



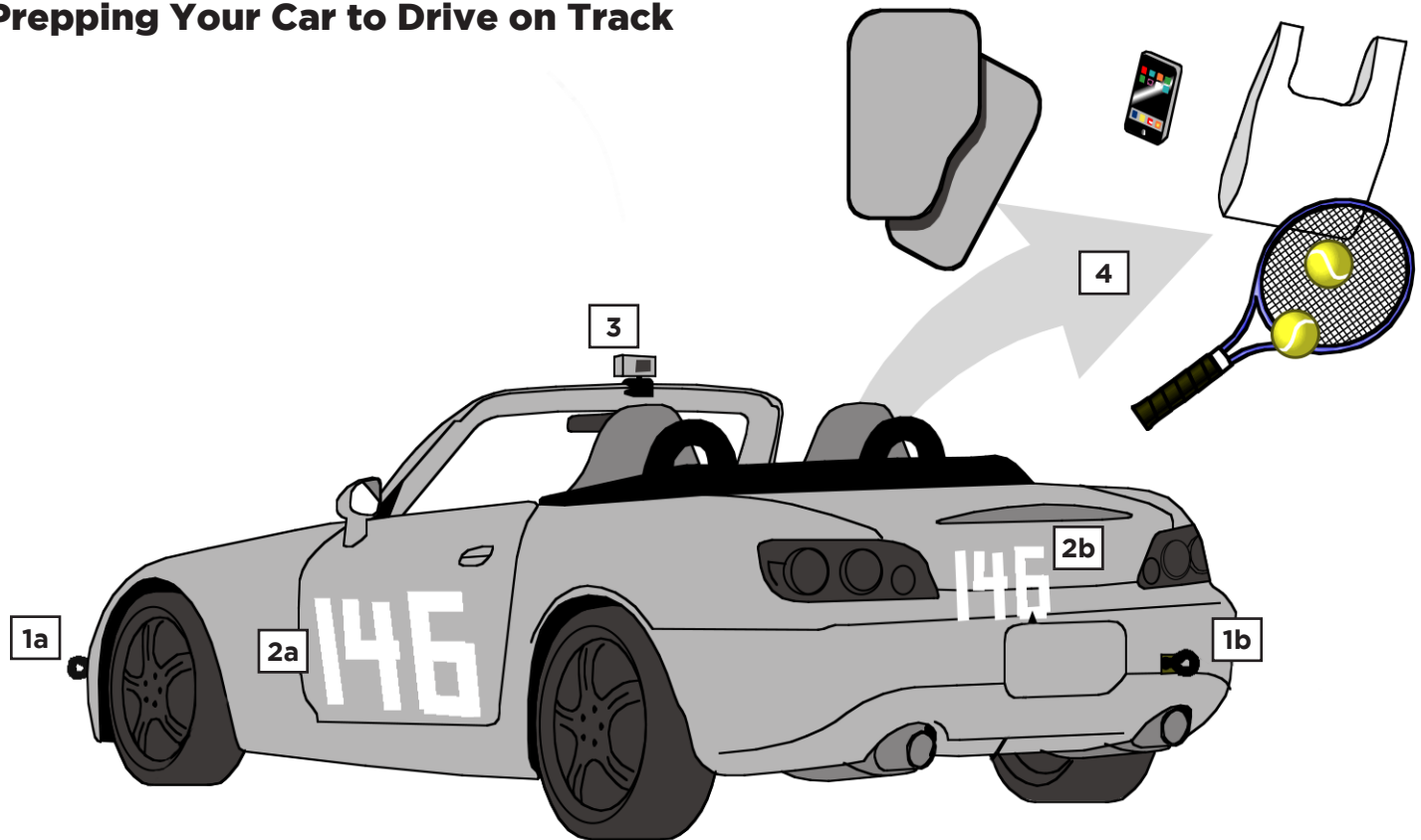
Beginner Orientation Handbook

2018



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Prepping Your Car to Drive on Track



1. **TOW HOOK/TOW POINT:** IF your car becomes disabled on-track and needs to be towed back to the pits, or if your vehicle gets stuck in an off-track area, you will need tow hooks installed. In the absence of tow hooks, the tow-operator will have to attach another way and any damage is your responsibility.
2. **CAR NUMBERS:** All cars must have car numbers on both sides and on the rear of the car. 3-digits, only one “1” or “7” in the sequence. The corner crew uses these numbers to spot and identify your car on track.
3. **CAMERAS:** No handheld cameras are allowed. Securely-mounted cameras only.
4. **LOOSE OBJECTS:** Remove all items from car and trunk, including floor-mats. Items like plastic bags can catch the wind and heavier items not bolted down can become projectiles in an accident.

