



**TRACK EVENTS MANUAL**  
**Empire State Region**  
**Ferrari Club of America**  
**2025**

**Contents**

	<b>Page</b>
<b>1. Introduction</b> .....	<b>2</b>
A. Tracks.....	<b>3</b>
<b>2. Run Groups</b> .....	<b>3</b>
A. Description of Run Groups.....	<b>3</b>
<b>3. Safety Equipment and Recommendations</b> .....	<b>5</b>
A. Driver Safety Equipment.....	<b>6</b>
B. Vehicle Safety Equipment.....	<b>6</b>
<b>4. Inspections</b> .....	<b>8</b>
A. Pre-event Tech Inspection and Grid Inspection Forms.....	<b>9</b>
B. Pre-event Tech Inspection.....	<b>9</b>
C. At-track Grid Inspection.....	<b>9</b>
<b>5. Track Event Policies and Procedures</b> .....	<b>10</b>
A. Authority.....	<b>10</b>
B. Automobiles.....	<b>10</b>
C. Drivers.....	<b>11</b>
D. Pit Lane and Paddock Speeds.....	<b>11</b>
E. Passing.....	<b>11</b>
F. Off and Spins.....	<b>11</b>
G. Emergency Procedures.....	<b>12</b>
H. Report of Incidents.....	<b>12</b>
I. Demonstration Rides.....	<b>12</b>
J. Data Acquisition Devices.....	<b>13</b>
K. Alcoholic Beverages.....	<b>13</b>
L. Medical Responsibilities of Drivers.....	<b>13</b>
<b>6. ESR Track Officials</b> .....	<b>13</b>
A. Track Chair.....	<b>13</b>
B. Chief Instructor / Instructors.....	<b>14</b>
C. Track Steward.....	<b>17</b>
D. Tech Inspector.....	<b>17</b>
E. Chief Track Control.....	<b>18</b>
<b>7. Driver Responsibilities</b> .....	<b>18</b>
<b>8. Miscellaneous</b> .....	<b>19</b>
A. Children, Pets, and Camping.....	<b>19</b>

B. Issuing Wristbands.....	19
C. Prospective Passengers.....	19
D. Contacts.....	19
E. Flags.....	20
F. Pre-event Tech Inspection and Grid Inspection Forms: Example.....	22
G. Passing Zones Maps, Passing Standards, and Paddock Maps.....	24

## **1. Introduction**

The *Empire State Region Track Events Manual (ESRTEM)* combines the Region's approach to organizing and managing track events with relevant recommendations and policies from the *Track Events Manual (TEM)* of the Ferrari Club of America (FCA). The ESR's approach is credited to long-time Track Chair Bob Coates, who has successfully directed innumerable ESR track events, as well as the track component of a number of Ferrari Club of America Annual Meets, and who served as the Ferrari Club of America's National Track Chair for ten years.

The text of the *ESRTEM* synthesizes the ESR's procedures and protocols and relevant portions of the FCA's *TEM*. Consequently, much of the structure of the *TEM* is retained in the *ESRTEM*, with sections of the *TEM* interpolated, revised, or reformatted. Because the *ESRTEM* is based upon the *TEM*, the contributions of Lee Wilson, Jack Wilkening, Watts Hill, Sam Smith, Jerry Molitor, Bob Coates, Rick Race, and Denny Austin—all former FCA National Track Chairs who were responsible for various iterations of the FCA's *TEM*—are embedded in the *ESRTEM*.

Much of the *TEM* is written for FCA regions which have little or no experience organizing and running track events, and some sections<sup>1</sup> of the *TEM* have no relevance for an ESR track event. As a result, portions of the *TEM* have been intentionally omitted from the *ESRTEM*. Nevertheless, the *ESRTEM* contains important changes and additions to the *TEM*—changes and additions which offer clarification, establish some new procedures, and identify specifically the standards for high performance driver education events sanctioned directly by the Empire State Region. The *ESRTEM* supersedes the *TEM* when any aspect of the *TEM* is immaterial.

In 1970, the first FCA track event was held by the Northeast Region of the FCA at Lime Rock Park. Eventually, the Northeast Region of the FCA was divided into smaller regions. One of those regions, the ESR, has continued the Northeast Region's commitment to track events. The former Northeast Region and the ESR have been involved with the organization and management of track events for 50 years and have led the FCA in the support of track events.

The purpose of an Empire State Region track event is to provide the owners of Ferraris and other marques with a venue where they can drive their cars safely at the speeds for which the cars were designed. That venue creates opportunities for participants to improve their driving skills. Consequently, *track events are for safe driver development*. Participants may be inexperienced drivers, drivers unfamiliar with a given track, or even highly experienced drivers who wish to improve their skills. In-car instruction is tailored to the individual driver's needs.

At Empire State Region track events, *safety is everyone's primary concern*. Participants are expected to drive within their abilities, practice proper driving etiquette, and respect all event participants. New, inexperienced drivers are assigned instructors, while competent drivers who are unfamiliar with a particular

At Empire State Region track events, *safety is everyone's primary concern*. Participants are expected to drive within their abilities, practice proper driving etiquette, and respect all event participants. New,

inexperienced drivers are assigned instructors, while competent drivers who are unfamiliar with a particular track or whose driving skill sets need confirmation are also assigned instructors. Run-group specific meetings for all drivers are scheduled during an Empire State Region track event, and driver attendance is strongly encouraged. Given the extensive and verified qualifications of individuals who instructor for the Empire State Region, in-car instructors—and not formal classroom sessions—serve as the best resources for consistent, informed, and safe driver development.

Driving the perfect lap is a never-ending quest—even for the most experienced drivers. It takes patience, effort, and ample seat time to develop the skills needed to drive quickly, skillfully, and safely and to move to more advanced run groups. Good drivers, regardless of their level of development, are always open to suggestions on better techniques and skills. Consequently, the Empire State Region recommends that all drivers seek regular instructional input to improve their driving skills. There is always something new to learn.

## **A. Tracks**

In 2025, the ESR will host (i) a two-day event at Watkins Glen International on 7-8 May, (ii) a two-day event at Pocono International Raceway on 14-15 July; and (iii) a three-day event at New Jersey Motorsports Park's Lightning on 25-27 August. **See pages 24-9 for passing zones maps, paddack maps. and passing standards for the Glen, Pocono, and NJMP.**

## **2. Run Groups**

The goal of Empire State Region track events is for everyone to have a safe and enjoyable experience. The ESR provides a controlled environment (using corner workers, stewards, instructors, and others) so that drivers can develop quality driving skills and practice driving their cars effectively and safely.

Drivers are assigned to run groups according to their driving skills, the capabilities of their car, and their experience at the track where the event is held. All new drivers and those new to the particular track must have an instructor in the car with them until the Chief Instructor approves the driver to run solo. Similarly, those moving up to a higher run group must have instructors in their cars with them until the instructors sign off the drivers as being able to solo in the new run group.

Assignment to a run group is done by the Track Chair, who takes into account a driver's skills and experience as well as the automobile being driven. The Track Chair and the Chief Instructor keep driver records from past ESR track events and assign known drivers to the proper run group. With unknown drivers, the Track Chair considers the driving experience provided by the driver when assigning the unknown driver to a run group but may err on the side of caution and assign the unknown driver to a run group lower than requested. Any driver will be able to move to a higher run group as soon as he or she demonstrates to an instructor evaluator the skills needed to make the move.

### **A. Description of Run Groups**

There are four basic run groups – **Green** (Novice), **White** (Intermediate), **Blue** (Advanced), and **Red** (Very Advanced). Run Group placement is determined by the Track Chair, based on the driver's experience and automobile. A fifth group—the "**Taste of the Track**" group—is an option that can be offered to give people a sense of what it's like to drive on a track and to entice them to participate in future track events. *Regularly, the Green and White groups are combined to form one run group. Scheduling those two group's track times separately is only necessary when the combination of the two groups compromises safety by placing too many cars on the track at the same time.*

**Green Group.** This low speed group is for drivers who have little or no track experience. A Green group driver must have an instructor in the car until the instructor has determined that the Green Group driver has the skills and track knowledge necessary to drive solo. No other passengers are allowed. Cars must have the same level of safety equipment (seat belts or harnesses, and seating) and protection for driver and instructor. Passing is limited to passing zones on long straights, and a point-by is required. All passing must be accomplished before the end of the passing zone. There is no passing in turns. The speed is often controlled by the in-car instructor. Drivers may be required to attend meetings for instruction on the line, braking, cornering, passing, track rules, flag, etc. **Soloed Green group drivers remain in the Green group, have their progress monitored by their assigned instructors, and are not permitted to have passengers unless the passengers are instructors.** A Green group driver's promotion to the White group is contingent upon a recommendation from the Green group driver's assigned instructor and an approval of the promotion by the Chief Instructor, who has the responsibility of notifying the Track Chair of any Green group driver's promotion to the White group.

**White Group.** This is a moderate speed group for drivers who have some experience but who do not have the skill sets, seat time, or pace necessary to drive in the Blue group. This group may also include more experienced drivers who wish to take passengers or who wish to remain in a more relaxed driving environment. These drivers must be cautioned to maintain the White group rules on speed and passing and to be careful not to intimidate less experienced drivers. Passing is limited to passing zones on long straights, and a point-by is required to pass. All passing must be accomplished before the end of the passing zone. There is no passing in turns. A White group driver (including one just moving up from the Green group if the Green and White groups are separate) does not have an in-car instructor unless he or she has requested an instructor or is new to a particular track. **White group drivers may take casual passengers.** Cars must have the same level of safety equipment (seat belts or harnesses, and seating) and protection for driver and passenger. A White group driver's promotion to the Blue Group is contingent upon the recommendation of an instructor, the successful completion of a formal on-track assessment by a senior ESR instructor/evaluator, a written evaluation completed by that senior ESR instructor/evaluator, and approval by the Chief Instructor. The Chief Instructor has the responsibility of notifying the Track Chair of any White group driver's promotion to the Blue group.

**Blue Group.** This is a higher speed group for drivers who have more experience and ability than White group drivers but who do not have the skill sets, pace, or track knowledge to run in the Red group. A driver who is new to the Blue group (for example, one just moving up from the White group, one who is new to a particular track, or one who has never participated in an ESR track event) must have an in-car instructor until he or she is approved by the Chief Instructor to run solo. **Blue group drivers may take casual passengers.** Cars must have the same level of safety equipment (seat belts or harnesses, and seating) and protection for driver and passenger. Speeds are higher, passing is limited to passing zones on long straights, and a point-by is required to pass. All passing must be accomplished before the end of the passing zone. There is no passing in turns. Instructors are always available, and drivers are encouraged to use instructors to help them increase their driving skills. A Blue group driver's promotion to the Red group is contingent upon the recommendation of an instructor, the successful completion of a formal on-track assessment by a senior ESR instructor/evaluator, a written evaluation completed by that senior ESR instructor/evaluator, and approval by the Chief Instructor. The Chief Instructor has the responsibility of notifying the Track Chair of any Blue group driver's promotion to the Red group.

