

NOVICE HANDBOOK

INTERNATIONAL CONFERENCE
OF
SPORTS CAR CLUBS



ICSCC Novice Handbook

Driver information

Name: _____

License Number: _____

Car Data:

Year/Make: _____

Model: _____

Transponder # _____

Previous Racing History:

Other relevant and/or interesting comments:

Welcome to ICSCC Racing!

Congratulations! You have completed the first step toward your ICSCC road racing license.

This handbook is designed to help you through the rest of the process and prepare you for what to expect. Please bring this handbook with you to the track. There are places for note taking, upgrade requirement checklists and sign-offs you will need to complete.

The International Conference of Sports Car Clubs, abbreviated as ICSCC and known informally as "Conference", is an association of independent sports car clubs in the United States and Canada. It is a regulatory and administrative organization providing the basic guidelines for organized sports car racing in its membership area.

Conference is unique in that the organizational structure is set up to supervise and regulate competition in accordance with the wishes of the majority of the Conference license holders.

Clubs associated with Conference that conduct races are known as member clubs, and have representatives with voting rights on the ICSCC Executive Board, which deals with scheduling, general regulations, financial matters and basic Conference policy. There are also clubs associated with Conference that may not conduct races; these clubs are known as affiliate clubs. All clubs are represented on the Contest Board.

The Executive Board and the Contest Board are jointly responsible for racing regulations and car specification rules. The Executive Board meets at least twice annually, once in the spring and once in the fall. The Contest Board meets once a year at the fall meeting.

Every Conference driver is represented in the affairs of ICSCC through their member or affiliate club representative on the Contest Board. Drivers are involved at the club level in formation of the meeting agenda, and representatives participate in Contest Board meetings under specific instructions which assure that their drivers' opinions are reflected in discussion and voting. Each club has one vote on the Contest Board for every driver licensed with the club.

As an ICSCC license holder, you have the unique privilege to decide the direction of Conference, by expressing your opinion and with your vote at your club meetings.

Conference also consists of, depends upon, and frankly simply could not exist without a very special group of people; our volunteer officials. These turn workers, pre-grid and hot pits personnel, technical inspection staff, race control, stewards, timing and scoring, registrars, marshals, and many others, are all volunteers who are at the track for the same reason you are – their passion for the sport. They just participate in a different way.

Always remember, if it were not for the volunteers, you couldn't drive your race car.

Part of your license advancement and upgrade requirements is to spend time with the various officials, to get a feel and appreciation for the scope of their work, and to simply get to know them on a personal level. Conference is a big family of which you are now a part.

Hopefully this handbook will answer most of your questions, but please understand it is not designed to replace the ICSCC Competition Regulations or Policy and Procedures. **It is your responsibility to study, understand and comply with these regulations.**

Please don't hesitate to ask if you have any additional questions. Every driver on the track and official started as a Novice, and has been where you are right now. It is better to ask a question now than have a problem later.

Everyone – officials and drivers alike – wants you to succeed.

Welcome to our Conference family.

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1. Maximizing Your Experience

To make the most of your time at the track, focus on the following items:

- **Safety:** In Conference racing, safety is the single most important factor you must consider. Things happen very fast at racing speed. Make sure you're mentally alert and focused on the task at hand. Nothing you will ever win is worth endangering a life - yours or someone else's.
- **Preparation:** Send your entry in early. Have the race car, trailer, tow vehicle and gear ready the day before you need to leave for the track. The fewer details you have on your mind the better you will be able to focus on driving. Make a checklist and use it.
- **Be punctual:** Be on time for the meetings and each track session. Be alert for changes in the schedule. Note which race group precedes yours, listen for their call to pre-grid, and judge your own time accordingly.
- **Fun:** Don't take things *too* seriously. Make good use of your track time. Have a plan for every track session. Learn from your mistakes. Write down lots of notes about what the car is doing, and yourself. The real satisfaction is seeing your own skill level improve. Racing is a sport to *enjoy*.
- **Ask:** If you have a question, or don't know what to do, just ask. The License Director is eager to help you, or the Stewards, or any one of the people around you. We're all here to have fun, and will help you out.

