

Open Lapping Day - Track Schedule

HOTELS

The hotel most of us now stay at is the local [Best Western](#).

Remind them when you call that that you are there for the "Dali Racing Track Day" so that the negotiated discounted rates will apply to your bill as well as mine.

BEST WESTERN- Pahrump Station

1101 South Highway 160
Pahrump, Nevada 89048
Phone: 775-727-5100 Fax: 775-751-1325

OR

You Sin City types might like [The Nugget](#) better:

Pahrump Nugget Hotel and Gambling Hall

www.PahrumpNugget.com
For Reservations Call Toll Free 1-866-751-6500
681 S. Highway 160
Pahrump, Nevada 89048
(775) 751-6500

They have a casino and a couple of in house restaurants; but the walls are thinner, and the pillows are harder. They offer a "track school" discount as well, so if you decide to go there, ask for it.

Schedule of Track Sessions

THE TRACK OPENS AT 7:30AM, and NO SOONER

Starting the event / drivers meetings / track rules etc.

We will start the drivers' meeting at 8:30am no matter who is changing whose tires for whom. (That includes me) If you need to do that expect to do it before the meeting or after the meeting or the night before. I only bring one [Litening Jack](#) and all are welcome to share it, however, since some a***** stole the last one, you get to share it at my trailer. That means you must wait your turn - if you want your own - buy one, they are cheap at 2X the price.

Check in/Sign ups/Drivers Meeting

8:00-8:30am

You will check with Blondie at the track entrance:

- 1) Make sure that you have signed all the waivers.

- 2) Pay your track fee if you have not.
- 3) Get your group sticker(s).

If you managed to sneak by, please do this before the Drivers meeting (no cars will be allowed on the track without a group sticker)! Then you can hang around and tell lies about how fast you are going to be or how fast you were last time and what is wrong with the car today so you will not be that fast this time, drink still more coffee, go to the bathroom etc.

8:30 to 8:45am

We will have a quick drivers meeting where I will go over the 4 flags & their meaning, the session schedule, the passing signals, the off road clean up procedure etc. – it is all in this handout and posted online but some of us are apparently not visually inclined and need an auditory reminder.

8:45-9:00am

Time for questions, last minute sign-ups, car fixing etc.

Track Sessions

9:00am-12:00pm

We start the track sessions with "A" Group. "A" group goes first for several reasons:

- "A" group drivers (experienced – more below on groups) may be willing to give the "B" group drivers (the ones that need some help or have not been there before) a feel for the track by taking them as a passenger. Not everyone will feel comfortable about doing this - Ask. If you get car sick, then don't go with Greg.
- "A" group is supposed to be less likely to go off on the first lap as they have done this before and know more about their own and their cars limits.

We will start the 1st day rotations officially at 9:00am and run two 29-minute sessions per hour.

At ~ 2 min per lap you will get ~12 laps in per session at least - if you don't, learn to go faster. My ITR was lapping at 2:04 and the faster NSX's were under 2.00, the really fast NSX's were under 1:55. If you think you need help going faster; spend money!! Spending money at [Dali Racing](#) is good!!

Remember the old saying: "Speed costs \$ - how fast do you want to go?" and that applies to spending \$ on instruction as well as more & more & more go faster parts.

The checkered flag will go out at 27min after the session begins for the cars on the track so they can take 1 cool down lap and still get off the track safely before the next group goes out.

We will blow the air horn 5min before the next session is about to start. (At ~25 past the hour and 5 till the next hour) Listen for the air horn BLAST from the flag person for your cue for the next group to line up in the hot pit lane to get max time on the track

12:00-1:00pm LUNCH & GAS BREAK

No extra "just between you and God" laps. The ambulance is not on duty, the gate is open allowing for cross traffic, and the track is closed.

If we start the official group rotations at 9:00am and then break for lunch for 1 hour at 12:00-1:00pm and then start driving again at 2:00pm until 4:30pm you will get six track sessions. The track gate will be closed after the lunch hour at 2:00pm - be inside or wait for the next session break to come across.