**Red Group.** This is a very high speed group for drivers with particularly advanced driving skills and extensive experience and who have cars suitable to the run group. Drivers assigned to this group must have demonstrated competency to run safely at this level. A driver who is new to the Red group (for example, one just moving up from the Blue group, one who is new to a particular track, or one who has never participated in an ESR track event) must have an in-car instructor until he or she is approved by the Chief Instructor to run

solo. An experienced driver who runs in another accredited high performance driver education organization's most advanced run group or a driver with verifiable competition licenses may be required to complete a check-out ride with one of the ESR's senior instructors. **No passengers are allowed, except when the passenger is an instructor.** Cars must have the same level of safety equipment (seat belts or harnesses, and seating) and protection for driver and passenger. Passing is limited to passing zones on long straights, and a point-by is required to pass. All passing must be accomplished before the end of the passing zone. There is no passing in turns.

**"Taste of the Track" Group.** Scheduled at the Track Chair's discretion, this group is optional and allows FCA members and others who have never driven on a track the opportunity to drive on the track in a non-intimidating environment. If a demand for a "Taste of the Track" group session exists, the ESR substitutes the "Taste of the Track" group session for one of the Green/White group sessions. Drivers in the "Taste of the Track" group have in-car instructors and must fulfill specific requirements before and while they are on the track. **Before driving on the track,** those drivers must meet certain conditions. They must

- ▶ have valid drivers' licenses
- ▶ meet the age requirement of the track at which the event is held
- ▶ have helmets with proper SA certification (loaner helmets are regularly available at ESR track events)
- ▶ wear socks, closed shoes, long-sleeved shirts, and long pants
- ▶ remove all loose objects from their cars
- ▶ attend a "Taste of the Track" group drivers' meeting held by the Track Chair, the Chief Instructor, or one of the ESR's senior instructors
- ▶ sign the ESR/FCA liability waiver
- ▶ activate their cars' stability and traction control systems
- ▶ deactivate any driver assistance systems (ex., automatic emergency braking, lane departure warning, blind-spot detection) in their cars

**On the track,** "Taste of the Track" drivers must

- ▶ wear helmets
- ▶ wear seatbelts
- ▶ keep their arms and hands inside their cars
- ▶ follow their instructors' directions exactly

- ▲ Only instructors can accompany Green group drivers—even if those drivers have been soloed; Instructors, event participants, and guests can accompany drivers in the White and Blue groups; and only instructors can accompany drivers in the Red and "Taste of the Track" groups. **Guests must sign the ESR liability waiver before accompanying drivers in the White and Blue groups.**

### ***3. Safety Equipment Requirements and Recommendations***

Safety at track events is paramount and is everyone's responsibility. A former FCA National Track Chair would always say at drivers' meetings that "Nothing you do on the track today will increase the value of your car tomorrow." Of course, there are many things a driver might do on the track that might make his or her car less valuable. Consequently, to keep drivers and their cars in good condition, the ESR requires that drivers drive safely and within their limits. ESR track events do not provide opportunities for drivers to exceed their and their cars' limits. Other venues are available to drivers who want to reach that objective. ESR track events are for everyone—from beginner to experienced driver—and are structured to help all drivers increase their driving

skills while staying in control of their cars. Sessions on the track may be challenging and thrilling, but they should not be scary or dangerous for drivers and other participants. The ESR plans for safe events, and workers do everything possible to make those events safe. Drivers must do their part, making sure that their cars are properly prepared for each session, that they drive within their abilities, and that they show awareness of other cars, corner workers, and changing situations (traffic, conditions, etc.).

**\*\*Note that some safety requirements detailed in this section are run group-specific. When the ESR's policy varies from a track's policy, the more restrictive policy is applied.\*\***

**A. Driver Safety Equipment.** Drivers must equip themselves with the following safety equipment while taking part in ESR track events.

•**Required** for all drivers and passengers:

- ▶ Helmets of recognized high quality. Closed face helmets are strongly recommended. Helmets must bear the seal of approval of the Snell Foundation and be no more than one level below the current highest readily available Snell SA Rating. Presently, the highest readily available Snell rating is SA2025. Therefore, Snell SA2020 or later is the ESR's *minimum* requirement for helmets, with SFI 31.1 Quality Assurance Specification. (FIA helmet ratings 8858-2010, 8859-2015, or 8860-2018, and the BSI BS6658-85 type A/FR rating, are also recognized.) ***However, since the manufacturing process of SA2025 helmets has recently started, SA2015 helmets can be used through 2025.***

•**Required** for all drivers and passengers, regardless of the type of car, in all run groups:

- ▶ Closed shoes (preferably leather)
- ▶ Long-sleeved shirts (no tank- or bikini-tops), long pants, and socks (all preferably cotton)
- ▶ Face shields (or goggles) in open cars

•**Recommended** for all drivers and passengers, regardless of the type of car, in all run groups:

- ▶ Closed face helmets
- ▶ **HANS** or Comparable Device. All participants are encouraged to wear a Head and Neck Restraint System, such as the *HANS* device or a comparable product, **if the device is compatible with the car's restraint and seating systems**. The *HANS* or comparable device should meet the requirements of SFI 38.1 (in which case the device should be recertified every five years) or of FIA 8858.

•**Strongly Recommended** for drivers and passengers in all race-prepared cars in all run groups:

- ▶ Nomex or equivalent one piece driver's suit, covering the entire body from neck to ankles and wrists. Triple layer Nomex suits are strongly preferred (SFI 3.2A/3 or higher or FIA Standard 8856-2000 or 8856-2018 homologation ). Nomex or Carbon-X underwear is also recommended. Any single layer Nomex suit also requires Nomex or Carbon-X underwear.
  - ▶▶ Cotton underwear is not recommended: it does not wick away moisture and can result in serious steam burns in the event of a fire.
- ▶ Hood (balaclava), socks, shoes, and gloves of fire-resistant material (Nomex or Carbon X) meeting FIA Standard 8856-2000 or 8856-2018 homologation
- ▶ Leather gloves

## B. Vehicle Safety Equipment

**\*\*Any adjustments to the vehicle safety equipment requirements can only be made by the ESR Track Chair.\*\***

▲ **Race-Prepared Cars Defined.** For the purposes of ESR track events, a "race-prepared" car is defined as any car that

- ▶ is or was a Ferrari Challenge car
- ▶ was manufactured primarily for racing rather than street use (e.g. SP333, F40LM, F360GT, 308 Michelotto, etc.)
- ▶ was rebuilt primarily for racing rather than street use (i.e., extensive performance modifications make it unsuitable or illegal for street use)

### ▲ Roll Over Protection

- ▶ **Recommended.** Roll-over protection (meeting SCCA roll bar specifications and requirements) for cars in the Blue and Red groups is **highly recommended**.
- ▶ **Required.** Race-prepared cars 1980 and newer shall have roll over protection meeting SCCA roll bar specifications for the era in which they were originally raced or better. Race-prepared cars prior to 1980 shall have roll over protection appropriate to the era in which they were originally raced or better.
- ▲ ▲ **Convertibles.** Convertibles are defined as street cars where the top can be removed. Convertibles with roll over protection (i.e., factory installed protection with DOT approval or aftermarket installed protection meeting SCCA roll bar specifications) are treated differently from convertibles without such protection. Examples of cars with acceptable factory installed rollover protection include the 308/328 GTS and 348 TS with “targa” style roofs and 360/430/458 convertibles with factory installed roll hoops behind the seats. Examples of cars without factory installed roll over protection include the Mondial Cabriolet and the F355 Spyder.
  - ▶▶ **Convertibles With Roll-over Protection.** For the purposes of ESR safety equipment requirements, convertibles with factory installed roll-over protection or aftermarket installations meeting SCCA roll bar specifications are treated the same as all other cars. **All convertibles with factory installed or aftermarket roll-over protection must meet the "broomstick" rule: the driver's and passenger's helmeted heads must be below a bar placed on top of the roll bar and the car's windshield. Roll bars which are designed to deploy automatically are not acceptable unless they are in the full upright and locked position at all times: all convertibles with factory-installed pop-up hoops must have the hoops in the "up" position before going on track.**
  - ▶▶ **Tires for Convertibles with Roll-over Protection.** Convertibles with roll over protection bars meeting the "broomstick" test may use touring, performance, or track/competition tires (as described below). Convertibles with roll-over protection that does not meet the "broomstick" test are limited to touring or performance tires. At the discretion of the Track Chair, Chief Instructor, or in-car instructor, convertibles with roll-over protection that **does not** meet the "broomstick" test may be restricted to the Green/White run group and have their on-track speed limited.
  - ▶▶ **Tires for Convertibles Without Roll-over Protection.** Convertibles without roll-over protection must use touring or performance tires as defined below. Convertibles without roll-over protection are restricted to the Green/White run group and may have their on-track speeds limited.
    - ▶▶▶ **Local Rules for Convertibles.** Some tracks and jurisdictions may have more restrictive requirements about the use of convertible automobiles in track events; such requirements take precedence over the guidelines set forth in the *ESRTEM*.
- ▶ **Tires.** Following the Tire Rack's classification of tires, the ESR recognizes categories of tires for track use. **Touring tires** have reasonable dry and wet traction and responsive handling; **Performance tires** have more responsive handling and higher wet and dry traction; and **Track and Competition tires** are extremely responsive and have the highest level of dry traction. Any car in any ESR run group should have tires with a speed rating which clearly exceeds the maximum speed that the car can safely achieve on the track. The ESR recommends "V" (speeds up to 149 mph) as the minimum speed rating for car's tires in the Green and White run groups, and

"W" (speeds up to 168 mph), "Y" (speeds up to 186 mph), and "Z" (speeds above 149 mph) as the minimum speed ratings for car's treaded tires in the Blue and Red groups. The ESR recommends that only race-prepped cars use full-slick competition tires, which are not speed rated. The ESR reserves the right to lower a car's run group assignment if the car's tires fail to match the speeds anticipated in that run group. In general, race-prepped cars are expected to run on racing tires suitable to the purpose and appropriate to the era in which the car is or was raced. Otherwise, cars are expected to use the type of tires which match the cars' performance characteristics. Convertibles have specific tire rules which are described above.

