

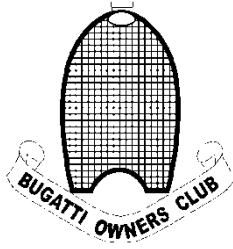
Bugatti Owners' Club/The Vintage Sports-Car Club

Cadwell Park

Track Day

Guidance & Regulations

Friday 6 June 2014



The Bugatti Owners Club Vintage Sports-Car Club will hold a members' Track Day at Cadwell Park, Near Louth, Lincolnshire on Friday 6 June 2014, the day before the VSCC race meeting. The event is not restricted to VSSC eligible cars but if the event is oversubscribed preference will be given to pre-war cars.

- The day will be run in sessions, the exact number of groups and length of sessions to be decided once the type and number of cars entered and the notified skills of the drivers have been taken into consideration. In this respect it may be necessary to refuse any entry which prevents logical groupings from being established for the day. Shared cars are allowed provided that both drivers only occupy a single slot in each of the allocated sessions i.e. a shared car may not appear in more than one group unless a second entry fee is paid. Regardless, a separate entry form is required for each sharing driver.
- There is an absolute noise limit of 105dB (static) on the day. The venue operators monitor noise continuously and will insist that anyone breaching this limit is prevented from continuing to use the circuit. Be in no doubt that excessive noise will not be tolerated. Where a car has more than one seat, passengers are permitted but they must all sign the indemnity before being allowed to take part. Motoring events can be dangerous and you will be required to sign a drivers' or passengers' indemnity prior to entering the pit-lane and/or going on track. This means you accept full responsibility for any injury to yourself or damage to your own vehicle, however caused. All drivers and passengers must also attend a briefing before being allowed onto the circuit.
- Vehicles must hold a current MOT (if applicable) or be capable of passing MSA scrutineering, as applicable.
- Vehicles must not run on slick tyres unless fitted with suitable roll-over protection.
- The organisers will NOT be scrutinising cars entered and no guarantee is made as to the suitability of the other vehicles on the track.
- The approximate timetable for the event will be:

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| ▶ 0915 – 0940 Group 1 Session 1 | ▶ 1345 – 1410 Group 1 Session 3 |
| ▶ 0945 – 1010 Group 2 Session 1 | ▶ 1415 – 1440 Group 2 Session 3 |
| ▶ 1015 – 1040 Group 3 Session 1 | ▶ 1445 – 1510 Group 3 Session 3 |
| ▶ 1045 – 1110 Group 1 Session 2 | ▶ 1515 – 1540 Group 1 Session 4 |
| ▶ 1115 – 1140 Group 2 Session 2 | ▶ 1545 – 1610 Group 2 Session 4 |
| ▶ 1145 – 1210 Group 3 Session 2 | ▶ 1615 – 1640 Group 3 Session 4 |
| ▶ 1215 – 1240 Cavalcade of cars | ▶ 1645 – 1710 Cavalcade of Cars |
| ▶ 1240 – 1345 Lunch Break | |

- Timing and competitive driving is strictly forbidden. Anyone found breaching this rule will be prevented from taking any further part in the track day.
- Overtaking is by consent only. Cars caught by faster cars must make provision to allow the faster car to overtake as soon as is convenient. The exact rules for the day will be described at the briefing. Failure to comply with the overtaking rules will mean that you will not be able to take any further part in the track day.
- The entry fee for a full day is £125 or a half day (starting from 13.45) is £65.
- Closing date for entries is 21 May 2014.
- Despite our best intentions, certain circumstances will mean that we reserve the right to amend or cancel any event or venue, including this one. In such a situation we will endeavour to give you as much notice as possible.
- The organisers cannot be held liable if your choice of car, event, tyre or equipment is unsuitable and you are not allowed to take part.
- The organisers reserve the right to use images, photos, videos and other files in publicity or to post them on the website as they wish.
- No hand-held cameras are permitted. Any on-board cameras must be securely mounted using appropriate equipment.
- For their own protection, it is each driver's responsibility to ensure that any passengers or guests have signed the appropriate indemnity forms. Whilst this does not guarantee you are free from liability or potential claims, it proves the participant was aware of the inherent dangers that are associated with any motor- leisure activity.
- Driving whilst under the influence of intoxicating drugs or alcohol is strictly prohibited and anyone suspected of breaking this rule will be immediately excluded from the event.