2:00pm-4:00pm

Track is hot - afternoon session rotations start again with "A" group.

4:00-4:30pm – the last session is open to all.

And then the party is over for the day – We need to clean up ASAP, as we need to be out of there by 5:00pm. If you have a lot of stuff to clean up, stop at 4:00pm and start packing, changing tires etc. If you are still in the paddock at 5:00pm you might be sleeping there.

**NO CIGARETTE BUTTS TO BE LEFT ON THE PARKING AREA OR ON
THE TRACK ON PAIN OF SLOW DEATH BY DRIVING A YUGO HOME**

Driving Groups

Group A:

These drivers have had experience at this track before and or other tracks before, know they have to be aware at all times of what might be on their rear bumper and are comfortable AND COURTEOUS about being passed on the track where it is deemed "safe to pass". [[See map at the end of this document](#)] for the 4 suggested passing zones for your group)

Group B:

These drivers have NOT had experience at this track before and/or too many other tracks, and DO NOT want to have to be aware at all times of what might be on their rear bumper and are more comfortable not to have to be concerned about being passed ANYWHERE on the track EXCEPT on the back [main] straight. [[See map at the end of this document](#)]

If you feel that you are in the wrong group, (you are too fast or too slow for the majority of the cars that are on the track with you) you are free to change. However, don't be changing back and forth every 30 minutes – we will figure out what you are up too.

Group Stickers:

Due to people fudging and running in both groups after just paying for one group, we now require Group stickers on the windshield. You will need to get one (or two if you are doing both groups) from Blondie when you check in, no sticker = no track time.

Flags/Flag person

We have 4 flags that we use:

Green – the track is hot.

Checkered – the session is OVER – slow down and let everything cool off and come in. Please give the flag person a wave or the finger or whatever, so they know that you see the flag.

Yellow – slow down if this is out - the flag person saw dust in the air out on the track someplace – that means that someone went off, but we do not know if there is shit on the track or not – if not then the green flag will come out again; (and the person that went off better come in and tell us) or if you see rocks and dirt on the track just come in and tell the flag person. If there is shit on the track, then the RED flag will come out – SLOW DOWN and come back in as soon as you can so that the truck can go out and clean up.

RED - SLOW DOWN and come into the pit ASAP – something happened and the track might be dangerous.

Entering the Track

The Flag person is GOD – if they give you the hand signal to **STOP** before entering the track – **STOP**. You cannot see the cars coming on the front straight from the hot pit lane, and you will need time and space to get up to speed in order to enter the flow of traffic safely. Wait for the signal to go.

Driver Changes

Please do all mid session driver changes in the RIGHT LANE (passenger side lane) of the hot pit lane and LOOK before you jump out of the car.

PASSING

Group A – 3 passing zones - [see map at the end of this document](#)

The Driver initiating the pass [the car to be passed] is the one that is responsible for determining if it is safe to pass [not the passer] and that there is PLENTY of room to do so and maintain SAFETY for both cars. If you are faster than the guy ahead of you and if the driver ahead looks

like they are in their own little world, then hit them A FEW TIMES with your high beams or a little tap on the horn is OK too so they know what is happening, then wait for them to give you the passing signal until the next passing zone. If you don't get the signal to go - wait for the back straight to get by, if that does not work - come in to the hot pit - count to 10 s-l-o-w-l-y and then go back out when you get the "clear to go" signal from the flag person. We will talk to whoever is consumed by the red mist at the end of the session.

The driver in front NEEDS to know that you are passing him, so WAIT for him to give you the signal.

Group B – 1 passing zone - [see map at the end of this document](#)

Passing allowed ONLY on the main straight. After you complete turn 7 and are pointed straight down the straightaway look to see if there is a car or 2 on your ass - if there is, hold your line, give the passing signal [point to the RIGHT over the top of the car] and let them pass you ON THE RIGHT by backing off the throttle just a little - DO NOT hit the brake or take your foot out of the gas all the way. Those of you with the higher powered cars that cannot do corners well may have to lift a little more. Let everyone by well before the next turn.

