

2023 9th annual "Flat Out" Classic

Hosted by the Heartland, St. Louis, Rocky Mountain, and Great Plains chapters of the BMW Car Club of America



Dear "Flat Out" Classic participant,

Thank you for registering for the 9th annual "Flat Out" Classic held at Heartland Motorsports Park. We have organized this event to be both educational and fun. The event will be held rain or shine.

Enclosed are a number of documents. **Please note the pre-event tech inspection form.** You must complete this form before arriving at the track to take part in the driving school. The primary determination of your car's safety is the pre-event safety inspection.

PLEASE CHECK THE FLAT OUT CLASSIC WEBSITE FOR ALL THE LATEST INFORMATION

The **Super 8 at Forbes Landing** is the closest hotel, located within 5 minutes of the track. Contact the hotel directly at 785-862-2222. The hotel is located at 5922 SW Topeka Blvd, Topeka KS 66619.

While there is no designated 'host hotel' this year- there are many great options if you search online.

We encourage you to complete registration as early as possible once you arrive in Topeka.

Registration is located in the "timing and scoring building" – please follow the signs upon entering Heartland Park. Registration will be open during the following schedule:

Friday, June 2nd, from 730a to 6:30p at Heartland Motorsports Park.

Saturday, June 3rd, from 630a to 715a at Heartland Motorsports Park.

If at all possible, completing registration on Friday will be best. On Saturday morning, you will be busy parking and unloading your car, attending the 0715am drivers' meeting, and preparing for your first classroom and track sessions.

The track will provide security from 6:00PM Thursday until 6:00PM Sunday, so you can leave your car, trailer, and tow vehicle at Heartland Park during these times if you prefer.

At registration, please bring your completed pre-event safety inspection form, your Snell 2015 or newer helmet. You and your guests will be required to sign the event liability waiver at the gate, AND your digital one when you register. A copy has been provided in this packet so that you can read it ahead of time. Please contact us in advance if you have any questions about the liability waiver. At registration, you will receive your event package and your event wristbands (to be worn the entire weekend), event schedule, run group assignment, and car numbers. Without your wristband, you will not be admitted to the event.

Arrive at the track with a full tank of gas. The fuel available at the track is higher-priced. There are plenty of gas stations within a few miles of the track. You must wear a safety helmet if you are participating in the high-performance driving school. Your helmet must have a Snell rating of 2015 (M or SA) or newer. There are many sources for new helmets. Check your local performance shops, *Roundel* advertisers, and motorcycle shops. You will not be allowed on track with any passengers other than your instructor during your school run group. During the lunch hours on Saturday and Sunday, parade laps (reduced pace, no helmets) may be available for a charitable donation; pay attention to announcements at the track.

We are very glad you have selected our event. We will do everything we can to make it a memorable driving and learning experience for you. Please feel free to write or call us if you have any questions.

Sincerely,

“Flat Out” Registration Committee

Ryan Neis, registrar

Email: registrar@flatoutclassic.com

This packet includes:

- Welcome/Confirmation Letter
- Map of Topeka showing Heartland Park
- List of Hotels and Motels
- Getting to the Hotel
- Pre-Event Tech Inspection Form (Turn in at registration)
- Medical Information and Emergency Notification Form (Seal in an envelope and turn in at registration)
- Driving School Information Manual
- Sample Liability Waiver agreement

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The Pre-Event Tech Inspection form must be completed prior to your arrival at registration. You cannot register unless the form is completed and signed both by you and the person performing the inspection. Bring this form, and your helmet to registration



2023 "Flat Out" Classic Tech Inspection Form
MUST BE COMPLETED PRIOR TO EVENT



Vehicle and Participant Information

Participant Name: _____

Vehicle Year: _____ Make: _____ Model: _____ Mileage: _____ Color: _____

List all modifications: _____

This form is to be completed prior to your arrival at the track.
The inspection shall include, but is not limited to the following items.

INTERIOR

- _____ Driver/passenger seat belts: both equivalent, operable, and in good condition.
- _____ 4/5/6 seat belts: Proper installation with shoulder and anti-sub belts passing THROUGH seat, not around it.
- _____ Brake pedal: firm, structurally secure
- _____ Gas pedal: no sticking, structurally secure
- _____ Windshield free of cracks across sight lines
- _____ Mirrors: left-hand exterior and interior required
- _____ Windshield wipers: working, good condition

EXTERIOR

- _____ Headlights work
- _____ Brake lights: all working
- _____ Wheels not bent, no cracks
- _____ Lug nuts/bolts: appropriate number and tightness
- _____ Check wheel bearings for excessive play and lube leakage
- _____ Rotors no signs of cracking; calipers working properly
- _____ Brake pads & calipers: Adequate pad thickness (1/2 pad minimum)
- _____ Tires: No cracks, blisters, cords, or belts showing. Street tires: Minimum of 3/32" tread, H, V, or Z speed rating rec.
- _____ If roll bar: Must have correctly installed 4, 5, or 6 point harness with seats designed for the harness application.