#### ▲ Fire Safety Equipment.

- ▶ **Required Fire System for Race-prepared Cars.** An on-board fire system meeting SFI specification 17.1 or FIA Technical List No. 16 is required for all *race-prepared cars* (as defined above) regardless of run group. In case of fire, a driver is expected to bring his or her car to a controlled stop off the track surface (if possible). Driver and any passenger are expected to exit the car and move away to a safe location in order to allow the emergency services workers access with their track-side fire equipment. If non-Ferrari race-prepared cars are participating (ex., instructors' personal cars) and are prepared to SCCA Showroom Stock, Touring, Spec Miata, Improved Touring, or equivalent street-based racing rules, those cars shall be equipped *at a minimum* with Halotron or dry chemical extinguishers of at least 2 pounds. Those extinguishers shall be mounted securely in the cockpit in all-metal mounting brackets where the drivers can access them while belted into the driver's seat.
- ▶ **Recommended Fire Safety Device for Non-race-prepared Cars.** A hand-held Halotron fire extinguisher is recommended for all non-race-prepped cars. In case of fire, a driver is expected to bring his or her car to a controlled stop off the track surface (if possible). Driver and any passenger are expected to exit the car and move away to a safe location to allow the emergency services workers access with their track-side fire equipment. If a hand held fire extinguisher is installed, it shall be a Halotron or dry chemical extinguisher of at least 2 pounds and shall be mounted securely in the cockpit in an all-metal mounting bracket where the driver can access it while belted into the driver's seat.
- ▶ **Seat Belt Requirements.** At a minimum, factory-installed lap belts of the inertia reel type with shoulder straps, in good condition, are required. If a passenger will be in the car, the passenger side seat belts must be equal to the driver's side seat belts. For example, if a driver has a five- or six-point harness, the passenger must have one as well. Inadequate belts will be turned down—whether factory-installed or not. If racing-type seat belts (i.e. 5, 6, or 7 point) are installed, they must be properly installed and in good condition; if passengers are to be in the car, racing-type seat belts must be installed on both sides. Racing-type seat belts should meet SFI 16.1 or FIA 8853-2016 certification standards. Since racing-type seat belts deteriorate with age and use even though they may not show outward signs of wear, it is highly recommended that owners replace SFI certified belts every two years from the belts' date of manufacture and FIA certified belts every five years from the belts' date of manufacture.
- ▶ **Competition Seats Recommendation.** Ideally, competition seats should meet or exceed the FIA F/A 8855-1999 standard or the SFI 39.2 standard. If a competition seat is installed for the driver, one meeting the same standard must be installed for a passenger.
- ▶ **Fuel Cells.** For cars equipped with racing-type fuel cells, it is highly recommended that the fuel cell foam and bladder be replaced at least every 5 years.

## 4. Inspections

**\*\*Technical inspection is not a guarantee of fitness for any particular purpose. Vehicle condition remains entirely the responsibility of the owner and the driver.\*\***



Two inspections are conducted for all cars participating in ESR/FCA Track Events. The first inspection is the pre-event Tech Inspection that is intended to assure that the car is in good repair and properly equipped to be run in a track event. **Since the ESR does not offer pre-event Tech Inspections at the track, it is the car's owner's responsibility to have his or her car's pre-event Tech Inspection completed before arriving at the track.**

The second inspection is the at-track Grid Inspection, which is intended to confirm that the pre-event Tech Inspection paperwork has been properly completed and that all last-minute preparations (numbers, stickers, removal of loose items, etc.) have also been properly performed.

The ESR/FCA Tech Inspection Form is composed of two parts. The first side has the required elements of the pre-event Tech Inspection. The reverse side summarizes the safety requirements and covers the at-track Grid Inspection.

ESR/FCA Tech Inspection forms (and ESR/FCA waivers) are sent to the FCA's Executive Director within ten days after an ESR track event.

### **A. Pre-event Tech Inspection/Grid Inspections Forms**

See pages 22-3 for the 2025 Pre-event Tech Inspection/Grid Inspection forms.

### **B. Pre-event Tech Inspection**

**Before being permitted on the track, all cars must have proof of passing pre-event Tech Inspection *within 30 days of the event*.** This means that a person at an authorized Ferrari dealership or at a qualified independent auto service business must complete, sign, and date the pre-event Tech Inspection Form. The event participant must bring the completed pre-event Tech Inspection Form to the track and present it *and his or her helmet* with the car during the at-track Grid Inspection.

### **C. At-track Grid Inspection**

Grid Inspection is done at the track by FCA grid inspectors. Using the Grid Inspection Form on the reverse side of the Tech Inspection Form, Grid Inspectors make sure both car and driver are ready to go on the track. Grid Inspectors

- ▶ Validate that the Tech Inspection Form is complete—with any deficiencies remedied—and signed by a representative of a Ferrari dealership or recognized independent auto service business
- ▶ Confirm that all items on the Grid Inspection Form have been visually inspected (VI) or have been properly performed by the driver (D)
- ▶ Assure that the correct numbers are on the car, that they are large enough to be seen by corner workers, and that they are properly applied on both sides of the car. Instructors use car numbers to keep track of students, and corner workers use car numbers to monitor cars for safe driving—including the possible need for a black flag, incident reports, or other issues. The ESR Track Chair determines cars' numbers. While in most cases cars with permanent numbers are allowed to retain those numbers, cars without permanent numbers are assigned temporary vinyl numbers, which are provided by the ESR and which are placed in drivers' registration packets. Numbers are, at a minimum, 8" in height and in a color which contrasts with the color of the car.

Upon successful completion of the grid inspection, the Grid Inspector places a tech sticker on the car's windshield—typically at the upper left corner or behind the rear view mirror where it will be out of the driver's line

of sight. Tech stickers are placed in a consistent position to aid in checking cars for stickers as they go out in their run groups. The Grid Inspector also issues helmet inspection stickers when relevant, indicating that a helmet is in compliance with the ESR's standards for helmets.

## **5. Track Event Policies and Procedures**

The purpose of an Empire State Region track event is to provide the owners of Ferraris and other marques with a venue where they can drive their cars safely at the speeds for which the cars were designed. That venue creates opportunities for participants to improve their driving skills. Today, this can be done legally only at racetracks where highway speed limits are not in effect. The safety and protection of all participants requires diligent oversight of ESR track events by qualified persons who enforce reasonable regulations.

**Safety is everyone's responsibility. Drivers who are overly aggressive or who otherwise choose not to behave within the spirit of ESR Track Events will be subject to disciplinary action up to and including ejection from the event without refund and with denial of registration for future ESR events.**

### **A. Authority**

The *ESRTEM* exists under the authority of the ESR Track Chair and provides the overriding guidance for all ESR sanctioned track events. Alterations to the *ESRTEM* are made annually to address developments in high performance driver education and are effective for a calendar year. Suggestions for improvements are always appreciated and should be made in writing to the ESR Track Chair.

- ▲ **Waivers.** Every person attending, working, or participating in an ESR/FCA sanctioned Track Event—*including minors*—must sign a waiver. Anyone who is ineligible, unable, or unwilling to sign a waiver will not be permitted inside the gate to the track or allowed to participate in the event in any way. At the end of the event, all signed waivers are sent to the FCA National Office by the ESR Track Chair.
- ▶ A special **Waiver for a Minor** must be signed by the minor (if able) and by the parent or guardian. Minors are anyone who has not reached the age of majority (usually 18).
- ▶ **Minimum Age.** All drivers must have a valid driver's license and be at least 18 years old to drive on the track. All passengers must be at least 16 years old. A track's policy may be more restrictive. Consequently, when the ESR/FCA's policy varies from the track's policy, the more restrictive policy is applied by the ESR.
- ▶ **Track Waiver.** A track may require everyone to sign its waiver in addition to the ESR/FCA waiver. Under such circumstances, the track has the responsibility of making sure that everyone signs its waiver.

### **B. Automobiles**

Ferraris and cars produced by other auto manufacturers are welcome at ESR track events, provided that all automobiles pass pre-event Technical and at-track Grid inspections. Open-wheel cars, SUVs, and trucks are prohibited from participating in ESR track events unless their inclusion is approved by the Track Chair.

- ▲ **Electric Cars.** A track's control and safety crews **must** be notified if an electric car is part of any run group. The Track Chair or the track at which an event is held has the authority to prohibit an electric vehicle from participating in an ESR track event.

## C. Drivers

All licensed drivers who meet a track's minimum age criterion are eligible to participate in an ESR track event. While strongly recommended, membership in the FCA is not required.

► **Guests** are allowed at ESR track events. In some cases, the names of guests may need to be submitted to the Track Chair in order to fulfill a track's requirements for guests' attendance. **All guests must sign the ESR/FCA waiver after signing a track's waiver and gaining admission to a track.**

▲ **Guests are not permitted in the pit area of any track at which an ESR event is held.**

## D. Pit Lane and Paddock Speeds

Pit lane and paddock speeds are determined by the track at which an ESR track event is held.

## E. Passing

Under the direction of the Track Chair and the Chief Instructor, suitable passing zones are established for ESR track events. Passing zones are identified at instructors' and drivers' meetings. During an event, any changes to passing zones are addressed at those meetings. All passing must be completed by the end of the passing zone.

It is the responsibility of both overtaking and overtaken drivers to assure a safe pass at speed. A lone car may use the full width of the track. However, if a car is being overtaken by a faster car, the car being overtaken should yield to the faster car. **The car being overtaken remains on-line.** That car's driver points to the side on which he or she wishes to be passed and then momentarily lifts lightly off the gas to allow the overtaking car the opportunity to complete the pass safely. The overtaking car goes off-line and should be able to return back on-line by the end of the passing zone. **If a late pass occurs, the overtaking car should complete the pass off-line, and the overtaken car should be prepared to adjust its speed and line in order to accommodate the car which has taken a late pass.** In other words, passing requires cooperation between the drivers involved and establishes on-track sportsmanship.

A clear passing signal (point-by) for each car seeking to overtake should be given by the driver of the car being passed. Similarly, the driver of an overtaking car should receive a clear passing signal from each car that he or she seeks to pass. Maneuvers which hinder, obstruct, threaten, or create danger to other drivers—whether such maneuvers are deliberate or unintentional—are prohibited and may result in disciplinary action.

## F. Offs and Spins

At all ESR track events, cars that place two wheels off the track surface are not required to pit-in for a safety consultation with the Track Steward. However, cars which place four wheels off the track surface (including cars that drive into paved run-off areas) or which spin must pit-in for a safety consultation with the Track Steward. Cars which put four wheels off the track surface or which spin and which then fail to pit-in are black-flagged.

By ESR standards, the claim that a driver has to spin his or her car in order to find the car's limits is a falsehood. On track, a driver's first obligation is to retain control of his or her car at all times while interacting safely with other drivers. The ability to anticipate the steps which must be taken to guide a car quickly,

predictably, and safely around a race track is the benchmark for all drivers in all run groups at ESR track events.

## G. Emergency Procedures

Emergency procedures fall into two categories: (a) those which are used concurrently with an incident, and (b) those which are utilized after an incident.

Regardless of the reason, if a car is incapable of continuing during a session and if it's not unsafe for the driver (and, if present, his or her instructor or passenger) to remain in the car, then the driver should stay in the car—with helmet on and belts fastened—and wait for the safety crew to arrive. Exiting a car on a hot track is prohibited unless it's unsafe for the driver to remain in the car. If it is unsafe for the driver to remain in the car (if, for instance, the car is on fire), then the driver should check the surroundings, exit the car quickly, and move behind a safety barrier or, in the absence of a safety barrier, out of the path of oncoming cars.

If an instructor is present in a car and if its driver loses control, the instructor is expected to help the driver minimize any injury to the car's occupants and any damage to the car. Direct commands (to correct oversteer or understeer, for example) from the instructor should be used to help the driver regain control of his or her car and guide it away from a potential impact with stationary objects or minimize its pending impact with stationary objects. **An instructor should never touch the car's steering wheel unless, in the instructor's judgment, the driver has abandoned control of the vehicle and a serious impact—one likely to create grave injuries—with a stationary object is likely.** After an incident, the instructor is expected to evaluate the driver's condition and assess his or her own condition. If the driver was not able to retain control of his or her car and if the loss of control resulted in damage to the car or injury to any of the car's occupants, the instructor should report the incident to the Track Chair and to the Chief Instructor in a timely manner.