Windows

Where there is a driver or passenger, the window must be down at all times on track. Sun-roofs must remain closed.

Convertibles

Drivers and passengers in convertibles must have eye-protection, either helmet visor or glasses/sunglasses.

Tires & Lug Nuts

You'll want to have at least 3/32-inch of tread on your tire at the start of a track day and you should check all your tire treads between sessions to make sure the tread is holding up. Do not go on track with corded tires. Check your lug nuts throughout the day and make sure they are tight.

Passengers

Passengers must keep their hands and arms inside the car at all times. They may not hold on to the roof or let their elbows hang out the window.

Helmets

Drivers and Passengers must wear Snell-Rated helmets. PLEASE REMEMBER TO BUCKLE YOUR HELMET BEFORE YOU REACH THE GRID.

Seat Position / Arm Position

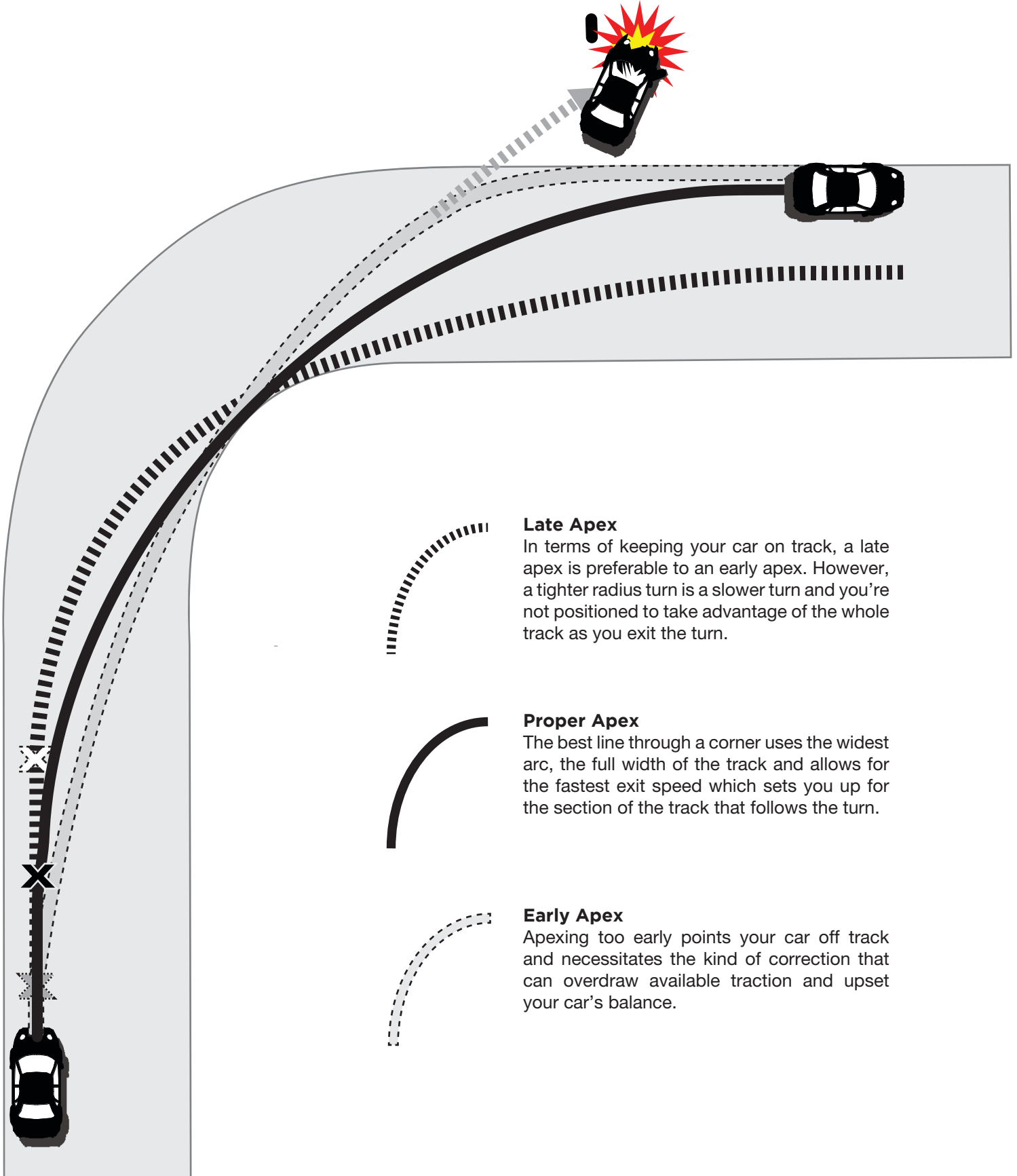
When driving on track, you'll want your seat closer to the steering wheel and pedals than when driving on the street. The bend in your elbows should be roughly 90 degrees, i.e., your forearm perpendicular to your upper arm.