2. ICSCC License Grades

Novice Open Wheel license (NOW)

- Novice Open Wheel (NOW) drivers are entry level drivers in open wheel race cars who practice, qualify and race under close supervision, with performance benchmarks. This environment is designed to allow a new driver to develop skills and competency in a graduated manner, on their way to earning a higher license grade.
- The Novice Open Wheel (NOW) class is integrated into and conducts their practice, qualifying and race training sessions in Senior Race Group 6.
- As a Novice Open Wheel trainee, it is very important for you to understand and remember that the Senior racers you are sharing this race group with are racing for season points. Your principle objective and focus is to safely develop your skills while sharing the track and learning from the more experienced racers.
- Your priority is not speed. Your objectives in order of importance are; safety, sportsmanship, consistency, smoothness, and exceptional situational awareness. You should study the characteristics of the senior cars and driving styles in Group 6 before engaging in passing or side-by-side racing. For example, your car may be faster on the straights, but don't pass just before a corner if you know they will be all over you in the turns. Take time to visit your fellow Group 6 racers in the paddock and determine what the consensus is on safe driving practices.
- Novice Open Wheel drivers are under the direction of the Steward staff. The Race Steward, at his or her discretion, may conduct various drills to evaluate your abilities. The turn workers and control staff will also observe your on-track performance, and after each race feedback will be given to the License Director. In addition, observation by Senior drivers in Group 6 will be encouraged. Observation sheets will be available from the License Director.
- All Open Wheel Novices must report to the License Director for the Saturday morning track tour, and the morning and afternoon meetings. Please consult the published daily schedule for times and locations. Even if your race group, Group 6, is the first group on track, you must first report to the License Director, sign in, and get permission to go on track. If one of your on-track sessions conflicts with a Novice meeting, the License Director will excuse you, but you have to clear it with him/her first.

- Once your race results are posted, please bring this handbook and a copy of your race results to the License Director to receive credit for your race for upgrade purposes.
- There are senior driver interviews, worker requirements and race history documents that must be completed before advancing to an International License. Please find these on pages 15-23.
- Once you have successfully completed three Novice races, the worker requirements, and senior driver interviews, you are eligible to take the upgrade exam. A passing grade entitles you to advance to an International grade license, but the final upgrade decision is at the discretion of the License Director.
- Novice cars are numbered 00-299.
- All Novice race cars must display a 5x5 Day-Glo orange square on both the front and back of the car. Contact the License Director to get your stickers.
- Novice drivers are not eligible to enter Conference endurance races.

Novice Closed Wheel license (NCW)

- Novice Closed Wheel drivers are entry level drivers who practice, qualify and race under close supervision with performance benchmarks. This environment is designed to allow a new driver to develop skills and competency in a graduated manner, on their way to earning a higher license grade.
- Novice Closed Wheel drivers will conduct their practice, qualifying and race training sessions in Race Group 7. Your priority is not speed. Your objectives in order of importance are; safety, sportsmanship, consistency, smoothness, and exceptional situational awareness.
- Novice Closed Wheel drivers are under the direction of the License Director, who may at his or her discretion conduct various drills to evaluate your abilities. The turn workers and control staff will also observe your on-track performance, and after each race feedback will be given to the License Director. In addition, observation by Senior drivers will be encouraged.
- All Novice Closed Wheel drivers must report to the License Director for the Saturday morning track tour and the morning and afternoon meetings. Please consult the published daily schedule for times and locations.

- Once your race results are posted, please bring this handbook and a copy of your race results to the License Director to receive credit for your race for upgrade purposes.
- There are senior driver interviews, worker requirements and race history documents that must be completed before advancing to an International License. Please find these on pages 15-23.
- Once you have successfully completed three Novice races, the worker requirements, and senior driver interviews, you are eligible to take the upgrade exam. A passing grade entitles you to advance to an International grade license, but the final upgrade decision is at the discretion of the License Director.
- Your first race on the same race weekend in which you advance to an International grade licensed driver is called an upgrade race. Each Member Club determines entry fees and may offer a special rate for your upgrade race. Be sure to check the race announcement or ask the Club Race Registrar if special rates are available to you.
- Novice cars are numbered 00-299.
- All Novice race cars must display a 5x5 Day-Glo orange square on both the front and back of the car. See the License Director for your stickers.
- Novice drivers are not eligible to enter Conference endurance races.