Please note – Group A drivers that are also in Group B MUST abide by Group B passing rules.

AIR

The track will provide a compressed air line over at the LEFT garage tent thing – bring your own gauge.

Gas

There is NO GAS available at the track (odd but I'm sure it is an EPA/Treehugger thing). That is one reason why we break for lunch at 12:00 as a lot of people suddenly find that they need gas! Your car may transform itself from a penny pinching econo-rocket into a gas guzzling fuel hog in one warm up lap, so be prepared with a full tank of gas in the am, or bring some to the track in fuel cans. There is gas available in town in all the popular flavors, and the REBEL station at the far end (past the Nugget Casino) has 100 octane no lead race gas at the pump – last time I bought some it was \$4.00/gallon (prewar) and remember that the REBEL station only takes CASH - no credit cards there.

Refueling

Speaking of gas, spilled gas (especially racy gas or fuel cocktails) melts the blacktop. That is a bad thing. There is a concrete refueling pad (where we are standing now for the drivers meeting) Please refuel your car here only.

Donuts

The only donuts that are allowed at the track are the kind that you eat.

Passengers

Passengers are allowed as long as they have a helmet and a seatbelt. Remember that they are your (you the driver) responsibility and drive accordingly.

Breakdowns-car problems-no gas-gas leaks etc.

If your car suffers a breakdown or mechanical problem and it can still safely move – put on the blinkers and drive slowly back to the pit.

If your car runs out of gas or dies or gets a flat tire etc. – pull off the track while it is still moving and then get out of the car and move away from it – we will throw the red flag as soon as someone tells us that there is a problem on the track and come and get you.

If you see a broken down car on the track KEEP GOING and report it to the flag person and then stay in the pit. You are not on a bucolic country lane on Sunday and stopping to be The Good Samaritan can result in a severe accident.

NO MATTER WHAT – DO NOT STOP ON THE TRACK ANYWHERE!!

Off Road Adventures

These can happen to anyone – be embarrassed and then don't do it again – and if you do it a lot we may ask you to go take a cold shower and calm down. Normally at other events I've been too, 2-3 offs in one day means you are DONE FOR THE REST OF THE DAY, as you clearly cannot control your car. I do not want to get into any situations where we have to ask someone to leave for their own and our safety, so lets not go there – OK?

- 1) If you do go off the track, make sure that you LOOK before coming back on the track as there may be traffic, and they are moving a lot faster than you are.
- 2) PLEASE come into the pit as you come around and tell the flag person about the condition of the track. Then go into the pit and check you car for possible damage.

Every time there is an off road adventure WE ALL loose track time. That is a bummer for everyone – so stay on the track. If you can't all stay on the track then at least come in ASAP so we can clean it off and get going again. We will not "extend a session" to make up for "lost" time because people go off, so just don't.

The cleanup crew [volunteers from the group not on the track] cannot go out and clean the track for you until ALL cars are in the pit or the hot pit lane so don't keep driving around in your own little world – if you see crap on the track, be a responsible driver and come in.

FEES

Track fees are determined by RUN GROUP - NOT BY CAR OR PERSON. Track fees are for ONE PERSON IN ONE GROUP ONLY – if you want more track time, sign up for both groups.

Refunds

No refunds for any reason. The event will be held regardless of the weather. (Normally it is excellent)

Reasons we have heard in the past:

“But my brake pads are already gone!”

“But I blew my clutch”.

“But my tires are already bald and it is only 12:00!”

“But I blew the motor downshifting from 5th to 2nd instead of 4th”.

Actually doing the [tech inspection](#) a week or two before the event, (and correcting the marginal situations you find) and learning to drive better, can avoid most “buts” – JUST DO IT.