Steering Wheel & Hand Position

Keep your hands on the wheel at the 9 o'clock and 3 o'clock positions. When turning keep both hands on the wheel when possible or use a hand-over-hand motion for increased steering input. Try not to shuffle your hands on the wheel and never grab the inside of the wheel underhand-style when turning.

Turn Geometry and Apexing

The geometry of a turn, its relation to the turn that precedes or follows it and other factors like banking, camber or elevation changes will dictate the the optimal racing line but generically, the determination of where to apex a turn will result in the widest, and therefore fastest, possible turn.



Late Apex

In terms of keeping your car on track, a late apex is preferable to an early apex. However, a tighter radius turn is a slower turn and you're not positioned to take advantage of the whole track as you exit the turn.

Proper Apex

The best line through a corner uses the widest arc, the full width of the track and allows for the fastest exit speed which sets you up for the section of the track that follows the turn.

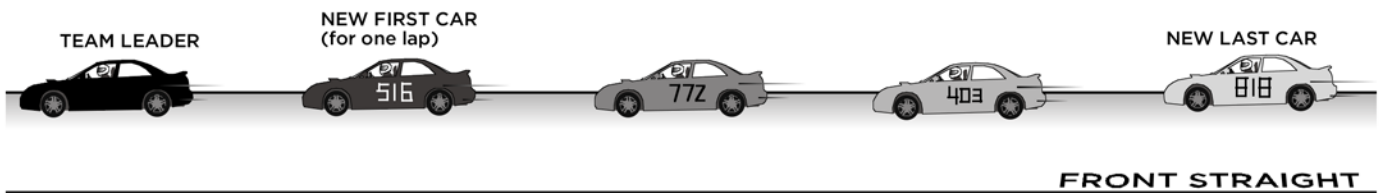
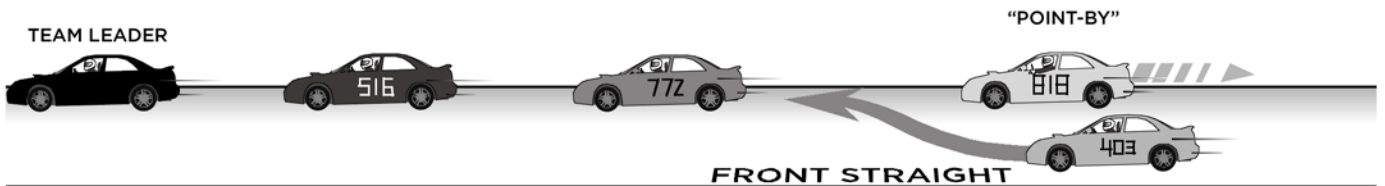
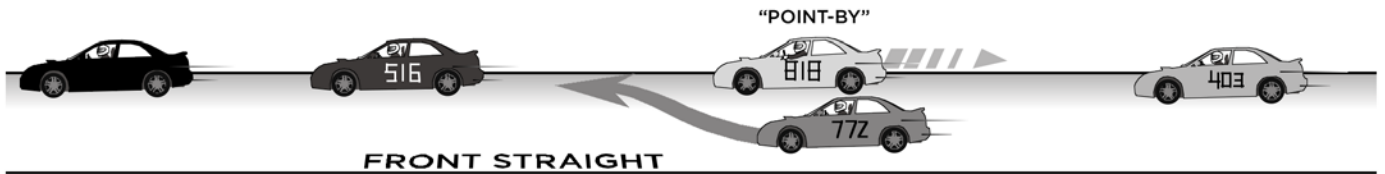
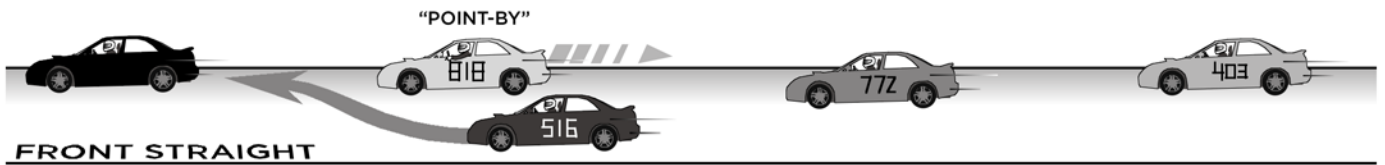
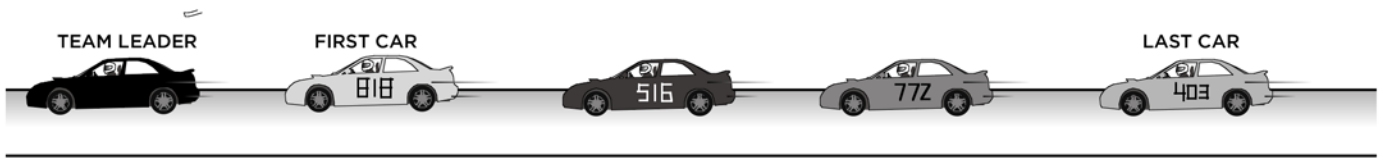
Early Apex