A Note about the Upgrade Exam

The upgrade exam covers material from several sources; this handbook, topics covered in Novice drivers' meetings, and the Competition Regulations. There is nothing on the exam about car classification, so don't spend time studying up on classes other than the one you're preparing to race in. But information from sections on Licensing, Races, and Rules of the Road may be on the test. You needn't have an encyclopedic knowledge of the Competition Regulations – even the Race Stewards carry copies for reference during race weekends – but the License Director will be looking for evidence in your answers that you have a basic familiarity with the regulations. The test is multiple choice.

International Road Racer license (IRR)

- Once a Novice driver has successfully completed three Novice races on at least two different tracks, completed the senior driver interviews and worker requirements, and passed the upgrade exam, they earn the privilege to advance to International Driver status and may enter senior races and collect championship points.

- While competing in senior races, International grade drivers are under close scrutiny by officials and fellow drivers, and are under the direction of the Steward staff. For the first three races after upgrading from Novice status, International license holders are also under the direction of the License Director.
- For their first three races after upgrading, International grade licensed drivers may continue to enter and race in Novice races with the permission of the License Director, to further develop skills in a less urgent atmosphere. After receiving such approval drivers wishing to take part in Novice sessions must sign in with the License Director and attend the Novice drivers' meetings.
- For their first three races as an International license holder, drivers will continue to display the Day-Glo square but add a black or other high contrast colored **X** on the front and rear of the race car, which signifies their status as newly upgraded drivers.
- Proper class designators are also required to be clearly displayed on the car.
- International drivers can race in any ICSCC senior race, special race or endurance races, and upon invitation of the License Director, in a Novice race.

3. What You Need to Get Started

Driver Apparel and Safety Equipment

- After you have applied for your license, you are ready to get outfitted for safe driving. Refer to Section 1105 of the ICSCC Competition Regulations. There are many places to buy a driving suit and other personal safety equipment. Take time to shop around. You will probably own this equipment for several years, so it is to your benefit to buy the best you can afford. Plus, keep your gear clean. Don't work on your car in your driver's suit. Grease-, oil-, or gas-soaked clothes are not fire resistant.
- Helmets must be dated no earlier than year 2010, and have a Snell SA sticker (SA2010). "M-rated" motorcycle helmets are not allowed. M-rated helmets have a liner material that's not fire resistant, and will burn vigorously. Not something you want.
- Every driver needs two levels of eye protection; the windscreen in a closed cockpit car, and a helmet face shield or appropriate safety glasses. A full-face shield is preferred, and open-wheel as well as sports racer drivers are required to wear a full-face shield helmet even when driving in the pits or paddock area. Refer to Section 1606. C. of the ICSCC Competition Regulations.
- An SFI rated head and neck restraint is highly recommended.
- Open-wheel drivers must wear arm restraints when on track. Refer to Section 1105. B. 5. of the ICSCC Competition Regulations.
- Driving suits, socks, gloves, shoes and balaclava (head sock) must meet or exceed specifications in Section 1105. E. of the ICSCC Competition Regulations. When purchasing gloves, consider a bright color that contrasts with your car color. When making hand signals on the track this really helps with visibility for the other drivers.

Transponders

- A transponder is mandatory for all race cars. The transponder is a device about the size of a pager that sends out an electronic signature that is detected at the Start/Finish line. This is how your laps are timed and scored. You can purchase your own transponder, or rent one at registration for each track event. The License Registrar can tell you about transponder options and where to purchase one.

Race Car

- All race cars must meet the safety requirements as defined in the ICSCC Competition Regulations, Section 1105. Class designators and compliance are not required for cars running in the Novice races. Once you upgrade, however, your car must also meet the requirements of a specific car classification, and have the appropriate class designators. These are explained in the ICSCC Competition Regulations. Any questions about car classifications should be directed to the Race Steward.