ENGINE COMPARTMENT

- _____ Coolant system: level, condition of hoses, no leaks
- _____ Radiator cap: tight, no signs of leakage
- _____ Engine belts: tension OK, no wear, cracks, fraying
- _____ Engine oil level
- _____ Battery securely fastened (might be trunk-mounted)
- _____ Brake fluid: adequate level, fluid fresh, system bled. Date of last fluid change: _____ **(within previous 6 months)**
- _____ No excessive fluid leaks (gas, oil, hydraulics)

See next page for more items.

UNDER CAR

- _____ Steering linkage and suspension: No excessive play or binding
- _____ Check engine and transmission mounts for looseness
- _____ Suspension mounting: no cracks or excessive rust
- _____ Brake lines, hoses, & calipers: no excessive fluid leaks
- _____ Half-shaft bolts: all tight
- _____ Transmission and differential fluid levels OK.
- _____ Exhaust: no significant under car leaks, secure
- _____ No excessive body or chassis corrosion
- _____ No excessive fluid leaks (gas, oil, hydraulics)
- _____ U-joints and CV joints OK, no leaks

INSPECTOR AND OWNER SIGNATURE

This section must be completed.

Inspected by: _____ Date: _____

To be filled out by owner.

I understand that the condition of my car is my responsibility and none of the inspectors are responsible for any potential failure of my car.

Owner Signature: _____ **Date:** _____

Owner's name (PRINTED): _____

Directions to the Super 8 at Forbes Landing

5922 SW Topeka Blvd

Topeka, KS 66619

(785) 862-2222

[Super 8 at Forbes Landing](#)

The Super 8 Hotel at Forbes Landing is located on Topeka Boulevard, just south of SW 57th Street.

Other really great hotels in Topeka—

Hotel Topeka at City Center: 800-579-7937

Homewood Suites: 785-861-7840

Hilton Garden Inn: 785-350-2069

Getting to the Track from the Super 8 at Forbes Landing

Kansas Turn Pike (I-70) coming from KC/STL/Points East

Take I-470 W toward SOUTH TOPEKA/WICHITA (Portions toll). Merge onto I-470 W via EXIT 177 toward US-75/I-70/SOUTH TOPEKA (Portions toll). Take the US-75 S/US-75-ALT exit-EXIT 6- toward TOPEKA/FORBES FIELD. Turn RIGHT onto SW TOPEKA BLVD. Follow SW TOPEKA BLVD to the Super 8 at Forbes Landing, about 2.3 miles.

I-70 coming from Western Kansas/Denver

Take I-470 E toward SOUTH TOPEKA/WICHITA (Portions toll). Merge onto I-470 E (Portions toll). Take the US-75 S/US-75- ALT exit- EXIT 6- toward TOPEKA/FORBES FIELD. Turn RIGHT onto SW TOPEKA BLVD. Follow SW TOPEKA BLVD to the Super 8 at Forbes Landing, about 2.3 miles.

Coming from Lincoln/Omaha/Points North

Take U.S. Highway 75 to 57TH STREET exit. Turn LEFT onto SW 57TH ST. Turn RIGHT onto SW TOPEKA BLVD. The Super 8 at Forbes Landing is about a quarter of a mile south.

Kansas Turnpike coming from Oklahoma/Wichita/Points South

From I-35 N, merge onto I-335 N (Portions toll). Merge onto I-470 W via EXIT 177 toward US-75 / SOUTH TOPEKA (Portions toll). Take the US-75 S / US-75-ALT exit- EXIT 6- toward TOPEKA/FORBES FIELD. Turn RIGHT onto SW TOPEKA BLVD to the Super 8 at Forbes Landing, about 2.3 miles.

The trip should take less than five minutes. The Super 8 at Forbes Landing is on Topeka Boulevard. Turn right out of the parking lot and follow Topeka Boulevard south, past Forbes Air Base/Industrial Park, and then past the traffic light at the intersection of Gary Ormsby Drive. Just beyond that light, turn left onto Finish Line Drive. Enter Heartland Park at Gate "E".

