106 take the Main gate, the only one that should be open, and sign the releases. Proceed to the turn 2 (turn 2 of the oval) tunnel, and follow that road to the North end garages and parking area near turns 3-4 of the oval. Registration for the event will be set up in this area, along with inspection. We will try to inspect cars for the Autocross at this time also.

Staging and Entering the Track:

This may change, but we may use the main pit area to stage and enter the track near Turn 1 be aware of any changes/rules at the drivers meeting.

Entering the Pits:

To leave the course, as soon as you exit turn 12 stay to the left and give the "pit in" signal by raising your fist up high out of the drivers window. Stay to the left and enter pit road. Be sure to slow up and exit at a safe speed.

Continue to give your "pit in" signal till you enter the exit road. Enter the pit lane slowly. Watch for traffic, go to the end of pit lane and exit into the infield on the left. Go to your pit area. To go back on the track, come to the staging area and wait for the grid director to signal you back out. If you need to stop and inspect the car, please do so in the pit area, or parking lot. The speed limit in the paddock and pit lane staging area is 5 mph. Please **no** high speed jaunts through the pits! Speeding and burnouts will be reason to be asked to leave without a refund.

Passing:

Eventually you'll come upon a slower car, or a faster car will overtake you. If both drivers follow proper procedures, a safe pass can be executed. There is one main passing zone: The main straight between turns 12 and 1. Other passing zones will be discussed at the drivers meeting. **Passing is prohibited at all other points. There are no exceptions to this rule.** Passing in a turn or dangerous driving is cause for immediately being expelled from the track. Passing should be completed well before the braking zones. The car being passed should slow to allow this.

Please be courteous to your fellow SHO drivers. Check your mirrors frequently. If a car is following closely, or if you seem to be leading a string of cars longer than your average freight train, ease off the gas at a passing zone, move to the right and signal the pass on your left by sticking your left arm straight out to indicate the car can pass on your left. Let the faster car execute the pass. Don't create an unsafe situation by trying to outrun or outguess the other guy.

There is ONE pass per "point". If you are letting cars around and you want to let more than one by, when the first car has made the move to pass you, point another car around.

If you are passing someone, you MUST wait for the "point" before passing. Don't surprise a driver! Remember that you still have to make the next turn after completing your pass. It's easy to run out of room on the straight, so get back on the racing line as soon as it is safe after passing a car. Get back up to speed and back on the racing line.

If you do not want to pass, then "wave it off" by waving back and forth in front of you. Stay directly behind the car in front, don't pull to the left.

If you are the second car in line waiting to pass, you MUST wait for a second "point" from the car being passed. If you don't get a point, stay behind the car and wait for another chance. Again the only place more than one car can pass is on the main straight.

Since most of our SHO's are similar in power, drivers MUST back off the throttle if you are letting a car pass. Don't create a drag race to the corner. All passes **must** be completed before the marked braking zones begin. **Never** enter a turn next to another car. If in doubt, back off and give the lead driver a safe, clear line into the corner. If you are pointed by but you are out of the passing zone or their isn't room to pass, do NOT pass, back off and let the car in front get back in line.

Finally, if the car in front won't let you by, don't flash your lights and DO NOT tailgate, do NOT follow close or weave back and forth. Pull into the pits, come back to the track entrance, and give the flagger the "give me room" sign, which is putting your fists together and pulling them apart wide. The flagger will then try to put you in a big hole in traffic. There WILL be traffic though, it can't be helped and is part of ANY event like this. Just have patience. If you go out late in the day, chances are the track will start to get very open as people start ending their day early.

Run Groups:

Group C-Novice: Intended for those that have had no or very little high speed track experience. Speeds will be kept down for the first session or two to let drivers learn the proper line. Speeds will increase as the group votes and instructors warrant. Passing restricted in the morning. You may move up to a different group if you exhibit higher skills.