Track Days - Some Frequently Asked Questions and Answers

Track days are a growing part of motoring activities. They allow those people with powerful road going or, sometimes, race machinery to use it in a controlled, and therefore safer, environment which is free of traffic regulations, speed cameras, pedestrians, trucks, flashing blue lights etc. This helps to discourage drivers from using the public roads to put their vehicles 'through their paces', and, for those participants who own competition cars or bikes, the opportunity for them to test their vehicles, as well as to gain valuable circuit knowledge, without the need to enter a competitive racing or other speed event.

Q "What happens at car track days?" Car track days are a way of enjoying yourself and your car in a safe, controlled environment away from the public highway. Track days are non-competitive. The organisers will specify and enforce a maximum number of cars on the track at any time. Organisers will also have experienced staff/officers in attendance throughout the event and venues will be adequately marshalled and with appropriate first aid and rescue facilities on-hand. Drivers and passengers will be required to sign-on and attend a briefing session. Access to the track will be monitored to prevent access by those who have not signed on and attended a briefing. On track instruction is often available. Where racing cars are allowed simultaneous access to the track they are subject to the same rules as other participants.

Q "Do I need a race-licence?" Not if you are just doing straightforward car track days, but you must take your ordinary RTA (or equivalent) and, of course, it must be valid. One point worth noting is that if you are going to a day where you will be driving either the circuits' or the organisers' own cars, they might not allow you to use them if you are banned or currently have six or more points on your licence. If race cars are allowed the organisers may insist that you have an appropriate Race Competition licence.

Q "Will I need a crash helmet?" Yes, and don't take any chances. Under no circumstances should you contemplate digging out that old chipped, visor-less thing that you last used on your moped in 1979. If there is any doubt over your helmet's integrity, get a new one. It is your life, among others, that may be at stake and a good crash helmet can save your life. Some track day organisers will supply helmets, but always check first.

Q "I haven't got any overalls, does that matter?" The emphasis is on comfort, especially for someone new to track days and it will be a long and tiring day. No-one will be expected to turn up looking like a Grand Prix hero but if you can afford to buy a decent set of overalls they will serve you well. One point to remember is that, if you turn up at an event looking like a professional race driver, people will automatically expect you to drive like one. So, if you don't want to attract attention it is probably best to leave the McLaren look-alike-suit at home. Safety and comfort are paramount and although a race circuit will, by its very nature, generate an element of competitiveness, there are no prizes to be won. Arms and legs must be covered at all times, preferably in fire resistant or natural fibres. We would recommend that you try race boots and driving gloves, as they can make control easier.

Q "Does my car have to be roadworthy?" Yes definitely, and for a road car you will need a current MOT and road-tax. If the organisers allow race cars on the track day they will advise as to the requirements of such vehicles. In any case it would be totally irresponsible to drive an unsuitable vehicle on the track and you will be asked to sign an indemnity which says that the vehicle is fit for track days before being allowed to compete.

Q "What about all the flags, do I have to learn them?" In a word, 'No!' The organisers will give you a briefing as to which flags they are using. The most frequent ones you will come across are the YELLOW and RED flags or lights. The Yellow means that there is danger ahead of you so slow down and take extra care. If a yellow flag is being waved then something has gone badly wrong just ahead of you so be prepared to stop. A RED flag means there's been a serious incident and the sessions have been stopped, so slow down to a crawl and make your way back to the pits or as directed. A YELLOW and RED striped flag, if used, means there's oil on the circuit so obviously take care. A BLUE flag, if used, means that another car wants to overtake you and if it's being waved he wants to overtake you rather urgently (overtaking at track days is normally by consent only). One flag you don't want to see, especially if it's being aimed at you is the BLACK flag, which means you or your car are, in the organisers' opinion, a danger to other people on track and you must leave the circuit and stop the next time you get to the exit from the track. Failure to observe other flags will lead to a black flag.

Q "Can I drive as fast as I want?" Yes, you can but, at most track days, you will not be allowed to take times as this often invalidates the organiser's insurance. The idea is to have fun, not to hold an all out race (If you want to race then enter a race meeting!).

Q "Will my standard insurance cover me for car track days?" Almost certainly it will not. Although the organisers will carry several million pounds worth of public liability insurance it is only for that, i.e. only for Public Liability. This means that if you damage your pride and joy you are on your own. The best thing to do is speak to a specialist insurer such as Alexander Forbes or AON about individual track day cover for your car.