Insurance

Several insurance companies now have wording in their policies excluding coverage for 'any event that takes place within a facility designed for racing' or similar. So no matter what the organizer calls the event, its location may decide whether you are covered or not. If you have questions about this read your policy completely. Don't take a policy you read a few years ago as a sign that your current policy is the same.

Also, note that insurance companies typically have covered vehicle damage only in the past. Although we drive expensive cars, their values are generally limited.

If you should injure a person who then sues you for medical or other damages, your insurance company will almost surely deny your claim. So you must shoulder these damages on your own, and they can be much higher than the vehicle cost noted above.

If you are unsure if you would be covered - check with your carrier.

Event participation coverage is available from: Laurel DE, a Canadian Company representing Pacific Insurance Company,

www.laurelde.com

1(866) 518-1110

This is with a 15% deductible, The important thing here is KNOWING you are covered. I wasn't willing to take a chance that my auto insurance MIGHT cover me at least once, as has been suggested by others.

It is important to note that this insurance was developed for PCA DEs. In the last month or so, it has been broadened to cover any DE event with run groups having roughly similar abilities, no racing and no timing. I have asked for a specific endorsement to that effect. BTW, Racer-X pointed out they also can cover racing cars, if that is what you need.

If your insurance company, like mine, is now excluding ANY event that takes place on a closed track, including in some cases, even being in the parking lot(!), then something like this may be worth a look.

Or, you can take a chance that your insurance company might cover you.

OFFICIAL TRACK RULES

Furnished by Spring Mountain Track Management

Welcome to the Spring Mountain Motor Sports Park, we are pleased to provide a venue for Motorsports and to have you as our guests. However, there are some rules that we would appreciate being followed:

- All participants are responsible for placing trash in the proper containers.
- Cigarette butts & food wrappers / drink containers etc. shall not be thrown on the ground or asphalt, rather placed in the trash.

THIS MEANS YOU – JUST DON'T DO IT.

- All refueling will be done on the concrete pad!! (near flag)
- Participants will be held responsible for damage to asphalt due to spillage and leakage of gasoline, lubricants, etc. or from heavy equipment.
- Please—keep your designated areas clean!
- There will not be any disposal of tires on property.
- Please drain all coolers and Ice chests off asphalt and onto dirt

ADDENUM:

ORGANIZERS are to be available and on site before participants will be admitted.

IT IS YOUR RESPONSIBILITY TO KNOW AND RELAY THE FOLLOWING INFORMATION TO ALL PARTICIPANTS AND SPECTATORS

There must be an individual at the flagging area at all times manning the flags and have access to a radio for communication in the event of an accident. (We will supply a radio if needed with a drivers license deposit).

RED flag means GET OFF THE TRACK!

DO NOT stop to help. GET OFF THE TRACK so that the ambulance can get on the track to help the injured individual. The ambulance will not be released on to the track until the track is COMPLETELY CLEARED.

When the ambulance cannot attend the track i.e., is in transport or otherwise unavailable, the track will be DOWN. (this rule may apply only to Motorcycle events as an ambulance is not required for auto based events- ed.)

NO ONE IS ALLOWED ON THE TRACK until the ambulance is available.

You MUST hold 1 hour break sometime during the lunch hours where the gates are to be opened and the track is DOWN.

ONLY vehicles rented for the track are to be on the track. NO SCOOTERS, GO KARTS, ATV's or other type of motorized (or non-motorized) transportation is to be admitted onto the track.

Track rules are enforced! (see above – ed.) Please be aware of their contents.

ALL PARTICIPANTS & SPECTATORS ARE TO REMAIN ON PAVED PADDOCK AREA ONLY- All other areas are restricted. PEDESTRIANS-DO NOT go onto or around the track! This applies to photographers as well!

These rules are implemented so that you may enjoy a safe environment, so please adhere to them. Thank you for your cooperation and understanding on these matters!!