Group B-Intermediate: Experienced drivers in stock cars or modestly experienced drivers with higher HP cars. Passing allowed on the main straight, between 4 and 5 (one car only) and 7 and 9 (one car), speeds unrestricted.

Group A-Advanced: Experienced drivers usually with modified cars. Passing allowed same as Intermediate, unrestricted speeds.

Instructors may have their own run group.+

Flags: We will have a full crew of experienced course workers to inform you of any unsafe conditions ahead. Make it a point to locate each flag station on your first lap and make a visual check of each station on every pass. On your cool-down lap, please acknowledge each station with a wave, a toot, or a flash of the lights. The flags and their meanings are as follows:



Green – Full Speed Ahead! The track is open and all vehicles are free to go as fast as they can.



Stationary Yellow – **Slow down** and be prepared to take further action. This flag indicates a car off the track, a much slower car on the track, or some other situation that requires your attention. **Absolutely no passing!**

Waving Yellow – Serious trouble! **Slow down and be prepared to stop.** Something (a car, deer, debris, oil, cows, etc.) is on the track, and you may be required to take evasive action. Again, **no passing!**



Yellow with Red Stripes – This is the **debris flag**. When it is displayed (alone or with a Yellow Flag), you are being told that some foreign matter (oil, antifreeze, gravel, car or gopher parts) is on the track. **Proceed with caution**, and be prepared to alter your speed and line as necessary.

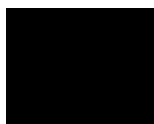


Red – The run session has been stopped. **Slow and STOP** as quickly and as **safely** as possible and stay to the far right side of the track. Do **not** leave the track surface; in wet conditions you may get mired, and in dry conditions the heat of your brakes or exhaust may ignite the grass. If you're in a turn, proceed slowly past the apex and then proceed safely and slowly on the right side of the track.

Try to maintain visual contact with the next corner station. STOP if they indicate you should. When it's safe to proceed, each station will display a standing yellow flag. **Always proceed directly to the pits following a red flag situation. NEVER turn around! Stop if the track is blocked.** You will get instructions about what happens next once the on-track situation is cleared.



Blue w/ Yellow Stripe – The blue flag can be used for **one car** or a **group of cars**. If you see it, it means that you are being overtaken and should allow traffic to get by at the next passing zone. If presented to a group, it means to spread out. Failure to do so by the next lap may result in a black flag.



Black – The black flag means "come into the pits." Something could be wrong with your driving, your car or some combination of the two. **If you see it, it is for you.** To bring a single car in, the course workers will point the black flag at the vehicle. If your entire group has to be brought in ("black flag all"), all stations equipped with a black flag will display it, and other stations will display a standing yellow. Under any circumstance, acknowledge the black flag with a wave, flashing lights or horn, and come into the pits for a conference. Think of the Black Flag as saving you money. If you are trailing smoke or overheating your brakes, the corner workers will probably know it before you do.



Checkered – Will be displayed at the end of each session at "pit out" on the front stretch. Acknowledge it, reduce your speed for a "cool-down" lap, and proceed directly to the pits. **No passing on the cool-down lap. The Cool Down lap is called that for a reason. Slow to a speed that does not require using your brakes much at all. This lap is for your safety! SLOW DOWN!** When you get to the parking area, do NOT apply your parking brake. Check your brakes when you

get out.

When All Else Fails

Should the gods conspire against you and you find your car heading for the boondocks at an odd angle, the best general course is to lock up all four wheels and use the friction to haul yourself down. If the car is going backwards while in gear, push in the clutch or grab neutral at the same time as the brakes to avoid engine and transmission damage. The key three words: **Both feet in!** If the situation is not quite so dire and you still have control, drive the car **straight off** the track, braking only in a straight line. Come to a complete stop and get a grip on yourself. Return to the track only with a signal from the nearest corner worker. **Never** try to turn the car while in a spin. Always try to avoid entering at anything near sideways. Wheels dig in and cars flip, even at relatively slow speeds. If you get stuck off the track, or your car won't start, stay in your car and wait for corner worker instructions. Remember: **Never** try to jerk the car back onto the track after a wheel leaves the pavement. Drive off smoothly, stop and return safely at a slow speed at an angle after checking for corner worker instructions or cars coming at you. After **any** spin or off-course excursion, proceed to the pits to have your car checked for damage.