Many of the emergency procedures followed by the ESR are governed by the tracks at which the region's events are staged. The track's emergency personnel deal with any injuries. If the car is undriveable, it will be removed from the track either by track personnel or by one of the track's contractors. All individuals in the car should report to the track's medical center, or to a medical vehicle contracted by the track, for evaluation. The ESR Track Chair and Chief Instructor should be notified promptly of the incident. When possible, a post-incident debrief between the instructor and the student is very important so that the cause of the incident can be identified and the student's management of the incident can be analyzed. Ensuring that the student learns from the mistake and reconstructing the student's confidence moves the student forward and away from the incident and puts him or her back on the path of effective driver development.

## H. Report of Incidents

An incident is defined as any occurrence that might give rise to an insurance claim, such as when a vehicle sustains physical damage or when a person at the event sustains physical injury. Minor incidents (such as spins, four wheels off, etc.) do not require a formal incident report.

If an incident occurs, the ESR Track Chair obtains a copy of the track's incident report and sends it—along with the names, addresses, and phone numbers of all parties involved in the incident—to the FCA's Insurance Chair, National Track Chair, and General Counsel. Available photos of any aspect of the incident are also submitted.

## I. Demonstration Rides

A “demonstration ride” by an instructor can be helpful to enhance a driver's development. The purpose of the ride is to display the proper driving techniques to help the driver advance his or her skills; a demonstration ride

is never used by an instructor to show how well he or she can drive. The ESR encourages demonstration rides which give drivers attainable goals. *"Thrill rides" given by instructors are prohibited.* Demonstration rides can only take place in the Green, White, or Blue groups, and instructors must not exceed the speeds anticipated in those run groups and must obey all of the rules pertaining to those run groups. Demonstration rides set quality examples for developing drivers.

- ▲ ▲ At ESR track events, drivers are not required to have their cars driven by instructors. A driver can ask to have his or her car driven by an instructor, but the driver—and not the instructor—must initiate the request. *A driver must freely and voluntarily give permission for the instructor to drive. The instructor must operate the car at no more than 7/10ths of the car's performance capabilities.* Neither the ESR nor the instructor has any liability for any damage.

## **J. Data Acquisition Devices**

Video cameras, data acquisition units, and other non-factory objects mounted *inside* the vehicle must be anchored with a safety tether. Helmet mounts are not permitted. Video cameras, data acquisition units, and other non-factory objects mounted *outside* the vehicle are not permitted.

If a student uses a Garmin Catalyst and has an instructor in the car with him or her, the Catalyst's volume must be muted, and the screen must face down and away from the sight lines of the driver.

## **K. Alcoholic Beverages**

During an ESR track event, the consumption of alcoholic beverages is forbidden in the pits, the paddock, or any other portions of the premises under control of the officials until on-track activities are completed for the day. Drivers shall not consume any alcoholic beverage within 6 hours prior to going on-track.

## **L. Medical Responsibility of Drivers**

A driver who has suffered an injury or who has an illness which affects his or her ability to drive must refrain from taking part in an ESR event until he or she is again medically fit. A driver should report any unusual medical condition, allergies, or anticipated special treatment that he or may require to the Track Chair prior to each event in which he or she intends to drive.

# **6. ESR Track Officials**

## **A. ESR Track Chair**

The ESR Track Chair is responsible for planning, organizing, staffing, and publicizing an ESR track event. *He or she has ultimate authority at an ESR track event and*

- ▶ negotiates and signs a contract with the track owner/management for providing access to the track and its facilities and for support services—including track control, corner workers, medical personnel and services, and a wrecker—as appropriate for the duration of the event
- ▶ actively seeks sponsorship for the event
- ▶ makes the necessary arrangements and completes the application for an insurance rider to the FCA's umbrella policy
- ▶ sets driver registration pricing for the event and designs the registration form
- ▶ publicizes the event through the FCA's National newsletter and on the ESR's website
- ▶ accepts, processes, and deposits driver registration payments (mail-in or online) for an event

- ▶ arranges for waivers, tech forms, tech and helmet stickers, wristbands, and car numbers
- ▶ assigns car numbers and, when appropriate, garage spaces
- ▶ designates drivers' run group assignments
- ▶ prepares an event schedule, with times identified for instructors' and drivers' meetings and for each run group
- ▶ produces registration packets (which include schedules, car numbers, wristbands, and track maps) and handles at-track registration
- ▶ deals with pre-event and at-track registration issues
- ▶ maintains a database with all pertinent information from each participant's registration form
- ▶ compiles an emergency contact list, which includes the names of all participants (including instructors) and an emergency contact person and phone number for each participant
- ▶ submits, when required, a list of the event's guests to the track
- ▶ selects the Chief Instructor, Track Steward, and at-track Tech (Grid) Inspector
- ▶ plans and conducts drivers' meetings
- ▶ investigates and resolves any on-track driver issues or any paddock violations
- ▶ (pre-event) provides the Chief Instructor with
  - ▶▶ the names of all drivers
  - ▶▶ registered drivers' cars' manufacturers, models, types (ex., coupe or convertible), colors, and numbers
  - ▶▶ run group assignments
  - ▶▶ garage assignments (if applicable)
  - ▶▶ an event schedule
- ▶ (post-event) collects all documentation—including FCA waivers, pre-event tech inspection forms, at-track grid inspection forms, event results (if any), and incident reports (if any)--and sends it to the appropriate officers at the FCA

## **B. ESR Chief Instructor**

The ESR Chief Instructor is responsible for making sure that all drivers at the track event have the appropriate instructional input in order to develop their driving skills effectively and safely. He or she

- ▶ establishes qualifications for instructors and continually verifies instructors' qualifications
- ▶ recruits instructors in sufficient numbers for track events
- ▶ identifies and executes procedures for vetting instructors who are new to the ESR
- ▶ maintains an instructor database
- ▶ develops content for run-group-specific meetings (or classroom sessions, if appropriate) and, with the Track Chair, schedules those meetings (or sessions)
- ▶ issues instructor wristbands and, when necessary, instructor car numbers
- ▶ conducts instructors' meetings and supplements the Track Chair's presentation of track-protocols during drivers' meetings
- ▶ pairs instructors with drivers
- ▶ identifies pit-out and pit-in procedures, passing zones, and track protocols with the Track Chair for any track at which the ESR holds an event
- ▶ creates criteria for soloing Green group drivers and for promoting drivers between run groups (see "Description of Run Groups")
- ▶ develops lead-follow procedures
- ▶ investigates and resolves any on-track driver issues or any paddock violations
- ▶ (pre-event) provides instructors with
  - ▶▶ the names of all students
  - ▶▶ students' contact information

- ▶▶students' cars' manufacturers, models, types (ex., coupe or convertible), colors, and numbers
- ▶▶run group assignments
- ▶▶garage assignments (if applicable)
- ▶▶a passing zones map
- ▶▶the current FCA Tech form
- ▶▶an event schedule
- ▶compiles for the Track Chair an instructor emergency contact list, which includes an emergency contact person and phone number for each instructor
- ▶submits, when required, a list of instructors' guests to the Track Chair
- ▶(post-event) submits waivers signed by instructors, incident reports (if any), run-group promotion results (if any), and driver issues or paddock violations (if any) to the Track Chair
- ▶manages the ESR's instructor certification program

### ▲ Expectations for Instructors

The Empire State Region expects instructors to

- ▶contact their students (if contact information is available) before an event to introduce themselves and to gather some insights about their students' track experiences, goals, car preparation, etc.
- ▶promptly notify the chief instructor(s) if they can no longer attend an event for which they've registered
- ▶be prepared to instruct for the entire event (and to notify the Chief Instructor if they have to leave an event early)
- ▶arrive at the event early enough to find and meet their students
- ▶be on time for all instructors' and drivers' meetings and for all of their students' track sessions
- ▶have helmet communicators and a student headsets
- ▶have full Nomex/Carbon X gear available if they drive or instruct in the Blue or Red groups
- ▶know and follow the track check-in procedures for drivers and instructors
- ▶know and follow the criteria identified in the FCA's pre-event and grid inspection forms
- ▶know and follow the traffic patterns in the paddock of the track at which the event is scheduled
- ▶know and follow the the procedures for staging cars at the track at which the event is scheduled
- ▶know the meanings of all of the information and command flags
- ▶know the locations of all of the flag stations of the track at which the event is scheduled
- ▶know the locations of the run-off areas and evacuation lanes of the track at which the event is scheduled
- ▶know and follow the passing standards and passing zone rules for all run groups
- ▶assist students with passing signals, when appropriate, by reminding the students to give passing signals (**barring emergencies, instructors do not give passings signals for drivers**)
- ▶know event emergency procedures
- ▶know and follow the procedures for soloing a driver in the Green run group and for promoting drivers between run groups
- ▶provide students with goals before each session and with concise evaluations and additional goals after each track session
- ▶conduct themselves professionally and as representatives of the Empire State Region

### ▲ Instructor Certification and Track Experience

All ESR instructors must have completed instructors training programs with accredited high performance driver education organizations. Exceptions to this requirement can only be made by the Chief Instructor or the Track Chair. Preference is given to individuals who have earned their instructor certification with the ESR, the Porsche Club of America, the BMW CCA,

or Trackmasters. Individuals who are only certified by the Motorsports Safety Foundation (MSF) may be eligible to instruct at an ESR track event if their MSF Level 2 programs relied on criteria which are consistent with the standards set for instructors in the ESR's instructor training program. An individual's racing background is not sufficient to qualify that individual as an ESR instructor.

A certified instructor new to the ESR must provide a written reference from a chief instructor from an accredited HPDE organization and must have ample experience instructing at the track at which an ESR event is held. Moreover, all certified instructors new to the ESR are thoroughly vetted by ESR senior instructors before receiving student assignments.

### ▲ The ESR's Instructor Certification Program

The ESR's instructor certification program establishes some of the highest standards for instructor certification of any US-based high performance driver education organization. Over three days, the ESR's instructor training program uses eight role-playing scenarios and three evaluations. Four Instructor mentors work with each instructor candidate before, during, and after the role-playing scenarios, *counsel* instructor candidates, and have no role as formal evaluators. Evaluations of instructor candidates occur on the third day of the program and are conducted by three different senior ESR instructors who have not served as instructor mentors.

In 2017, The ESR's instructor certification program was endorsed by the Motorsports Safety Foundation (MSF), making the ESR the third HPDE organization to receive Level 2 recognition from the MSF. Individuals who complete the ESR's program earn MSF Level 2 instructor certification, ESR permanent instructor certification (which sets a new benchmark for instructor certification), or both.

### ▲ Freelance (Private) Instructors

Any individual who is not listed in the ESR's instructor database and who plans on attending an ESR event to provide private instruction (for or without compensation) for an event participant must submit his or her instructor qualifications to the Chief Instructor **two weeks** before the event during which such private instruction will take place. The Chief Instructor will review the qualifications and submit his recommendations to the Track Chair, who will make the final determination about the individual's qualifications to serve as a private instructor at an ESR track event. The Chief Instructor will then contact the private instructor with the Track Chair's decision.

▲ ▲ Any individual who is listed in the ESR's instructor database but who is not in good standing with the ESR is ineligible to serve as a freelance instructor.

A freelance instructor should not make a request to drive an ESR event participant's car and should only consider driving an event participant's car after the participant initiates a request for the freelance instructor to drive the participant's car.