TOPEKA MAP



ATTRACTIONS

Brown v. Board National Historic Site & Museum

A 1515 SE Monroe St. (785) 354-4273

Cedar Crest, Governor's Residence

B One Cedar Crest Rd. (785) 296-3636

Charles Curtis House Museum

C 1101 SW Topeka Blvd. (785) 357-1371

Combat Air Museum

D 7016 SE Forbes Ave. (785) 862-3303

Gage Park

E 6th Ave. & Gage Blvd. (785) 251-2600

• Carousel in the Park & Mini-Train (785) 251-2600

Great Overland Station

F 701 N. Kansas Ave. (785) 232-5533

Heartland Park Topeka

G 7530 SW Topeka Blvd. (800) 437-2237

Kansas Children's Discovery Center

H 4400 SW 10th St., Gage Park (785) 783-8300

Kansas Museum of History

I 6425 SW 6th St. (785) 272-8681

Kansas Statehouse

J 300 SW 10th St. (785) 296-3966

Lake Shawnee Recreational Area

K 3137 SE 29th St. (785) 251-2600

Mulvane Art Museum

L 1700 SW Jewell Ave. (785) 670-1124

Museum of the Kansas National Guard

M 125 SE Airport Drive (785) 862-1020

Old Prairie Town at Ward-Meade Park

N 124 NW Fillmore St. (785) 251-2989

Ritchie House

O 1116 SE Madison St. (785) 234-6097

Ted Ensley Gardens

P SE 37th St. & West Edge Road (785) 251-2600

Tiffany Windows at First Presbyterian Church

Q 817 SW Harrison St. (785) 233-9601

Topeka Zoological Park

R 635 SW Gage Blvd (785) 368-9180

Yesterday's Motorcycle Museum at Harley-Davidson

S 2047 SW Topeka Blvd. (785) 234-6174

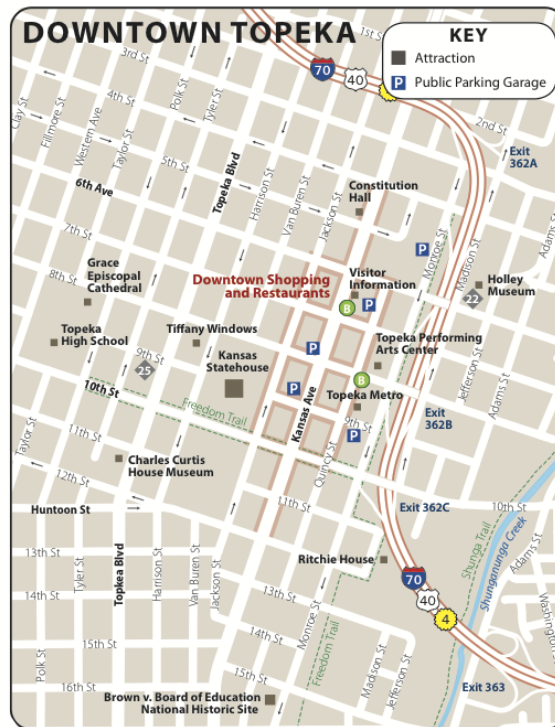
HOSPITALS

St. Francis Health Center

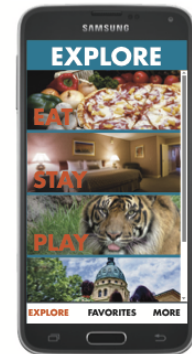
+ 1700 SW 7th (785) 295-8000

Stormont-Vail HealthCare

+ 1500 SW 10th (785) 354-6000



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app today!



Available summer 2016



ENTERTAINMENT & SPORTS

Helen Hocker Theater

1 700 SW Zoo Pkwy (785) 251-5990

Hummer Sports Park

2 6th Ave. & MacVicar Ave. (785) 295-3750

Kansas Expocentre

3 17th & SW Topeka Blvd. (785) 235-1986

Ravenwood Lodge

4 10147 SW 61st St. (800) 656-2454

Sport Zone

5 3909 SW Burlingame Rd (785)-267-4658

Sunflower Soccer

6 4829 NW 17th St. (785) 233-9700

Topeka Civic Theatre and Academy

7 3028 SW 8th St. (785) 357-5211

Topeka Performing Arts Center

8 214 SE 8th St. (785) 234-2787

CASINOS

Golden Eagle Casino

(888) 464-5825

1 1121 Goldfinch Rd., Horton, KS

45 miles north of Topeka

Prairie Band Casino

(888) 727-4946

2 12305 150th Rd., Mayetta, KS

20 miles north of Topeka

Sac & Fox Casino

(800) 990-2946

3 1322 U.S. 75, Powhattan, KS

45 miles north of Topeka

SHOPPING

1 Brookwood Shopping Center

29th St. between Gage & Burlingame

2 Downtown Topeka

South Kansas Ave.

3 Fairlawn Plaza

21st & Fairlawn

4 Fleming Place

10th & Gage

5 Gage Shopping Center

Gage & Huntoon

6 North Topeka Arts District

North Kansas Ave.