Don't forget to think! There are always choices to make when you're on a racetrack. Turn 1, for example, involves braking from top speed and entering a relatively fast corner. Don't force the turn if you're unsure. Once the car is stopped, re-enter the course near the point you left it, with (and **only with**) a signal from the nearest flag station. In most sections, Grattan has plenty of run-off room. Don't be afraid to use it. If you're wide at an apex and find yourself running out of track, just straighten the wheel and drive off under control. Driving off is **always** preferable to spinning. Don't be worried about driving off; we won't give you a hard time for doing the right thing. If your car does leave the track and is unable to proceed, **stay in the car** unless there is a threat of fire. The nearest corner workers will come to your assistance and give you further directions. There are no trophies or first place award in the event, so be sure to allow for a safety factor and keep you and your car in perfect condition.

THE THREE "OFFS" RULE: Do note that after three "off track" excursions (four wheels off the track surface), we will reserve the right to end your day. So keep yourself WITHIN your limits after you have one off-track experience. Anytime you go "four wheels off" you **MUST** come into the pits at the next opportunity to inspect your car and talk with the track officials.

NH Interntional is fun, but like any track it can be slick and dangerous, especially early in the day with morning mist and dust that has settled and cold tires and brakes on your car. Make your first laps each session at slower speeds to test out your and your cars limits and the track surface and get some heat in your tires. **NO PASSING** during the Yellow Flag lap or the "Cool Down" lap.

Standing Still

While you and your trusty steed cool off in the paddock, it's a good idea to take a look under the hood and check your tires for wear and pressure. Remember that oil consumption can be much higher than normal at track events, so bring a few extra quarts with you. Keep an eye on your brakes; bring extra brake fluid (and even an extra set of pads) makes good sense. Are your tires working properly, or are they rolling over so far that the sidewalls are scuffed? Adjust your pressure as necessary, and check each tire for chunked tread and exposed cord. While you're at it, don't ignore your windshield. Use some glass cleaner between runs so you don't have to squint through the bugs and dirt. And remember, **don't set your parking brake immediately after coming off the track** – the high temperature may cause damage!

Remember to check you wheel lug nuts after each session. These can loosen up quicker than you imagine on some wheels. While you're tending to your car, don't ignore its most vital component – yourself! Make sure to bring appropriate clothing for both on and off the track. July during the SHO Convention is usually hot. You'll be outside for a good deal of the time, so some sunscreen might be a good idea. Regardless of the climate, don't forget to drink plenty of fluids, either from the snack bar or from your own supply. One very important point: **No** alcoholic beverages, including wine coolers, may be consumed by **anyone** during the event. Period.

In the meantime, just relax and keep tabs of your pit crew. For maximum safety, **you must supervise your children at all times!** Because of traffic, bicycles and skateboards cannot be permitted at the track. No one under 18 should be across the barrier to the pit lane. Dogs or other animals should **not** be brought to the event (we have enough wildlife already).

2009 New Hampshire Convention #18 Technical Inspection Form

Cars must be inspected by a reliable service facility **or knowledgeable owner**, no **SOONER than two weeks prior to the event**. You **must** bring this **completed** form to grid tech at the track. We cannot perform full tech inspections at the track.