### ▲ ESR Advanced Driver Coaching

Through the Chief Instructor *and at no additional cost*, arrangements can be made for any **advanced driver** who is a registered ESR event participant to work with a highly qualified, *certified* ESR instructor with racing organization accreditation and extensive experience in competitive motorsports.



## C. Track Steward

The ESR Track Steward has the responsibilities of (i) verifying that certain requirements have been addressed before cars and their drivers are released on the track, and (ii) responding to any driver misconduct on track. He or she

- ▶ stages cars on the pre-grid (sometimes called the make-up or false grid) in advance of a run group session
- ▶ maintains a clear path for vehicles to enter and leave the grid area
- ▶ clears any cars that do not belong on the grid (i.e., in a different run group)
- ▶ responds to and relays signals from the Chief Track Control to drivers (e.g., minutes to go, start engines, move forward, stop, etc.)
- ▶ maintains good order on the Pit Lane during the run group, including
  - ▶▶ signaling drivers to slow or stop as appropriate when in the pit lane
  - ▶▶ directing drivers safely toward pit out or the paddock as appropriate and in coordination with the Chief Track Control
- ▶ checks cars for event tech inspection stickers and car numbers before cars are released onto the track
- ▶ verifies that drivers wear required clothing, have helmet straps fastened, seat belt/racing harnesses attached, and the appropriate run-group wristbands
- ▶ confirms that all passengers in the Red group are registered event instructors
- ▶ confirms that data acquisition devices inside cars are securely tethered and that no data acquisition devices have been added anywhere on the cars' bodies
- ▶ verifies that all non-event passengers have signed the ESR's liability waiver
- ▶ maintains constant radio contact with the Track Control and corner workers
- ▶ receives immediate information about changing course conditions, driver misconduct, and incidents
- ▶ addresses driver misconduct (and has the option of referring the misconduct to the Track Chair or Chief instructor for additional action)
- ▶ refers all persistent on-track issues with certain drivers to the Track Chair or Chief Instructor
- ▶ assists during "black flag" and "red flag" situations by directing the driver(s) involved to move/stop their cars appropriately as directed by the Chief Track Control
- ▶ (at the request of the Track Chair) provides a presentation of information and safety flags at drivers' meetings

## D. Tech Inspector

The Tech Inspector is responsible for assuring that all cars have addressed all of the requirements identified in the FCA's Tech Inspection Form and for completing the at-track Grid Inspection. His or her responsibilities include

- ▶ designating a team of qualified Grid Inspectors sufficient to meet the anticipated inspection requirements at the beginning of the event
- ▶ delegating authority to conduct at-track Grid Inspections
- ▶ checking completed pre-event Tech Inspection forms, making sure that any discrepancies are resolved and that cars are in full compliance with technical requirements for the event
- ▶ maintaining close control over car and helmet tech stickers as well as over all completed pre-event Tech Inspection and at-track Grid Inspection forms
- ▶ deciding to accept or reject any pre-event technical inspection document regardless of its source

- ▶finalizing the Grid Inspection form, validating that all car and driver items on the checklist are in compliance with the requirements
- ▶signing and dating the Pre-event and Grid Inspection forms (the FCA's Tech Inspection Form)
- ▶placing Technical Inspection stickers on cars (typically, the upper left windshield or other approved location)
- ▶placing a Technical Inspection sticker on a driver's helmet in the approved location (when relevant)
- ▶referring any questions or problems to the Track Chair for resolution
- ▶submitting all Tech Inspection forms to the Track Chair at the end of the event

## E. Chief Track Control

Chief Track Control, sometimes referred to as "Control," is the primary focal point for directing and reporting what is happening on the track. Control is aware of and directs all events through contact (via radio or other appropriate mechanisms) with the corner workers (flaggers) and the Track Steward. His or her responsibilities include

- ▶setting up and managing the communications network (typically radios) which lets the Track Steward know what is happening on the track and through which the Track Steward can address on-track mishaps
- ▶guaranteeing that the track is safe before allowing cars to enter
- ▶monitoring run groups' times and checkers run groups' sessions
- ▶ensuring that flaggers are using the flags consistent with driver expectations
- ▶noting and documenting driver behavior or incidents and directing appropriate action, including but not limited to
  - ▶▶Black Flagging a car or a session
  - ▶▶informing the Track Steward (and the Track Chair or Chief Instructor, if necessary) of circumstances requiring additional action
  - ▶▶Red Flagging a session
  - ▶▶dispatching emergency vehicles as needed
- ▶collecting any incident report for the Track Chair and Chief Instructor

Chief Track Control has no other duties.

## 7. Driver Responsibilities

To sustain the consistent, timely, and safe operation of ESR track events, all drivers are expected to comply with a number of important expectations. Drivers should

- ▶**submit all required information on the event registration form**
- ▶have the pre-event tech inspection of their cars completed **before** arriving at the track
- ▶pick up event registration materials at the track
- ▶**sign the ESR/FCA and track waivers**
- ▶**attend all drivers' meetings**
- ▶attend all run group meetings
- ▶remove all items from their cars which could obstruct vision, interfere with the operation of their cars' pedals, or become loose
- ▶secure with a tether any portable data acquisition devices in their cars
- ▶come to the track with all mandated, properly certified safety equipment
- ▶arrive at the track early on the event's first day in order to have their cars complete the grid inspection (helmets' certification dates will be checked during the grid inspection, so drivers should

have their helmets with them when their cars go through the grid inspection)

- ▶ have numbers on their cars before entering the track's staging area
- ▶ wear and be prepared to display their run group wristbands
- ▶ **follow pit lane speed limits, procedures for entering and exiting the track, and all rules for passing**
- ▶ respond to all safety flags appropriately
- ▶ promptly notify the Track Chair, the Chief Instructor, or the Track Steward of any inappropriate on-track behavior
- ▶ carefully monitor their cars' tire pressure and wear, oil level and temperature, coolant level and temperature, fuel level, brake fluid level, brake pad and rotor condition, and wheel lug nut tightness
- ▶ stay properly hydrated

## 8. Miscellaneous

### A. Children, Pets, and Camping

- ▶ At ESR track events, the adult who signed the Minor Waiver is responsible for the direct supervision of his or her child or children. Children are not allowed in potentially dangerous locations, such as the hot pits.
- ▶ Participants are strongly urged not to bring pets to an ESR track event. Any pets that are brought to the track must be on a leash, in a cage, or otherwise suitably restrained. A track's policy forbidding pets overrides the ESR's policy.
- ▶ Camping is not allowed at ESR track events unless arrangements are made through the ESR Track Chair.

### B. Issuing Wristbands

The ESR does not issue wristbands to drivers, instructors, or guests **until they have signed the track's and the ESR/FCA event waivers.**

### C. Prospective Passengers

The ESR encourages all prospective passengers to attend the drivers' meeting to gain a better understanding of the track environment.

### D. Contacts

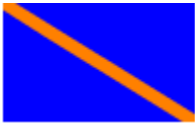
Registration and all other *event* questions should be sent to Track Chair Bob Coates: [rc@parawire.com](mailto:rc@parawire.com). Questions about *instructing* with the ESR, applications for free-lance instructors, or inquiries about the ESR's instructor certification program should be sent to Chief Instructor Chris Vorce: [dcvorce@gmail.com](mailto:dcvorce@gmail.com).

## E. Flag Standards

### ► Information Flags (Track Advisory Flags)



**Green Flag.** Start of session or cancellation of a danger previously signaled. Track is clear.



**Blue Flag.** Another driver is following and may be trying to pass. The flag may be displayed standing or waving, depending on the speed at which the passing car is overtaking another car. Remain on line and be prepared to give a point-bye in the next passing zone.



**White Flag.** Ambulance, fire truck, wrecker, or other service vehicle is on the circuit, or a slow-moving car is ahead. A driver may pass the slow vehicle with care.



**Yellow Flag with Vertical Red Stripes.** A hazard exists on the track. It could be anything from liquids, such as antifreeze or oil, a the bumper from someone's car, or mud/gravel kicked up by an off-track excursion.

### ► Command Flags (Require Driver Action)



**Yellow Flag.**

- **Standing Yellow.** Danger, slow down, and no passing from the flag until the driver has passed a corner worker station which is not displaying a yellow flag.
- **Waiving Yellow.** The track is partially blocked; slow down, be prepared to stop, and no passing from the flag until the driver has passed a corner worker station which is not displaying a yellow flag.



**Black Flag.**

- **Furled Black Flag.** Pointed or shaken at an individual car, indicating that the driver has been observed driving in an unsafe or improper manner. If the action continues, the driver shall be given an open black flag. A pit-in is not required.
- **Open Black Flag (individual).** Proceed directly to the pits for consultation. Do not take another lap. This flag is usually displayed along with the number of the car concerned or a clear point to the car involved.
- **Black Flag (all flag stations).** All drivers should slow down, proceed directly to the pits, and await further instructions. This is used from time to time when the Track Steward and

Track Control want to clear the track quickly and safely.



**Black Flag with Orange Disc (Meatball Flag).** Your car has a mechanical fault of which you may not be aware. Proceed immediately to the pits for an explanation and inspection. In the absence of a "Meatball Flag," a Black Flag may be used to indicate a mechanical fault.



**Red Flag (all flag stations).** There is a serious situation on the track. Check your mirrors to make sure that the drivers behind you have also seen the red flag. Then, come to a controlled stop off-line on the side of the track and within sight of a corner worker. Leave room for any emergency vehicles to get through. Do NOT slam on your brakes and make a panic stop. When so advised by the corner worker (usually by means of showing a black flag), proceed slowly along the track and into the pits.



**Black and White Checkered Flag.** End of the session. Finish your lap at reduced speed and return to the pits. Passing, with a point-by, is still allowed.

---

<sup>1</sup>Information about lunchtime touring, the hill climb and other speed events, general and local rules, driver eligibility, disciplinary hearings and actions, track time for event officials, event organization and planning, and driver registration packages is presented in the *TEM*.

## F. Pre-event Tech Inspection and Grid Inspection Forms: Examples

### 2025 Ferrari Club of America Pre-Event Tech Inspection Form



Model: \_\_\_\_\_ Year: \_\_\_\_ Chassis # \_\_\_\_\_

Owner: \_\_\_\_\_

Address: \_\_\_\_\_

**FERRARI CLUB  
OF AMERICA**

Emergency contact *who will be at track* \_\_\_\_\_ Cell # \_\_\_\_\_

Name of hotel where driver is staying while at event \_\_\_\_\_

*Not more than 30 days prior to arrival at track event, evaluate car for suitability for driving at high speeds on a racetrack. Evaluation includes, but is not limited to, inspection of the items shown below. Check off items that pass, circle those items that fail and describe in comment section. With the exception of brake pad/shoes, inspection should be done to the extent possible by visual examination without disassembly. Feel free to use the "comments" section below.*

- Externally confirm safety integrity of recent vehicle work or work since last on-track event.
- Indicate recent work to fuel, electrical, lubrication or cooling systems.
- Brake fluid – DOT 4 or better, reservoir full & clear, and less than six (6) months old at time of track event.