TIP: *If you are planning on building or buying a race car, do your research. Don't buy or build an overbuilt car that has limited competition or opportunities for racing. A good choice is a car that can run in multiple groups and has lots of close competition in at least one group. Renting is a relatively inexpensive way to discover your best fit.*

4. Entering Your First Novice Race

- Races are hosted by individual Member clubs. Consult the periodic ICSCC memo, or consult the ICSCC web page at <http://www.icsccl.com> for race schedule and entry information.
- There are two ways to enter a race; online or with a paper form. The online method is increasingly popular. To enter online, go to the Events page of <http://www.icsccl.com> and follow the "Register Online" link for the event you want to enter. Or go to <http://www.motorsportreg.com> and find the event you want to enter. You will be prompted for all the necessary information, including a credit card to charge the entry fee on. If using a paper form, you can print out a copy from the forms section of <http://www.icsccl.com>, or use one printed in the Memo, and fill it out. Send it to the race registrar's address noted on the race announcement.
- Regardless of which method you use to enter a race, consider making a donation to the Worker Fund. This fund helps defray the expenses of the volunteers without whom our races could not take place. Donation to this fund is optional, and there is no correct amount. Give what you feel comfortable giving.
- Should you have to withdraw from a race, refer to ICSCC Competition Regulations, Section 608. A. and B. for information to see if you qualify for a refund.
- If you cannot find the information needed for a race, contact the Race Registrar from the sponsoring club (see Appendix G in the Competition Regulations for contact info) or contact the ICSCC License Registrar.

5. Registration and Track Check-In

- Try to make it to registration on Friday night if possible. Refer to the race announcement to determine what time you may enter the track. You will need to secure paddock space. If you are unable to arrive on Friday, make sure you show up early Saturday morning. Try to be there when registration opens.
- To register, you will need a valid state or provincial driver's license and your competition license. The Race Registrar will also ask for your transponder number if it was not included on previous paperwork.
- If you are renting a transponder, please contact the club Race Registrar at registration at this time.
- Once your credentials have been checked, the registration official will give you a driver's packet containing a pit pass, car-tech sheet, weekend schedule, and—very importantly—a supplemental regulations sheet. These are rules added by the sponsoring club that pertain to that particular track and event. These rules vary from track to track. Make sure you read the supplemental regulations. You are responsible for the actions of your family and crew. Failure to heed the supplemental regulations could create safety issues and/or result in your disqualification.

6. Technical Inspection

- You are now ready to get your car to "tech" for vehicle and driver gear safety inspection. Do this Friday night if you can; it will give you less to worry about on Saturday.
- Fill in the blanks and sign your tech inspection form – from your driver's packet – leaving the inspection checklist and inspector signature areas blank.
- Bring your car (if required – see below), all of your driver's gear, and the completed tech sheet form to the Tech Inspection area. If you are renting or sharing a car that has a valid Annual Tech shown on the log book, you only need the tech sheet, log book, and driver's gear. Most tech areas have one line for cars and another for gear only.
- If you have a new (as in "new to racing") car, you must have the roll cage stamped by the Race Steward or Assistant Race Steward. Only the

stewards can stamp a roll cage. The steward will also issue a log book for a new car. Carefully check the rule book and fill in the new log book data page with class, weight, and other required information for your desired senior race class(es).

- After your car passes tech you will receive a tech sticker, good for the weekend. Place the tech inspection sticker on your car's windshield or roll cage where it is easily visible to the pre-grid workers. Failure to display this sticker is cause for disqualification.
- Pay close attention to the Tech Inspection process; you will have to work this station to qualify for your International license.

7. Pre-race activities

Track Tour

- There will be an early morning Track Tour for all Novices, and any other drivers wishing to get a close look at the circuit. The exact time and place for the departure of the track tour will be listed on the daily schedule. Pay close attention to what the tour guide says as they will give you critical information about where to enter and exit the circuit, and possibly some important features of the circuit. Please be prompt.

