

SAAC-50 OPEN TRACK

SECTION 1 – GENERAL OVERVIEW

SAAC's High Speed Event at the Sonoma Raceway will be similar in concept to the open track events held at past national conventions. All drivers must be full or associate SAAC National members, Nor-Cal members or Team Shelby members.

This is not a competitive event. There will be no classes, no times taken and no trophies awarded. Simply put, SAAC's High Speed Event is an opportunity for you to drive your car at a speed you feel comfortable with under the safest conditions we can conceive. Safety is our #1 concern. We want everyone to have an enjoyable time, but we also want to continue to make high-speed events part of all national conventions. One serious accident or mishap could result in the club's not being able to secure the event insurance necessary for future high-speed events. This would mean an end to racetrack rentals and the beginning of really small, dull, conventions. The event insurance SAAC carries specifically stipulates that the open track activity be a non-competitive event.

Due to some vintage racing and club-related incidents in the past (thankfully, none involving SAAC), insurance requirements have been significantly tightened and compliance to the requirements we outline is mandatory. The alternative would be to do what other clubs have been forced to do: hold low speed parade laps or limit cars on the track to those which are race-prepared to current competition standards (roll cages, fuel cells, full Nomex, etc.). Or to simply hold no high speed event at all. Long pants, long-sleeve shirts and closed toe shoes are required in the Hot Pits. This applies both to drivers, passengers and crewmembers. So when we advise you of a rule or requirement, it is not negotiable. Your choice is to comply and participate or refuse to comply and be a spectator. If you understand that going in, we should be able to avoid heated discussions during the event regarding the interpretation of specific details. We have zero tolerance for quibblers, whiners and malcontents.

SECTION 2 – THE TRACK

Sonoma Raceway sports car circuit is 2.52 miles long. We will be using the same layout all three days.

SECTION 3 – PADDOCK ACCESS/PADDOCK PARKING

Spots in the paddock will be available on a first come/first served basis. Once you find a spot and set up you will not have to move for the entire convention. There will be areas marked out that are reserved for vendors and also the areas across from the garages are reserved for those who rent garages and we ask you to respect these areas. All paved surfaces must be protected. Participants must use flat blocks or wood squares to absorb weight beneath any equipment that may cause damage to the surface, such as jack-stands and trailer legs. No holes will be permitted in any asphalt surface including but not limited to the racing surface, pit area and the paddock area. The track will be available Thursday, August 21, after the previous group leaves, for registration, and load-in. Time will be announced, It will open at 7 a.m. on Friday, August 22, 7 a.m. on Saturday, August 23 and 7 a.m. Sunday August 24. Once you go through registration and get a wristband it will not be necessary to go back there again; you can just drive right into the track.

SECTION 4 – GARAGES

The Raceway has garages that will be rented by SAAC.

SECTION 5 – TECH INSPECTION

Tech Inspection will be by the owner of the car. This should be done well before the event in case you find a problem, as you will have time to correct it. Bring your Tech Inspection Form to the media center where OTEC will assign you a run group. There is a mandatory Drivers Meeting each morning at 7:15 am at the Driver's Lounge for all drivers and passengers who are on the open track that day. If you are driving or riding more than one day you must attend the meeting each day you will be on the track.

Run Groups will be assigned by SAAC.

Novice Yellow Group. No or limited experience. No special equipment required except for convertible roll bars.

Intermediate Red Group. Driver knows how to drive the line. Driver has the ability to observe corner workers and obey flag signals. No special equipment required except for convertible roll bars.

Advanced Green Group. Car/Driver combination is significantly faster than the Purple group. Convertibles are required to have a roll bar – light bars are NOT

accepted. Cobras with 3-point bars are OK.

You will affirm that your car is track-ready when you register. The track's paddock area is **NOT** the place to work on your car in order to get it ready. Anything that needs to be done to it should be done **BEFORE** you leave for the convention. This event is not a competitive event, but it **IS** a high-speed event. This means that the smallest mechanical failure has the potential of turning into a major disaster **VERY QUICKLY**... one that could involve other drivers and other cars—not just your own. We take this event very seriously and we expect you to, also. The responsibility of putting a safe car on the track rests with **YOU**. The following list will help you make a thorough check of the condition of your car.