Date last changed: \_\_\_\_\_

- Brake pedal – firm and high.
- Brake calipers, cylinders, lines, and hoses – no leaks or bulges, everything serviceable and suitable.
- Brake lights – operational and bright.
- Steering – no excessive play, no binding.
- Tie rod ends – no excessive wear.
- Suspension – no excessive wear or weakness of springs, shocks, and other components.
- Ball joints, kingpins – no excessive wear.
- Front wheel bearings – correct play, tightness meets specifications.
- Wheels – true, serviceable and suitable (check wire wheel spokes).
- Battery cut-off operational & clearly indicated with decal or paint (if installed – required on race prepared cars).
- Tires – Race-prepared cars: suitable to purpose and era. Street cars: most may use either racing tires or DoT approved tires. The specific DoT tire must have a speed rating appropriate for the maximum expected track speed. Convertibles without roll bars must use DoT tires with appropriate speed rating – Local rules apply if more restrictive.
- Accessory drive belts – good condition, proper tightness.
- Hoses, fuel lines, wires – good condition, securely fastened.
- Engine, transmission, differential – absence of excessive leaks, mounts tight.
- Other leaks – oil, grease, water, gasoline – nothing out of the ordinary.
- Battery – hold down secure, caps tight, terminals clean. (Recommend covering exposed terminals).
- Throttle – quick and positive return action.
- Driveshaft, half-shafts, joints, CV boots and bearings sound and secure – no excessive play.
- Exhaust system – sound, secure, and no leaks.
- Body and frame – no loose panels, dangerous protrusions or structural decay.
- Seatbelts – good condition and properly installed. Racing belts/harnesses less than 5 years old. (Recommend <3-yr for open cars, due to increased UV exposure, which invisibly weakens belt fiber.)
- Fire System or Extinguisher – If installed, must be fully charged, attached with metal bracket, and accessible to driver. Required for race-prepared cars.

Comments, Recent Work, Disassembly or Repairs:

\_\_\_\_\_  
\_\_\_\_\_

Name of Inspecting Organization: \_\_\_\_\_

Printed Name and Signature of Inspector: \_\_\_\_\_

Odometer Reading: \_\_\_\_\_ Date of Inspection: \_\_\_\_\_

*Technical inspection is a visual check for obvious defects and not a guarantee of fitness for any particular purpose. The owner and the driver are solely responsible for the vehicle's condition and suitability to be safely operated on a racetrack.*

Printed Name & Signature of Owner: \_\_\_\_\_

January 2025- previous versions are obsolete. \_\_\_\_\_

# Track Event Grid Inspection

## REQUIRED OF ALL CARS IN DRIVER DEVELOPMENT RUN GROUPS



FERRARI CLUB  
OF AMERICA

Evaluate items below by reference to completed Tech Inspection checklist, visual inspection (VI), and/or discussion (D) with owner. When car is ready for track, affix Inspection Sticker to windshield.

- Tech Inspection deficiencies (VI)
- Tire pressure (Caution driver about adequate tire pressures for the track.) (D)
- Wheel nuts (Driver check tightness.) (D)
- Exposed headlights and fog lamps Glass lenses must be taped by owner. (VI)
- Interior, trunk, glove box must not have loose items. Remove driver side floor mats (VI)
- Brake fluid – filled and fresh appearance (VI)
- Working brake lights (VI)
- Clean and unobstructed windows (VI)
- Spare tire, removed or secure (VI)
- Possession of safety equipment (see b) (VI)
- Check to make sure the helmet is current and correct and apply helmet sticker (VI)
- Passenger-side safety equipment (belts, seat, rollover protection) must be equal to driver's-side if instructor or other passenger will ride (VI/D)
- Check car number and make sure it is applied to both sides (VI) Car #: \_\_\_\_\_
- Apply participant sticker (D)
- APPROVED  DISAPPROVED Grid Inspector's signature: \_\_\_\_\_

	Race Prepared Cars (TEM 4b pg. 9)	Street Cars
<b>Helmet</b>	<b>Snell SA 2015</b> or later; full coverage visor in open cars (Note: motorcycle helmets with M or SM rating are NOT acceptable) Head & Neck Restraints (HANS or equiv) of proper type are highly recommended for all types of vehicles.	
<b>Driver Suit</b>	Nomex or equiv. suit with gloves, shoes and socks Nomex or equiv. underwear if less than 3 layer suit	Nomex not required. Sleeved shirts (no tank- or bikini-tops), long pants & socks (all preferably cotton).
<b>Driver's Hood</b>	Required in all race prepared cars for drivers with long hair or facial hair	Not required in street cars – recommended for drivers with long hair or facial hair
<b>Gloves</b>	Full coverage leather or nomex	Recommended but not required
<b>Shoes</b>	Leather or fire resistant with non-skid soles	Non-skid soles, closed-toe shoes. No sandals
<b>Socks</b>	Nomex or equiv.	No bare-footed drivers or passengers
<b>Tires</b> (TEM 4b p. 13)	Racing tires suitable to the purpose and appropriate to the era in which car was raced	Most cars may use either racing tires (slicks) or DoT approved tires. The specific DoT tire must have a speed rating appropriate for the maximum expected track speed.  Convertibles without roll bars must use DoT tires with the appropriate speed rating – Local rules apply if more restrictive.
<b>Fire Protection</b> (TEM 4b p. 13)	On-board fire system meeting SFI or FIA requirements. Non-Ferrari race-prepared "street class" cars shall have a minimum 2 pound Halon or dry chemical extinguisher, fully charged & securely mounted within reach of the driver	Optional – if installed must be minimum 2 lbs., Halon or dry chemical, fully charged & securely mounted within reach of driver.
<b>Seat Belts</b>	Racing-type, installed properly, in good condition, same protection for driver and passenger.	Factory installed or better, installed properly and in good condition, same for driver and passenger

*Technical inspection is a visual check for obvious defects and not a guarantee of fitness for any particular purpose. The owner and the driver are solely responsible for the vehicle's condition and suitability to be safely operated on a race track.*

January 2025– previous versions are obsolete. \_\_\_\_\_

# G. Passing Zones Maps and Paddock Maps

## WATKINS GLEN INTERNATIONAL

### GREEN/WHITE GROUP PASSING ZONES

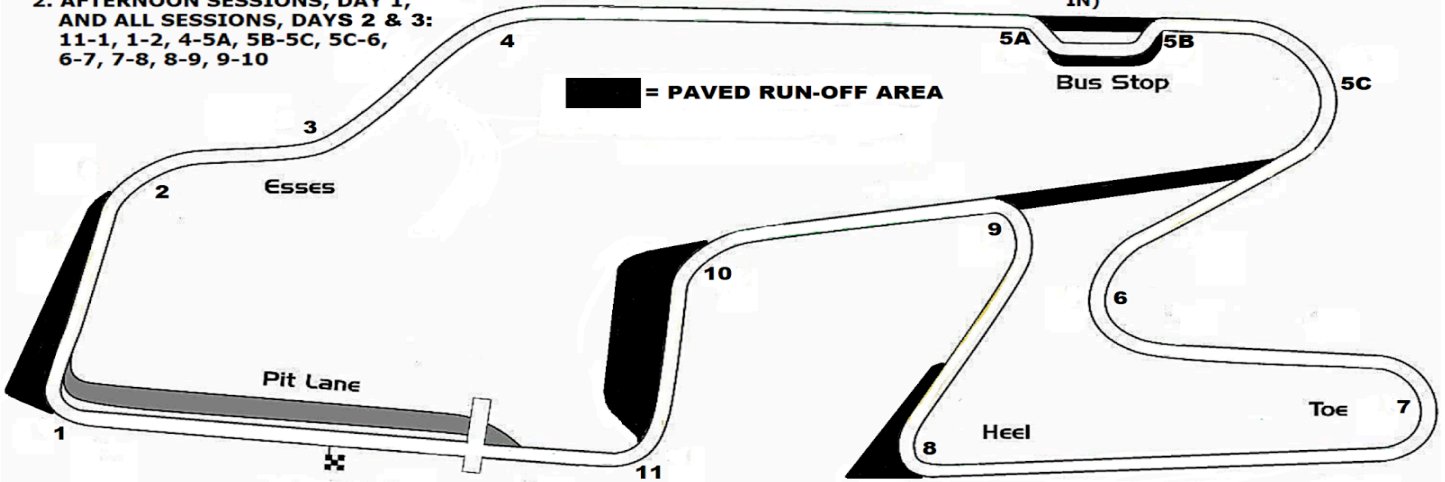
1. MORNING SESSIONS, DAY 1: 11-1, 4-5A, 6-7, 7-8, 9-10
2. AFTERNOON SESSIONS, DAY 1, AND ALL SESSIONS, DAYS 2 & 3: 11-1, 1-2, 4-5A, 5B-5C, 5C-6, 6-7, 7-8, 8-9, 9-10

### PASSING ZONES

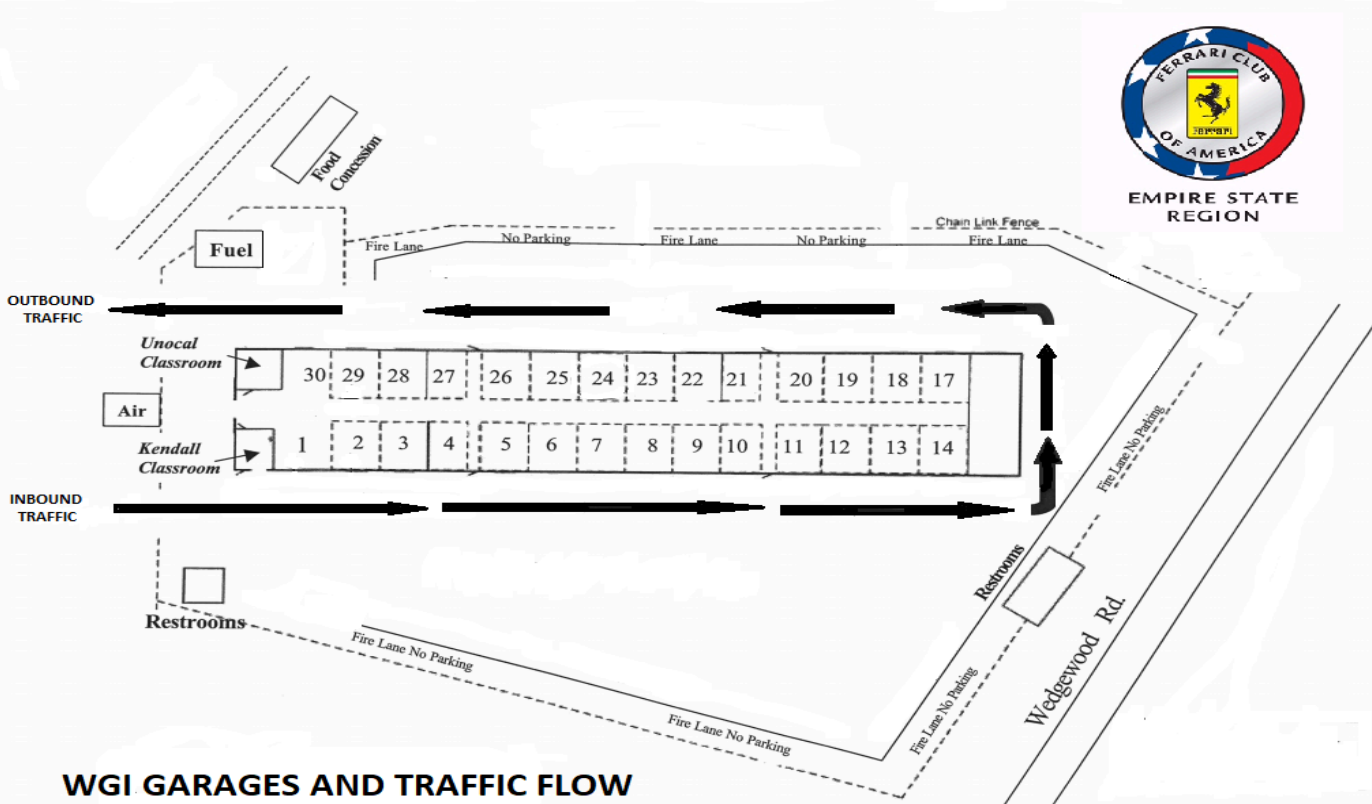
1. PASSING ONLY WITH A POINT-BY
2. NO PASSING IN THE ESSES
3. NO PASSING IN THE BUS STOP