Driver #1 Name: _____

Driver #2 Name: _____

Car Model _____ Year _____ Color _____ Number _____

Interior, Under Hood

- Brake fluid: clean, DOT 3/4 fluid less than 3 mos. old; DOT 5 acceptable; reservoir full
- Brake pedal: firm
- Brake lights: all working
- Wheel bearings: tight, not binding
- Battery: securely mounted
- Fan belt: good condition; no cracks
- Fuel lines: no leaks; good condition
- Throttle linkage: no sticking or sloppiness
- Engine hoses and wires; good condition; secure
- Engine mounts: no cracks or distortions
- No oil leaks in engine compartment
- Fuel lines & inlet: no leaks or wetness; good condition
- Glass: no severe cracks or scratches
- Mirrors: left-hand exterior and inside rear-view required
- Windshield wipers: working, good condition
- Steering: no excessive play at wheel

Inspect the following with car on lift, wheels removed

- Tires: 2/32" tread minimum (except for race tires): no excessive wear pattern or sidewall cuts; H, V or Z speed-rating recommended; speed rating must not be below OE specification.
- Wheels: not bent; no cracks
- Brakes: calipers—clean and dry; hoses & lines—dry in good condition
- Brake pads: minimum 1/4" thick
- Tie rod ends: tight
- Struts: firm; no leaks; securely mounted
- Suspension location points: no cracks or excessive rust
- Engine/transmission/oil lines: no leaks
- Exhaust: no under car leaks; securely mounted CV joints: no grease seepage or looseness
- Rear wheel bearings: no leaks
- Unusual conditions or modifications (list)

Personal Safety

- Seat belts and shoulder harnesses: required for all passengers; properly mounted 5 or 6 point harnesses or OE belts only; any aftermarket belt must have anti-submarine belt—no 4 point harnesses permitted (Note: quality four-point harnesses will be permitted, owner/driver assumes responsibility for safety factor and quality of the harness. If in doubt, use the factory belts.
- Roll bars: adequate padding at any possible contact points for driver and front passenger.
- Helmet. No cracks or major scuffs. Intact lining and secure chinstrap. SNELL SA2000, M2000 or newer sticker specification.

Inspected by _____ Title _____ Phone _____

Date _____

GRID TECH AT THE TRACK

SHO Club events July 27-30 at New Hampshire Int. and Autocross

BRING THIS FORM WITH YOU TO THE EVENT!

IMPORTANT: Please have your car fully unloaded and ready for the track before you enter the tech line. Listen for announcements of the exact location. You will not pass tech with anything in your car other than your helmet (spare tire secure in wheel well permitted).

- All deficiencies noted on front page corrected
- Seat belts: OE or acceptable aftermarket installation
- Front and rear glass: clean and unobstructed
- Brake fluid: clean; reservoir full; cap tight
- Brake lights: all working
- Wheel bearings: tight
- Tire pressure: adjusted for track conditions
- Hub caps: removed
- Lug nuts: none missing; tightened to specs; wheel locks removed
- Gas cap: tight
- All loose items removed from trunk & interior including glove box/console
- Special accessories securely installed
- Car numbers: on both sides of car; at least 8" same as the convention windshield number.
- Helmet: Snell 2000 or newer sticker required
- Clothing: natural fibers (cotton, wool) or fire-resistant material/suit; long sleeves & long pants required on track; lace-up-rubber soled shoes preferred. Eye protection of glasses, visor or goggles required along with leather gloves. May NOT have holes on the back (typical "driving gloves" not allowed)

Grid Inspection By: _____

Drivers sign below after reading this notice: I (Driver(s)) certify that the above inspections have been conducted according to the guidelines set forth and that all deficiencies marked have been corrected. I understand that I and I alone am liable for the condition and suitability of the vehicle listed for participation in this event. I release the inspector, grid inspector and event sponsors from any liability arising from a failure of this vehicle for any reason, including failure of the items listed on this inspection form.

Driver #1 _____ Driver #2 _____

(date) _____ (date) _____

AFTER GRID TECH, prepare for getting on the track and listen for the call for the drivers meeting.