- **OPEN CARS.** All open cars or convertibles **must have roll bars**. All convertibles must run with tops down. Cobra or Tiger hard tops are acceptable in place of roll bars. Single-hoop roll bars in Cobras are acceptable. If the Cobra has a passenger then the roll bar must be either full width or have double hoops.
- **DRIVING SUITS.** Nomex driving suits are recommended but not required. Long pants, long-sleeved shirts, socks and closed toe shoes are required in all groups. Nomex, fire resistant, gloves are required in all groups (all leather are acceptable). Everyone in the hot pit area must have long pants.
- **SEAT BELTS.** OEM or competition-type belts are required. Belts must be in good condition with no cuts or frays and must be mounted securely. Shoulder harnesses are recommended. Passenger seat belts must be closed unless there is a passenger in the car. Shoulder harnesses are recommended for the Novice and Intermediate groups and required in the Advanced/Green Group.
- **MIRRORS.** Each car must have at least one rear-view mirror. Two are recommended.
- **INTERIOR.** Seats must be mounted securely. All loose objects must be removed. There should be no loose wires under the dash. A fire extinguisher is recommended; the fire extinguisher bracket **must be metal**—not plastic, which could break in an accident and make the extinguisher a 2 lb. projectile inside your car.
- **BATTERY.** Must be securely mounted; terminals tight and in good condition. Positive terminal must be taped or otherwise covered.
- **TRUNK.** All loose items must be removed including jack, spare tire, lug wrench, etc.

- **TIRES.** Should have at least half of the original tread (unless they are race tires); sidewalls should be in good condition (free of cuts, cracks or deep scratches). Should be the proper size for the rim width. Visually check tread for foreign objects (nails, glass, etc.).
- **BRAKES.** Brakes should be tested for pedal fade when the car is stationary and for correct fluid level.
- **BRAKE LIGHTS.** Must be operational (Grand National and Winston Cup cars please take notice!)
- **FLUID LEAKS.** None allowed. Cars should be checked while running; includes oil, coolant, brake and fuel lines. Do not overfill gas tanks.
- **WHEELS.** Should be on tight, with all lugs in place. Will be checked for cracks. Hubcaps or trim rings must be removed.
- **STEERING.** Manual steering should not have excessive play; power steering should be free of leaks at hoses and seals. Fluid levels of either should be checked. Front wheels should be tight at bearing and spindle; steering linkage (tie rods, idler arm, etc.), should be in good condition.
- **GLASS.** No cracked or broken glass.
- **EXHAUST SYSTEM.** Entire system must be in good condition and securely mounted. Exhaust must meet the sound limit of 103 db.
- **RADIATOR OVERFLOW CATCH CAN.** Mandatory. Must be securely mounted (although it need not be permanent). Stock radiator overflow catch cans on late model cars are acceptable.
- **THROTTLE RETURN SPRING.** Two required on all cars with carburetors. No exceptions.
- **NO OPEN-WHEEL CARS.** All cars must have fenders; no Formula cars, Indy cars, F5000 cars. Open wheel cars are too hard for drivers of larger cars to see.
- Other makes and models of cars are invited and welcomed. If you have any questions about your car, contact Howard Pardee at the address at the bottom of this page.
- **RUN GROUP STICKERS.** Cars will receive an appropriate run group sticker from OTEC. A maximum of two people may share driving one car.

- **TAPING OF HEADLIGHTS.** All glass headlights must be taped.

SECTION 6—TECH INSPECTION FORM

The “Tech Inspection” form is available on the SAAC-50 website. Each person who signs up for the open track must print it out, fill it out and present it to OTEC who will issue you a run group. Bring your helmet and your valid driver’s license to OTEC.

SECTION 7—MEDICAL FORM

“Driver’s Medical” form is also available on the SAAC-50 website. It should be printed out (one for each driver and passenger) and filled out in advance. These forms will be made available to the track EMT/ambulance crew. In the event of an accident where you are unable to communicate with emergency medical personnel, they will be aware of your medical history.

SECTION 8—HELMETS

Your helmet must closed faced and carry a “Snell SA or M 2015” rating or Snell SA or M 2020. Older “Snell SA 2005” or “SA 2010” helmets will not be allowed. The Snell Foundation rates and certifies helmets and they upgrade their certification every 5 years. Helmets do not last forever. After 5 years their protective qualities begin to decline. After 10 years helmets are no longer safe and must be replaced. The “SA” designation stands for Special Applications indicating a Nomex or other non-flammable liner. Please do not show up with an inferior or outdated helmet because you will not be allowed on the track. Note: this year 2025 is the last year that **Snell SA or M 2015** helmets will be allowed.

SECTION 9—RUN GROUPS

There will be 3 different SAAC run groups each day, GREEN/Advanced, RED/Intermediate and YELLOW/Novice. OTEC will base the groups on driver experience and number of events the driver has run. Two drivers sharing the same car will be placed in two separate run groups if they are paying for an additional run group; otherwise they share the car in their run group.

There will be a maximum of 40 cars in each Group.

Each run group will get 25 minutes per session. If the session is halted due to a car that has stopped in an unsafe position on the track and needs to be towed in, the time it takes to do that will be subtracted from that session. If two people are sharing the same car but each has paid individually (which would qualify the car for two different run groups in each session), please bring this up at tech so the car can be placed in two different run groups.