### BLUE & RED GROUPS PASSING ZONES

1. ANY AVAILABLE STRAIGHT, ALL SESSIONS, ALL DAYS (BETWEEN 10-11, NO PASSING BETWEEN CARS REMAINING ON TRACK WHEN A CAR IS PITTING-IN)



Watkins Glen International  
3.4 mi



EMPIRE STATE REGION

### WGI GARAGES AND TRAFFIC FLOW

Map derived from the Genesee Valley Chapter, BMW CCA, WGI Facility Map





EMPIRE STATE  
REGION

### **WATKINS GLEN INTERNATIONAL PASSING STANDARDS: ALL GROUPS**

1. A POINT-BY IS REQUIRED FOR ALL PASSING. ONE POINT-BY IS REQUIRED FOR EACH CAR SIGNALLED TO PASS.
2. THE CAR GIVING THE PASSING SIGNAL STAYS ON LINE.
3. THE CAR GIVING A PASSING SIGNAL SHOULD TRIM ITS SPEED TO ACCOMMODATE THE PASSING CAR AND AID IN THE SAFE COMPLETION OF THE PASS.
4. PASSING ZONES BETWEEN TURNS 5C-6, 6-7, 8-9, AND 10-11 ARE CROSS-OVER PASSING ZONES: A POINT-BY IS ALLOWED ON DRIVER'S LEFT OR RIGHT. OTHERWISE, A POINT-BY IS GIVEN IN THE DIRECTION OF THE UPCOMING CORNER.
5. NO PASSING IN THE ESSES (BETWEEN TURNS 2-3 AND TURNS 3-4). NO PASSING IN THE BUS STOP (BETWEEN TURNS 5A AND 5B). NO PASSING IN ANY CORNERS.
6. **A CAR ENTERING THE TRACK MUST STAY ALL THE WAY TO THE RIGHT UNTIL REACHING THE APEX OF TURN 2 AND MUST YIELD TURN 2 TO ANY CAR ON TRACK. CARS ON TRACK HAVE PRIORITY OVER CARS ENTERING THE TRACK.**
7. **TO PIT IN, CARS STAY ON-LINE THROUGH TURN 10.**
8. THE PIT-IN SIGNAL--A LEFT-HAND FIST DISPLAYED ABOVE THE CAR'S ROOF--IS SHOWN AND HELD UNTIL THE PIT-IN IS COMPLETED.

#### **PASSING STANDARD: GREEN AND WHITE GROUPS**

1. POINT-BYS WILL BE GIVEN EARLY IN PASSING ZONES SO THAT THE PASSING CAR CAN GET BACK ON LINE BEFORE THE END OF THE PASSING ZONE.

#### **PASSING STANDARDS: BLUE AND RED GROUPS**

1. A CAR WHICH HAS ACCEPTED A LATE POINT-BY WILL STAY OFF LINE AND ENTER THE CORNER OFF LINE.
2. A CAR GIVING A LATE PASSING SIGNAL SHOULD TRIM ITS SPEED AND BE PREPARED TO ADJUST ITS LINE TO ACCOMMODATE THE PASSING CAR AND AID IN THE SAFE COMPLETION OF THE PASS.
3. BETWEEN TURNS 10 AND 11, NO PASSING IS ALLOWED BETWEEN CARS ON TRACK WHEN A CAR IS PITTING IN. CARS ON TRACK MAY PASS A CAR DISPLAYING THE PIT-IN SIGNAL BUT MUST YIELD THE APEX OF TURN 11 TO THE PITTING CAR AND STAY OUTSIDE THE YELLOW LINE OF THE PIT ENTRY LANE.

# POCONO INTERNATIONAL RACEWAY

## PASSING ZONES

### GREEN/WHITE GROUP

1. MORNING SESSIONS, DAY 1:  
8-1, 1-2, 4-5
2. AFTERNOON SESSIONS,  
DAY 1 AND ALL SESSIONS,  
DAY 2: 8-1, 1-2, 2-3,  
4-5