Drivers Meetings

- The first day of the race weekend, usually Saturday, there is a mandatory morning Novice drivers meeting. The time and location for this meeting will be listed on the weekend schedule. You will be required to sign-in. The timing of this meeting is another reason to get your tech inspection done on Friday. Otherwise, you will have to wait until after the drivers meeting. The morning meeting typically is held immediately following the track tour.
- There will also be an afternoon Novice pre-race meeting, held approximately one hour before the scheduled Novice race. Please consult the published schedule for the time and location.
- If the License Director is entered in the races for the weekend, the Novice driver's meetings will usually be held in his or her paddock space. To find that space, look for the 8x3 foot orange flag on a tall flagpole, or ask somebody.

- Before the first championship race each day, there is a drivers meeting for those racing in the Senior groups. These meetings are not mandatory for those entered only in the Novice race, but you are welcome to attend.

Practice Session

- Make sure your car is well prepared. Check the gas level, tire pressures, lug nuts for torque, etc.
- Get to pre-grid early. Pre-grid is the area where the cars are staged before entering the track. Don't rely on the P.A. system or time schedule. Make a note on the schedule which group runs before you; when that group is on track it is your cue to get ready.
- You are not required to shut off your engine on pre-grid at the 5-minute warning for practice or qualifying sessions. You must shut off your engine at the 5-minute warning for races. If a pre-grid worker asks you to shut off your engine, follow their directions regardless of what session it is.
- Be attentive to what the Grid marshals are telling you, especially when they are guiding you to your parking spot. Follow their directions. They will inform you of any issues regarding the track condition.
- If you have any concerns or problems, put your arm up out the window, and a worker or the License Director will be there to assist you.
- Remember, this is only a practice session, not a race.
- Have a plan for your practice session, something to work on.
- *****Note*****-there is no tire scrubbing allowed in practice or qualifying sessions; tire scrubbing is only allowed behind a pace car.

Qualifying session

- Review the bullet points for the practice session.
- You are not required to shut off your engine on pre-grid at the 5-minute warning for practice or qualifying sessions. You must shut off your engine at the 5-minute warning for races. If a pre-grid worker asks you to shut off your engine, follow their directions regardless of what session it is.
- This qualifying session is a training exercise. Practice like you want to do it; do a mock qualifying run. Be smart, be focused, and be safe. Just remember that your actual time does not count for race starting position. The License Director will set the grid according to training priorities, and

your starting position may not necessarily correspond to your qualifying session position.

Race Preparations

- After the morning and afternoon practice and qualifying sessions, you will need to prepare for your race.
- Make sure your car is ready. Make yourself a checklist. Prepare early. Don't wait until the last minute to discover you have a problem.
- Make sure you have all your gear and the car's log book ready in the car.
- Don't be afraid to ask for help if you need it. An assistant is very helpful, especially for the first few races. If you don't have an assistant, talk to the License Director, Steward, or Assistant Steward who can suggest someone to help you. You have a lot to learn and get familiar with, so a friendly taskmaster is a good support to have.

8. Waiting for green

Pre-Grid

- Get to pre-grid early. Check the schedule and listen to the track announcer for your call.
- The Pre-Grid Marshals will tell you what grid spot you are in and direct you there. If the door on your car opens, open it at the entrance to pre-grid so the pre-grid personnel can see your car number. This will help them guide you to your pre-grid position.
- On pre-grid, you must shut your car off at the five-minute warning. At the 5-minute warning, you should have already put all your gear on, belts tight, safety net (or arm restraints for Novice Open Wheel racers) in place, and be ready to race. If you have a camera it should be rolling before you are strapped in place. If you have crew they should start your camera in time to leave before the "1 minute whistle".
- You will start your engine again at the one-minute warning, at which time your crew must leave the grid. If your car fails to start on its own, or if a crew member touches the car after the one-minute warning, you must start at the back of the field. If your car starts after the one-minute warning and you are ready to go, raise your index finger to let the pre-grid workers know you are ready to go.

- If you arrive at pre-grid after the five-minute warning, you forfeit your grid position and start at the back of the field. If you arrive early you have time to get your mind into competition driving, to drive that perfect lap in your head, and to concentrate on the task at hand. Latecomers seldom are in the right mindset.
- For Novice races, the License Director determines the starting order and appoints the pole position.