Trasi, Track Queen

DISCLAIMER

PLEASE READ AND THINK ABOUT IT:

Motorsports are dangerous. You may damage your car in this event. You may damage yourself in this event. You may damage both yourself and your car in this event. You may also damage another person and/or their car in this event as well as yourself and they may expect YOU to fix their car (and them) for them. Your insurance company may or MAY NOT cover you for this type of event. Since we are not racing, and we are not timing any of the cars, nor engaging in any competition, then you may or MAY NOT still have coverage. Please contact your insurance company to determine if you will be covered if that is a concern to you. The track and the organizers do not have any responsibility for determining this for you, nor do they have any responsibility for compensating anyone for anything that may or may not happen.

This event is held without any guarantees, expressed or implied, that no damage will come to you or your vehicle by participating. The track is provided “as –is”. No warranty or representation is made as to this event by the organizers or the track owners in respect to their ability to protect the drivers or spectators participating from any injury or death nor do they have any liability expressed or implied for any damage that may come to you, your friends or your vehicle by your participation in the event or in transit to and or from the event. The user assumes ALL risk by freely making the choice to participate. We have rented an ambulance as we feel that is prudent. Let's all try not to use it.

Please be aware that there may be real RACE CARS on the track that are NOT REGISTERED and NOT INSURED. Participation in this event is completely voluntary and anything that may happen to you or your car is YOUR RESPONSIBILITY. It is NOT the fault of the track, the organizers, your mother, or anyone else associated with or attending this event no matter what.

Remember that we DO NOT have corner workers to make the event more affordable, so pay attention and drive one corner ahead.

The event is held “rain or shine” and there are no refunds for any reason.

I have read the above and understand that no matter what happens to me or my car, at or in transit to and from the event, it is my entire fault for freely choosing to participate, and no matter what any sharky lawyer might tell me otherwise.

Q & A – (the T & A is down the street):

Q: Why should I go?

A: Why not? - This is a great event held on a great track with a bunch of great people!

Q: Can I share my car with another driver?

A: Yes, in two ways:

- 1) You BOTH pay 100%, and each run in a different group.
- 2) You both pay 50% and both drive in the SAME group by alternating sessions.

Q: Why is this event not an **NSXCA** sponsored event?

A: Because not enough NSX drivers come to do that; (If you know why; please tell me so we can do something about it) and I still want to go, and we want to be able to fill the event and have some other cars there besides NSX's - variety is the spice of life! (Don't tell your wife).

Q: Do I need a Snell 95 helmet or will an old football/bicycle helmet or motorcycle helmet be OK?

A: It is your melon [racer slang for your head for you legal types] - what is it worth to you to be able to walk away if you have "an incident"? I recommend that you buy, rent, borrow or steal the best helmet that you can get to use. You cannot get on the track without a real helmet on your head. No Snoopy specials!

Remember what Simpson Racing (helmets) says on their website: WARNING: Motorsports are dangerous. This article is sold without warranty, expressed or implied. No warranty or representation is made as to this product's liability to protect the user from any injury or death. The user assumes that risk.

And I agree – I got a Bieffe helmet for Blondie and I as it fit us the best – the better they fit the more likely they will stay on and help to protect you. Not all situations that you can get yourself into on a track are survivable no matter what safety equipment you have; so THINK before you try and push the gas pedal through the floorboard, and be safe - not sorry.

We recommend that put the best helmet that you can on your head. You must have a helmet. All passengers MUST have a helmet too.

Q: Do I really need to fill in the **tech form** and get my car inspected by a professional? That costs me money.

A: Is your life worth anything? Are OUR lives worth anything?? DOH! JUST DO IT.

Q: How far away from SD & LA is Pahrump? MapQuest says it is 9.5 HOURS!

A: The old people at AAA must have programmed MapQuest. It took us only 4.5 hours to come home to SD on Monday morning last time, (360 miles) and we stopped for gas 1X and to get Starbucks 1X - it might take longer on a Sunday night if there is lots of traffic coming back from Vegas. Directions are **on the website**. It is faster from LA.

Mark Johnson/ Dali Racing

[illegible]

Group B Passing Zones Zones (Pass to the side the arrow points)

