LEMONS ROOKIE NOTES – Gingerman Raceway, June 26-28

PADDOCK SAFETY
- The Paddock Speed Limit is 10 mph.
- Use jackstands anytime you’re lifting the car.
- Don’t store your fuel in the sun or near where you’re going to be working on the car.
- If you spill big time, tell us. We’ll have the ability to get you clean-up materials or help.
- Keep your pets and feral children wrangled.

FUELING
- Everyone must be suited from head to toe in full gear (including SFI shoes & socks) w/visors down.
- Place your drip pan under the car’s fueling area.
- Everybody out of the car and only the fueling crew should be anywhere near the car.
- Need two people: One to put fuel in car and one 6-8 feet back with pin out of the extinguisher and pointed at fueler.
- Once gas cap is off, NO OTHER WORK MAY BE DONE UNTIL GAS CAP IS BACK ON.
- Gingerman will be Hot Pit Fueling. No fueling may be done in the paddock once the race starts. The only work done on pit lane is fueling and cool suit ice replenishment. No hood up, no tire gauge, etc.
- There will be a marked area near the pit wall where only completely suited drivers may go.
- Do not camp out near the fueling area or leave your fueling stuff in the fueling area. Cart it back and forth: A pit cart, wagon, garden cart, or utility cart usually works well for this.
- You may fuel at the track-provided pumps with no driver in the car and fueler wearing gloves, but otherwise like a normal gas station.

GETTING ONTO THE TRACK
- You will need four things: OK Helmet sticker, OK, car sticker, driver band, and transponder.
- Spend time sitting in the driver’s seat, familiarize yourself with controls, especially the mirror, lights, kill switch, and extinguisher pull.
- Practice exiting the vehicle in full gear. It’s a lot harder than you think. Do it with helmet and belts on until you have it down fluidly.
- HYDRATE. Drink 1 gallon of water per person/day.
- Have your teammates help you get belted in.
- Connect submarine (crotch belt) first: Buckle should be where your belt buckle would be.
- Hip belts should be next: Low and snug.
- Shoulder belts go last: Put them over HANS/neck restraint, have teammate tighten them very firmly.
- Have a teammate adjust your mirrors.

ON THE TRACK
- Lots of information comes at you quickly your first time out. Relax and go a speed you feel comfortable, probably really slow at first. While you’re learning, be predictable and consistent.
- If you’re overwhelmed, stay to one side of track.
- If you’re really overwhelmed, come into the paddock and change drivers. Get a drink of water and try again later. This is a lot harder than it looks.
- Keep planned shifts/stints in the car short at first.
- Once you’ve gotten the hang of it, be patient and show respect on the track. There aren’t any NASCAR scouts out here, we promise. Work with others, we’re just trying to make it to Sunday afternoon.
- Hand signals can be useful. If you want to communicate that a car behind should pass, point toward the side you’d like to be passed on.
- Keep your head up and look down the track!

YOUR MAIN PRIORITIES ON TRACK
- Your #1 priority is to see all flag stations on every lap. The flaggers are your eyes and ears!
- We also expect you to drive cleanly and in control. That means staying on the track surface, not spinning, and not hitting anyone else.
- Both drivers are at fault for any contact, so remember to leave lots of buffer and drive conservatively. This is a long race. Don’t make it harder on your car & team.

FLAGS
- On your first lap, wave or make a mental note to each manned flagging station to help remember them.
- Green (or no flag): You’re racing-ish!
- Yellow Flag: Caution, No passing! Get yourselves in a single file line before the station waving the flag. Slow down but don’t stop! You may resume racing after you’ve passed the incident prompting the flag.
  o Two yellow flags is usually a full course caution (whole track is under yellow).
  o Generally: The harder a flag is waving, the more the flagger wants you to be alert.
- Red Flag: We need to stop the race and get emergency vehicles on course. Pull to the side of the track safely and calmly. Await further signal from a safety worker.
- White Flag: There’s a slow vehicle on course. This is information only. It could be a Yugo, it could be a safety vehicle. You may pass it carefully and with plenty of space for safety vehicles.
- Black Flag at all stations: The track is broken. Come into the pits and wait further instruction.
- Black Flag pointed at you or with your car number: You messed up (spun, hit another car, went off track, passed under yellow, etc.) or your car is falling apart (dragging things or losing parts). Report to Penalty Box.
  o You know when you make a mistake. Just come to Penalty and be a grown up about it.
  o The penalties aren’t to pick on you; we are trying to make you safer and less-sucky at racing.
  o Arguing tends to take longer. Come in with a good attitude.