Leaving the Grid & Entering the Track

- Watch for the splitter as you leave pre-grid. This person will be standing in the center of the exit lane, directing you to either the right or the left. Pay attention. This is a very dangerous area. Accidents happen very easily here. Make eye contact with, and acknowledge the splitter's directions as you receive them with a wave. This lets them know you see them.
- As you enter the circuit, your speed is controlled by the pace or safety car. You may scrub your tires behind the pace car only. There are no points given for show scrubbing; keep it safe and on track. The pace car will speed up to allow room for this and will then slow the field after about half a lap and collect the field. The cars bunch up two by two and prepare for the start. Follow the car ahead of you at a safe distance, approximately one car length. The pace car will turn off its lights when the track is ready to go green. After the pace car leaves the track, the car on pole position controls the pace of the field.
- Stay in line and watch for the green flag signaling the start of the race. When it drops, you are free to race. Be sure you obey all flags. Make a habit of looking at the flag stations every lap.
- If you need to exit the track before the race is over, you must signal the drivers behind you by raising your left hand before pulling into the hot pits or paddock. Be aware if you exit the race to the paddock, you cannot come back out to the circuit. If you have a mechanical issue that can be somewhat easily resolved, come to the hot pits instead of the paddock.
- Your race will last thirty minutes and will end when the checkered flag flies.

9. After the race is over

- During your cool down lap, acknowledge the Turn Marshals with a wave and exit the track as instructed.

- You may not remove your safety gear—including helmet, gloves, seat belts, and window net—until you exit the racing surface and enter the paddock.
- Remember, if you are in an open-wheel car, you are required to wear all safety equipment until you have arrived in your paddock space.
- Look for the Marshal's instructions when exiting the track. You may be directed to go to the scales or impound area to receive further instructions.
- Visit the License Director approximately 30 minutes after the race to read your comments from the Senior drivers who have observed you. Feel free to ask your Senior driver friends to observe you as their input will be very helpful.
- Go to the barbeque/party to meet and thank your Turn Marshals. Introduce yourself by name and car number. Ask what turn station they were working and if they can give you some tips regarding that portion of the track. Turn Marshals see everybody and can tell you a lot about what the fast guys do. Your race is usually the last Saturday event so it will still be fresh in their minds. Turn workers are a great feedback source!
- If at all possible, stay until Sunday to watch other drivers and complete your worker requirements. Watch the races, especially the race group you will run in. Make note of their lap times and compare them to your own. When you upgrade, it's good to know who you will be driving with around the track. Ask questions, and make new friends.
- One of your Novice requirements is to complete three Senior driver interviews. To get to know who you will be racing door-to-door with, your task is to locate and interview drivers in your run group. One driver should be in your desired class; at least one other must be in another class in your future run group.

ICSCC NOVICE WORK REQUIREMENTS

NAME:

CAR NUMBER:

Turn Work - Half Day (at least 6 race sessions during
qualifying or practice)

Date:

Track Location:

Signature of Official:

Tech Inspection - Half Day (Friday night, Saturday
morning or afternoon or Sunday morning)

Date:

Track Location:

Signature of Official:

Pre-Grid - Half Day (at least six sessions of either
qualifying or racing)

Date:

Track Location:

Signature of Official:

OR

Timing and Scoring - Half Day (at least six sessions
of either qualifying or racing)

Date:

Track Location:

Signature of Official:

RACE HISTORY

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Notes and Observer's Comments

Official Comments _____

Official Comments _____

Official Infractions _____

Official Infractions _____

Finished Overall _____ Out of _____

Finished Overall _____ Out of _____

Finished in Class _____ Out of _____

Finished in Class _____ Out of _____

Credit Given for Novice race _____

Credit Given for Novice race _____

Senior race _____

Senior race _____

No Credit due to _____

No Credit due to _____

License Director

License Director

RACE HISTORY

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Notes and Observer's Comments

Official Comments _____

Official Comments _____

Official Infractions _____

Official Infractions _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

License Director

License Director

RACE HISTORY

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Notes and Observer's Comments