## PASSING ONLY WITH A POINT-BY



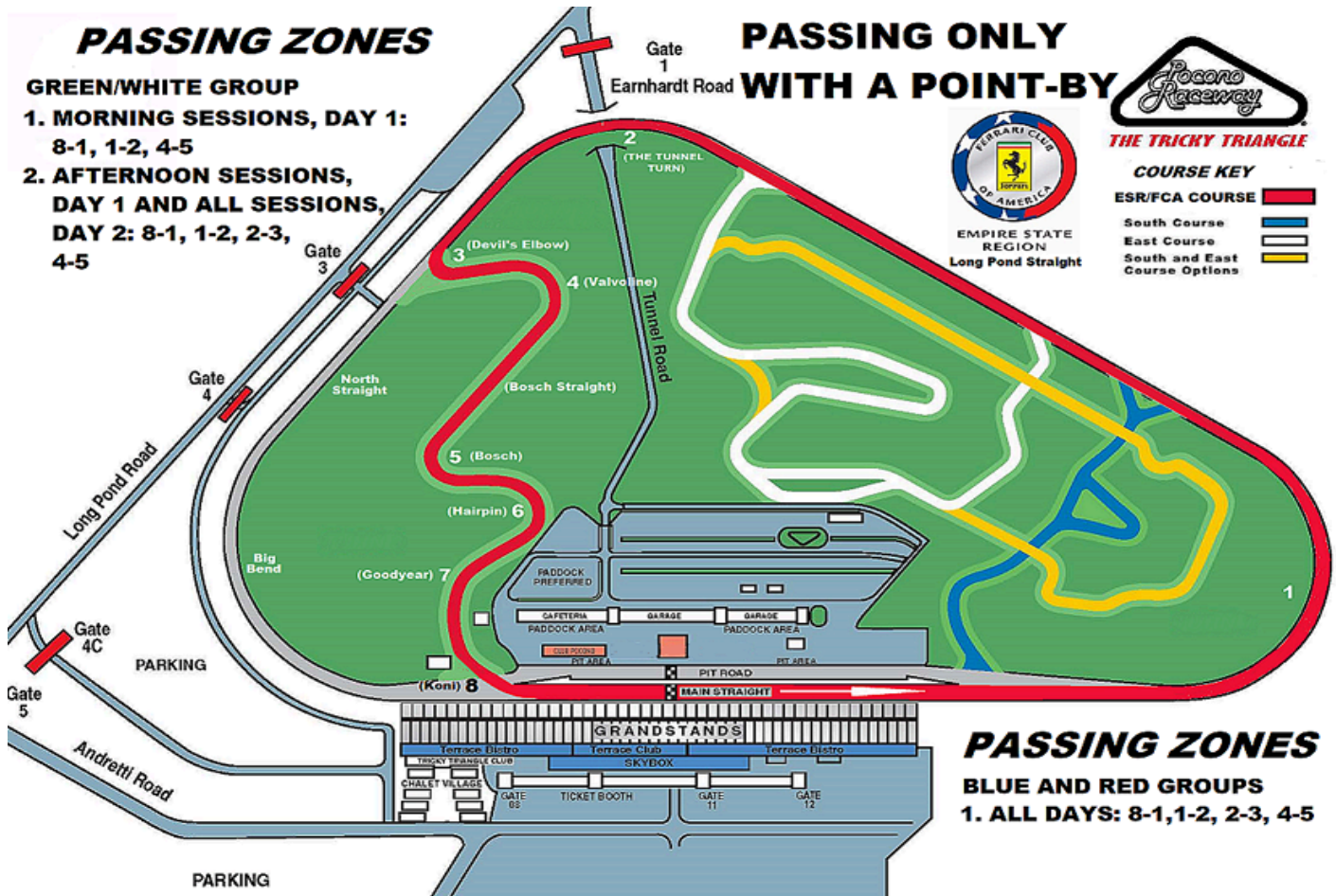
THE TRICKY TRIANGLE



EMPIRE STATE REGION  
Long Pond Straight

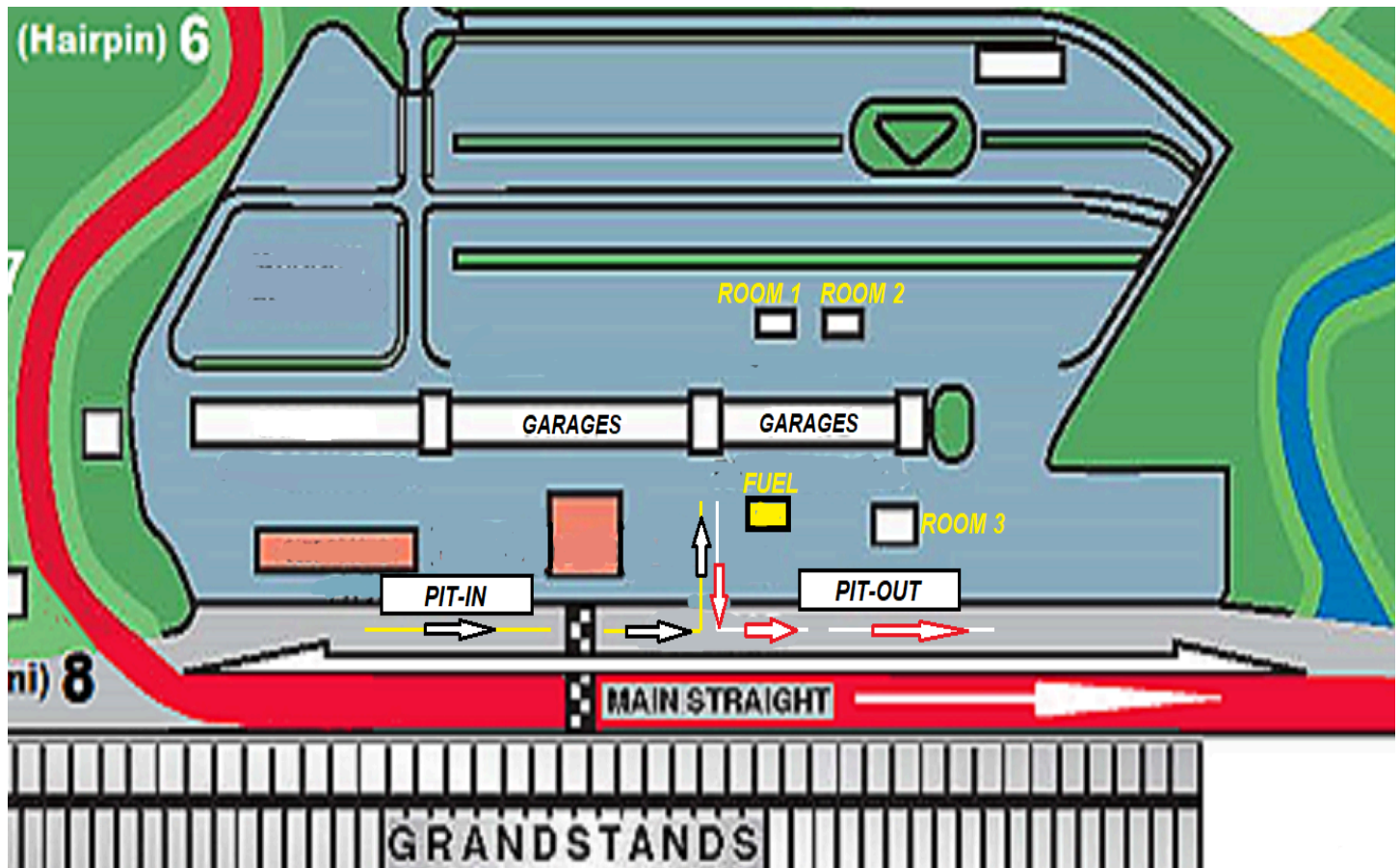
### COURSE KEY

- ESR/FCA COURSE
- South Course
  - East Course
  - South and East Course Options



## PASSING ZONES

- ### BLUE AND RED GROUPS
1. ALL DAYS: 8-1, 1-2, 2-3, 4-5

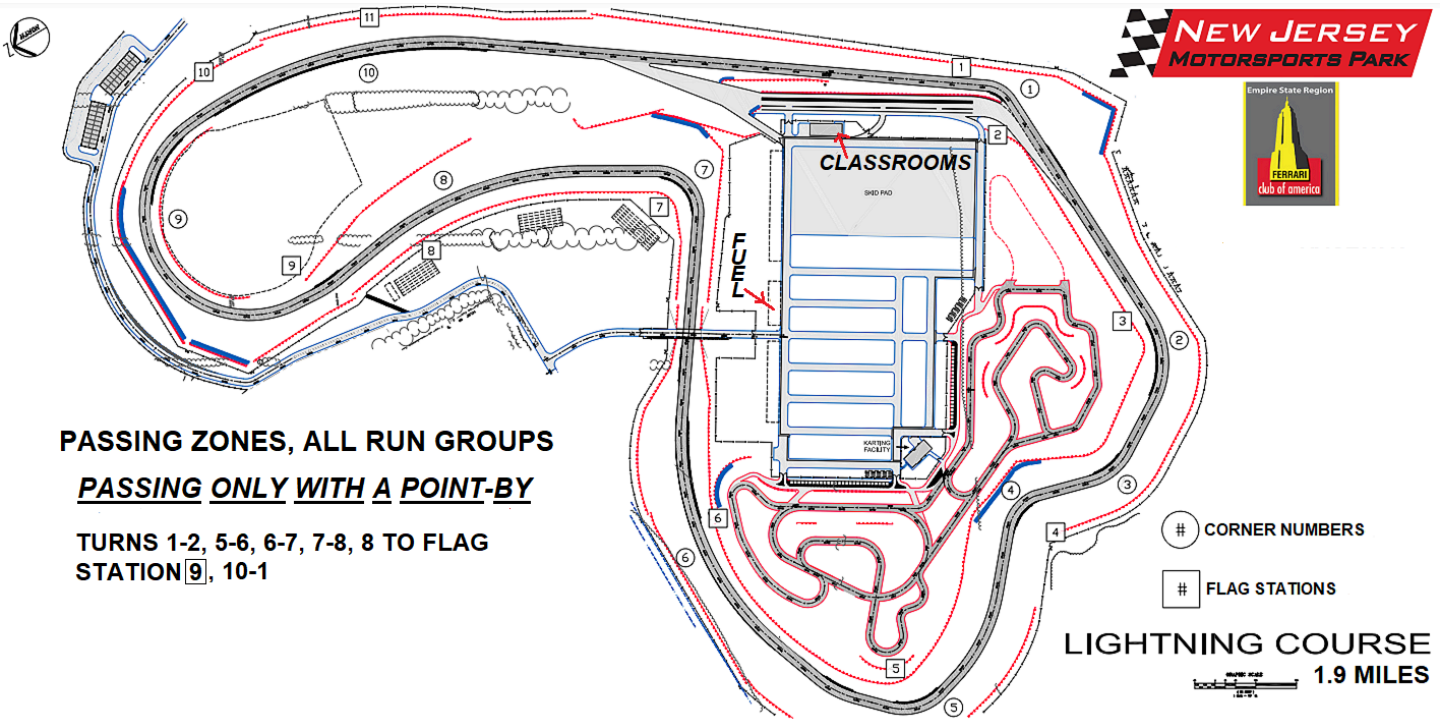




EMPIRE STATE  
REGION

**POCONO INTERNATIONAL RACEWAY  
PASSING STANDARDS: ALL GROUPS**

1. A POINT-BY IS REQUIRED FOR ALL PASSING. ONE POINT-BY IS REQUIRED FOR EACH CAR SIGNALLED TO PASS.
2. THE CAR GIVING THE PASSING SIGNAL STAYS ON LINE.
3. THE CAR GIVING A PASSING SIGNAL SHOULD TRIM ITS SPEED TO ACCOMMODATE THE PASSING CAR AND AID IN THE SAFE COMPLETION OF THE PASS.
4. THE PASSING ZONE BETWEEN TURNS 4-5 IS A CROSS-OVER PASSING ZONE: A POINT-BY IS ALLOWED ON DRIVER'S LEFT OR RIGHT. OTHERWISE, A POINT-BY IS GIVEN IN THE DIRECTION OF THE UPCOMING CORNER.
5. PASSING IN CORNERS IS PROHIBITED.
6. **CARS ENTERING THE TRACK MUST STAY TO THE LEFT OF THE SOLID YELLOW LINE UNTIL THAT LINE IS BROKEN AND BECOMES A *BLEND (BROKEN) LINE* PAST THE APEX OF TURN 1.** THOSE CARS MUST YIELD TO ANY CAR ON TRACK. CARS ON TRACK HAVE PRIORITY OVER CARS ENTERING THE TRACK.
7. **WHEN A CAR IS PITTING OUT, CARS ON TRACK ENTERING TURN 1 MUST STAY TO THE RIGHT OF THE SOLID YELLOW LINE AT THE INSIDE OF TURN 1.**
8. A CAR WHICH MISSES THE ENTRY TO TURN 3 **MUST** STOP ON THE NORTH STRAIGHT, TURN AROUND, PROCEED BACK TO THE ENTRY OF TURN 3, **AND THEN STOP AND WAIT FOR A SIGNAL FROM THE CORNER WORKER AT TURN 3 BEFORE RE-ENTERING THE TRACK. THE CAR MUST THEN PIT-IN.**
9. TO PIT IN, CARS SHOULD STAY ON-LINE THROUGH TURNS 7 AND 8, WHICH ARE **NO PASSING ZONES**, AND **USE A LATER APEX FOR TURN 8 TO ENTER THE PITS.** FOR CARS WITH OPEN WINDOWS, THE PIT-IN SIGNAL IS DISPLAYED BETWEEN TURNS 6 AND 7.
10. THE PIT-IN SIGNAL--A LEFT-HAND FIST DISPLAYED ABOVE THE CAR'S ROOF--IS SHOWN AND HELD UNTIL THE PIT-IN IS COMPLETED.
11. POINT-BYS WILL BE GIVEN EARLY IN PASSING ZONES SO THAT THE PASSING CAR CAN GET BACK ON LINE BEFORE THE END OF THE PASSING ZONE.
12. A CAR WHICH HAS ACCEPTED A LATE POINT-BY WILL STAY OFF LINE AND ENTER THE CORNER OFF LINE.
13. A CAR GIVING A LATE PASSING SIGNAL SHOULD TRIM ITS SPEED AND BE PREPARED TO ADJUST ITS LINE TO ACCOMMODATE THE PASSING CAR AND AID IN THE SAFE COMPLETION OF THE PASS.





EMPIRE STATE  
REGION

### **NEW JERSEY MOTORSPORTS PARK: LIGHTNING PASSING STANDARDS: ALL GROUPS**

1. A POINT-BY IS REQUIRED FOR ALL PASSING. ONE POINT-BY IS REQUIRED FOR EACH CAR SIGNALLED TO PASS.
2. THE CAR GIVING THE PASSING SIGNAL STAYS ON LINE.
3. THE CAR GIVING A PASSING SIGNAL SHOULD TRIM ITS SPEED TO ACCOMMODATE THE PASSING CAR AND AID IN THE SAFE COMPLETION OF THE PASS.
4. NO PASSING BETWEEN TURNS 2-3, 3-4, AND 4-5. NO PASSING IN CORNERS.
5. ALL POINT-BYS SHOULD BE GIVEN IN THE DIRECTION OF THE UPCOMING CORNER.
6. A CAR ENTERING THE TRACK MUST STAY INSIDE THE BLEND LINE AND TO THE RIGHT UNTIL THE TRACK IS CLEAR. A CAR ENTERING THE TRACK MUST YIELD TO ANY CAR ON TRACK. CARS ON TRACK HAVE PRIORITY OVER CARS ENTERING THE TRACK.
7. TO PIT-IN, CARS STAY TO THE FAR RIGHT EXITING TURN 10.
8. THE PIT-IN SIGNAL--A LEFT-HAND FIST DISPLAYED ABOVE THE CAR'S ROOF--IS SHOWN AND HELD UNTIL THE PIT-IN IS COMPLETED.
9. **BETWEEN TURN 10 AND THE PIT ENTRY LANE, NO PASSING IS ALLOWED BETWEEN CARS ON TRACK WHEN A CAR IS PITTING IN. CARS ON TRACK MAY PASS A CAR DISPLAYING THE PIT-IN SIGNAL.**

#### **PASSING STANDARD: GREEN AND WHITE GROUPS**

1. POINT-BYS WILL BE GIVEN EARLY IN PASSING ZONES SO THAT THE PASSING CAR CAN GET BACK ON LINE BEFORE THE END OF THE PASSING ZONE.

#### **PASSING STANDARDS: BLUE AND RED GROUPS**

1. A CAR WHICH HAS ACCEPTED A LATE POINT-BY WILL STAY OFF LINE AND ENTER THE CORNER OFF LINE.
2. A CAR GIVING A LATE PASSING SIGNAL SHOULD TRIM ITS SPEED AND BE PREPARED TO ADJUST ITS LINE TO ACCOMMODATE THE PASSING CAR AND AID IN THE SAFE COMPLETION OF THE PASS.

© 2025, *Empire State Region* of the Ferrari Club of America. No part of this document can be reproduced or shared without specific permission of the *Empire State Region*.