Apexing too early points your car off track and necessitates the kind of correction that can overdraw available traction and upset your car's balance.

Lead/Follow & "Point-by" Passing Exercise

Point-by Exercise

First car after the leader points all other cars in the team by at front straight.



Racing Glossary

APEX: The point in a corner where a car is closest to the inside edge of the track. Drivers try to “hit” the apex to take the straightest line and maintain maximum speed. On many turns, there is a berm here to allow cars the best possible line.

EARLY APEX: A driver turns into a corner early. An early apex forces you to scrub off more speed to exit safely.

LATE APEX: Turning into a corner late and missing the optimum apex point. A late apex is almost always the safest option.

BERM/CURB: These are the slightly raised paved areas often at the entry, apex, and exit of a turn. They are often marked with red, black, or yellow stripes or paint.

CAMBER: The angle that wheels are tilted inward or outward from vertical. If the top of the wheel is tilted inward, the camber is negative.

CHICANE: An “S” like track configuration generally designed on a fast portion of a track to slow cars. Also referred to as “esses” or a “switchback.”

CORNER WORKER: The flag wavers who staff corners to notify drivers of dangerous situations and to direct them in off track excursions, mechanical breakdowns, and other emergencies. They are there to protect your safety, so treat them with courtesy and respect.

DRIVING LINE: This is the line to follow around a racetrack that allows you to carry the most speed. Remember, the shortest distance around the track usually isn’t the fastest. The fastest way around a track is the straightest. Any time you turn the wheel, however slightly, you scrub off speed.

ENTRY POINT: This is the place you want to be when coming into a turn. This location allows you the best line through the turn.

GRID: The area in the hot pit where the cars line up to go out on track.

GRID PERSON: The person who stands in the grid to check safety equipment and wristbands then direct the cars out onto the track. This is usually the person you will go to see if you receive a black flag.

HOT PITS: The area where cars enter and exit the track. Only crew members and drivers are allowed into the hot pits for safety reasons.

LIFT: To raise or lift your foot of the gas pedal.

MARBLES: Rocks, tire bits, and other small debris that collect off the racing line. If you go off line and into the “marbles”, you will have significantly less grip.

OFF LINE: Driving off the best racing line. Drivers will go off line to attempt a pass a slower car or to move out of the way to allow faster cars to pass them.

OVERSTEER: A condition when the front of a car has more grip than the rear. This is the same as a car being “loose.”

Paddock/PIT AREA: This is the area where drivers park between sessions. The speed limit is 15MPH in the paddock/pit area.

PARADE LAP/WARM-UP LAP: There are no “parade laps” at Speed Ventures events, but sometimes people will refer to the warm-up lap that way. This is simply the first lap of a session. Drivers use this lap to warm up their engines and tires.

SWEEPER: A large sweeping corner.

STARTER: The person standing at the Start/Finish Line (or in a tower above) who controls the track with a series of flags. As you session nears completion, make sure to watch the starter for the checkered flag.

TECH: Short for tech (or technical) inspection. Each driver must submit a tech inspection form so Speed Ventures can confirm their vehicle is safe to proceed on track. A “teched” car has passed inspections.

UNDERSTEER: When a car has more traction (or grip) in the rear than in the front.