Official Comments _____

Official Comments _____

Official Infractions _____

Official Infractions _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

License Director

License Director

RACE HISTORY

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Notes and Observer's Comments

Official Comments _____

Official Comments _____

Official Infractions _____

Official Infractions _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

License Director

License Director

RACE HISTORY

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Date _____
Event _____
Location _____
Sanction _____
Car Used _____
Track Conditions _____

Notes and Observer's Comments

Notes and Observer's Comments

Official Comments _____

Official Comments _____

Official Infractions _____

Official Infractions _____

Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

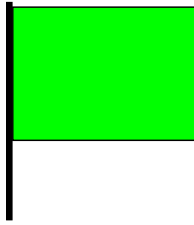
Finished Overall _____ Out of _____
Finished in Class _____ Out of _____
Credit Given for Novice race _____
Senior race _____
No Credit due to _____

License Director

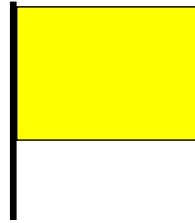
License Director

COURSE FLAGS

You may see any or all of these flags on the track

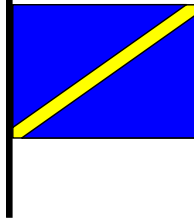


**Start
Course Clear**

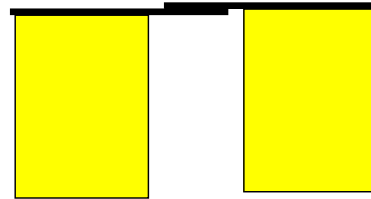


Steady: **Caution
No Passing**

Waved: **Danger
Slow Down
Be Prepared
to Stop**



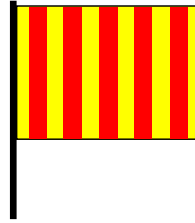
**Another Car
Overtaking
You**



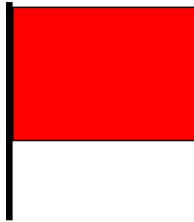
**Double Yellow
Full Course
Caution**



**Report to
Official in
Pits**



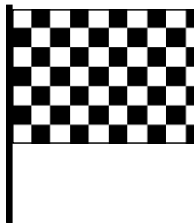
**Debris on
Course**



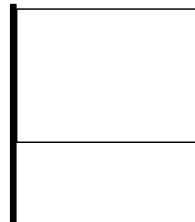
**Stop
Immediately
and Safely**



**Mechanical Fault
Report to Pits**



**Race or
Track Session
Completed**



**Slow or Official
Vehicle on Course**

Signs displayed at Start/Finish



Last Lap of Race



Time Remaining

Appendix P

Hand Signals

<p>Waving Yellow</p>  <p>Arm Moves Up & Down</p>	<p>Steady Yellow</p>  <p>Arm Held Steady</p>	<p>White Flag</p>  <p>Pull on Whites</p>	<p>Red Flag</p>  <p>Slashing Motion</p>
<p>Oil Flag</p>  <p>Form Letter "O"</p>	<p>Alert</p>  <p>Pumping the Sky Motion</p>	<p>Help Required</p>  <p>Tapping Top of the Head</p>	<p>Now!</p>  <p>Repeated Pointing to the Ground</p>
<p>Ambulance</p>  <p>Form Letter "A"</p>	<p>Fire Truck</p>  <p>Form Letter "F"</p>	<p>Flat Tow</p>  <p>Form Letter "T"</p>	<p>Wrecker</p>  <p>Form Letter "W"</p>
<p>Driver Injured</p>  <p>Forearm Swings at Elbow</p>	<p>Driver O.K.</p>  <p>Arms Crossing Above the Head</p>	<p>Pace Car</p>  <p>Windmill</p>	<p>Fire Bottle Needed</p>  <p>Pumping the Opposite Fist</p>
<p>Cancel</p>  <p>Arms Crossing in Front of Eachother</p>	<p>Track Clearance</p>  <p>Point to Last Car as it Passes</p>	<p>Half Way</p>  <p>Arms Crossed</p>	<p>Chequered Flag</p>  <p>Waving Figure Eight Motion</p>