SECTION 10—DRIVER’S MEETING

A driver’s meeting will be held each morning in the Driver’s Lounge. This meeting is mandatory for everyone who drives or is a passenger on the track that day. The driver’s meetings will start at 7:15 a.m. If you are driving more than one day, you must attend the meeting on each day you are scheduled. At each meeting each driver will get a special wristband and no one will get out on the track without one. Put the wristband on your left arm. There will be no open track refunds for individuals who miss the driver’s meeting and are then not permitted out on the track.

SECTION 11—FLAGS

The only method event officials and corner workers have to communicate with drivers out on the track is by the use of flags. The flag stations will be pointed out at the driver’s meeting. Drivers should identify each flag station on the first lap, which will be run under a standing yellow flag (no passing). After that, drivers should watch each flag station as they approach it for any signals that might be given.

The following flags will be used. Upon seeing any of these flags, put your hand out the window to acknowledge to the Flag Worker that you have seen the flag and wake up those behind you.

Yellow, standing - Something has happened ahead of you. It probably isn't on the track, but normal escape routes may not be available to you, so slow down and be careful. Absolutely no passing. A yellow flag will be displayed for the first lap of a session to allow all cars to warm up.

Yellow, waving - Something has happened ahead of you and is probably blocking at least some of the track. Be prepared to take evasive action or stop. Be very careful. Absolutely no passing.

Red & yellow striped - There is debris on the track ahead, possibly oil, antifreeze, dirt, or maybe a turtle. Be prepared to respond accordingly.

Red - Something very serious has happened ahead of you and you cannot continue. Come to a controlled safe stop, pulling up to the Flag Worker. If cars ahead of you have pulled off, use the same side of the track to allow maximum space for emergency vehicles to pass. Stay in your car with your helmet and belts on. You will be notified by the Flag Worker when to return to the pits.

Blue w/yellow stripe - A faster car/driver combination is following you. Allow it to pass at the next passing zone. This courtesy prevents tailgating, "driving in your mirrors," and promotes safety.

Black - Enter the pits at the next opportunity and proceed to the Black Flag Station to consult with an official.

Black with red center - There is something wrong with your car; enter the pits at the next opportunity and proceed carefully to the Black Flag Station.

Green – The track is clear for hi-speed driving.

Checkered - The session is over. Slow down to 80%, use the brakes as little as is safe. Allow you and the car to cool down and relax. Enter the pits at the next opportunity and proceed to your paddock.

SECTION 12—PRE GRID

The Pre-Grid leads to Pit Lane. Pre-Grid is a marshalling area for the various run groups. Pit Lane runs along the front straight. This area is wide enough for 3 separate lanes plus an emergency lane, which must remain open at all times. You should have your car on the Pre-Grid when the group ahead of you is on the track. When you get to Pre-Grid you should stay in your car. You will be directed onto Pit Lane with your group. When the signal to go is given, the time you waste in Pre-Grid is time you will lose on the track. When the group ahead of you is on the track you should be in your car with your helmet on and seat belts buckled. This is when you adjust your mirrors; it is not the time to check your oil, talk to other drivers, take pictures or wander away from your car.

SECTION 13—EARLY LAPS

Start off slowly. Familiarize yourself with the track and check the conditions (they could have changed since your last session). Identify the flag stations. Bring the car up to speed gradually and bring yourself up to speed gradually. Check your gauges.

SECTION 14—PASSING ZONES

The passing zones and passing procedures will be discussed in the Driver's meetings each morning and cards showing them will be distributed. Flag crews will closely observe passing procedures. Failure to follow them will result in your being black-flagged. It may take the Chief Steward time to get to you, so you can probably count on missing the rest of your session. A second black flag for passing in a no passing zone will make you a spectator for the rest of the day. Experienced track workers will be the corner workers and OTEC will be the pit marshals.

SECTION 15—CAR PROBLEMS ON TRACK

If your car stops running or has a mechanical problem, you should immediately raise your left arm out the window to signal the drivers behind you that you are slowing down. Drive or coast off the active asphalt. You should pull as far off the track as possible (if it's at a turn, you should go to the inside of a turn – not the outside because spinning cars will have a tendency to spin to the outside of a turn). Park your car as far away from the actual track's edge as possible. Wave to the nearest Flag Worker to let them know you are OK medically.

Stay in your car with your helmet and seat belts on, unless it is on fire. Do not get out of your car and attempt to assess the problem. If your car is in a safe position, one of the flag crews will come to you when the session is over to help assess what kind of tow you need – pull tow, lift tow or flat-bed. If your car comes to rest in an unsafe spot the session will be black-flagged until your car can be towed off the track.

SECTION 16—OPEN TRACK SCHEDULE

The open track schedule on the SAAC-50 website will be adhered to as closely as possible. Once you know your run group, you need to know what time your group goes out on the track. It is your responsibility to have your car at Pre-Grid BEFORE your group goes out. You should be on the Pre-Grid when the group ahead of you is on the track. If you miss your group, that track time is gone forever. You cannot go out in another group to make it up. Any changes to the published schedule will be announced at the driver's meeting. Know when your

group goes out.

SECTION 17—PASSENGERS

Passengers will be allowed after the first session. Passengers must wear Snell 2015 or 2020 SA or M closed face helmets, long pants, long sleeve shirts and closed-toe shoes. Nomex or fire resistant, gloves are required in all groups (all leather are acceptable). The helmet must pass tech inspection and be issued a marking showing that it is approved. Passengers will also have to fill out a Medical Form and Passenger Waiver and bring them to Registration. The driver of the car must have completed at least one session in their group before taking passengers. We want the driver to use that first session to acclimate themselves to the track and to identify the location of the corner worker stations. If the passenger is less than 18 years old, a Minor Waiver must be filled out and signed by the Minor's parent or legal guardian.

SECTION 18—VIDEO CAMERAS

No hand-held devices are allowed on the track. Only securely mounted video cameras and Go-Pros are allowed. Go-Pros may be mounted with suction cups. The reason for this is for safety. Should the driver lose control, an improperly secured camera could become a flying projectile inside the car. Velcro, nylon tie-wraps, elastic bands and bungee cords won't cut it.

SECTION 19—RACE NUMBERS

Race numbers are ***required*** on BOTH sides of all cars (10" in height and 1" width works best). Temporary numbers (liquid shoe polish or tape) are okay. Duplicate numbers on more than one car in a class do not present a problem. Corner workers to identify cars on the track use numbers. Cars without numbers will be black-flagged and sent back to the paddock to get numbers. The numbers can be put on with large felt pens.

SECTION 20—RACE GAS

Leaded and unleaded race fuel will be available at the track gas pumps at the end of the garages.

SECTION 21—INCLEMENT WEATHER

We will run rain or shine. There will be no refunds due to inclement or less than ideal weather.

SECTION 22—ALCHOLIC BEVERAGES

They are prohibited inside the track during the entire event. Drinking and driving don't mix. You already know that. Please don't make us be tough guys. Self-compliance works best for everyone.

SECTION 23—BIKES, TRIKES & SCOOTERS

NO wheeled vehicles of any kind are used inside the track except golf carts. This means bicycles, motorcycles, motor scooters, 3-wheelers, 4-wheelers, skateboards, rollerblades, etc. It is a safety issue. There are valuable cars everywhere and some of these forms of alternative transportation are difficult to control at times. They only invite damage to cars – especially in the hands of youngsters. Let's use some common sense, here. Golf carts may be rented for all activities. Golf carts will be available only by pre-registration.

SECTION 24—REFUNDS

Any car which fails to pass safety/technical inspection due to mechanical problems and which can not be brought into compliance prior to going out on the track will receive credit towards a future national event open track. Cars that arrive at tech and are visibly not in compliance (i.e. cracked glass, inadequate tires, defective wheels, etc.) are not eligible for refunds or credits. Cars, which break down at some point during the event, will not be eligible for refunds or credits for that session. They will receive credits for subsequent sessions if they have signed up for them.

SECTION 25—REJECTION ON GENERAL PRINCIPLE

Any car that appears to be unsafe or unfinished will be rejected. This decision is made at the discretion of OTEC or the Event Chairman. Such a

decision will be weighted towards the other drivers and vehicles on the track who should not have to tolerate an obviously unsafe and/or unfinished vehicle in their midst. SAAC reserves the right to deny the privilege of participating in this event to anyone for reasons that may be related to safety, attitude problems, car appearance or any other reason deemed appropriate by the Event Chairman, even after granting advanced acceptance by email. In such cases, SAAC will grant a full refund of the open track fee on the spot. SAAC will not be responsible for any car preparation costs, travel or lodging expenses or any other costs associated with participation in the event for those participants who are rejected.

SECTION 26—QUESTIONS

Questions? Please ask them before the event, while things are fairly calm because as the event approaches everything moves into fast-forward. Keep in mind that we get no pleasure from playing the tough guy and telling anyone “No,” but we will if we have to. All our decisions are based on safety and, believe it or not, are for your own good. We look forward to seeing you at Infineon Raceway!

Howard Pardee

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No questions after 8/15/2025 please as I will have left for the convention. See me there.

***Revision 2
8/9/2025***