7 West Ridge Mall

21st & Wanamaker

8 Westboro Plaza

Huntoon & Oakley

BED AND BREAKFAST

1 Ravenwood Lodge

10147 SW 61st St. (800) 656-2454

2 The Barn Bed & Breakfast Inn

14910 Blue Mound Rd, Valley Falls (785) 945-3225

3 The Woodward Inns on Fillmore

1272 SW Fillmore (785) 354-7111



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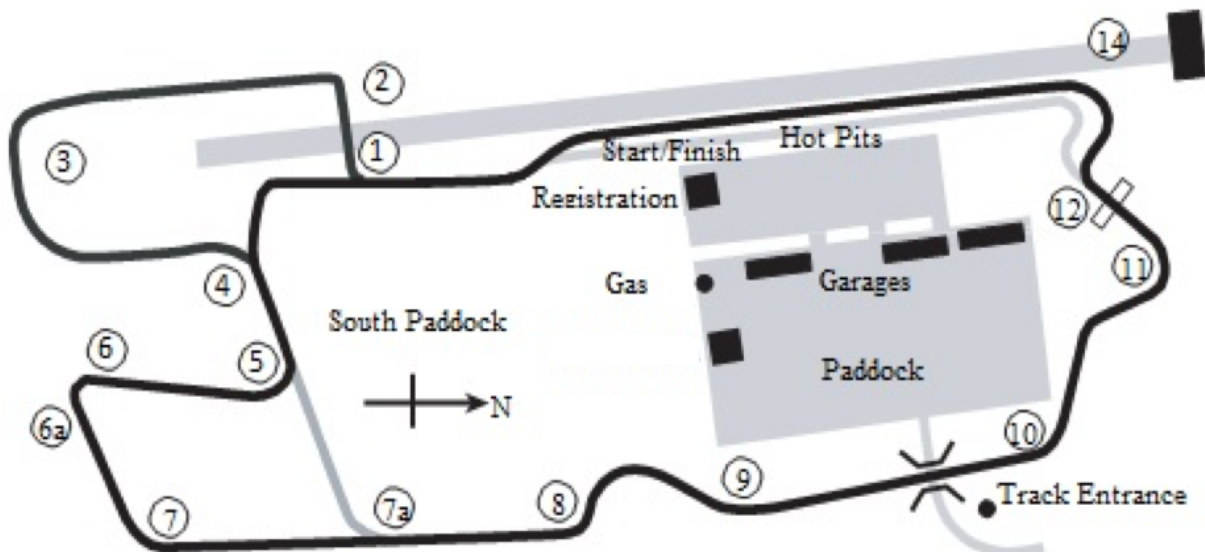
@VisitTopeka

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Driving School Information Manual

**Heartland Motorsports Park
Topeka, Kansas**



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**Please read the entire manual, even if you have driven with us before.
The information is essential for both newcomers and veterans.**

BMW CCA driving schools are designed to teach drivers how to safely improve their driving abilities and explore their cars' capabilities. Students, using their own cars, get one-on-one instruction from experienced instructors. Our overriding emphasis is on safety, and safely learning how to control the car in emergency and higher performance conditions. The school is conducted on a paved, closed, and controlled course to minimize risk to persons and equipment. This is not a racing school, practice or preparation for

Individuals who participate in this driving school should be aware that there are certain risks associated with this type of activity. Students, instructors, organizers, course workers, and spectators are exposed to some level of risk as is anyone who is in the vicinity of stationary and moving automobiles. Accidents involving automobiles and related equipment and personal injury are possible, and individuals who agree to participate in this event do so with a clear understanding of their exposure to this risk. Entry into the facility requires signing a release and waiver of liability, assumption of risk and indemnity agreement. This affects your ability to sue or submit claims for damages. You must read and understand this

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Preparing for the Event

The Road to the Driving School

Heartland Motorsports Park is the site of the “Flat Out” Classic, hosted by the Kansas City, Sunbelt, St. Louis, Great Plains, and Iowa Chapters of the BMW Car Club of America. Students should closely follow requirements and recommendations in this manual. Completion of the Pre-Event Tech Inspection Report is **mandatory** before you will be allowed on the track. This must be done in advance of the event.

Heartland Motorsports Park is four miles south of Topeka at the intersection of Topeka Boulevard and Gary Ormsby drive. Please see the directions section earlier in this document for suggested routes to arrive at Heartland Park and our host hotel, the Super 8 at Forbes Landing.

Upon arrival at Heartland Park, you will be required to sign the track waiver as well as receive your track wristband. Be sure to wear the wristband at all times during the event. After signing the waiver and receiving your wristband, please proceed to the registration building to check in. There will be signs at the track pointing you in the right direction.

Lodging in Topeka

The enclosed lodging sheet has a listing of hotels and motels in the Topeka area. The headquarters hotel is the Super 8 at Forbes Landing. They can be reached at (785) 862-2222, their website is <https://www.wyndhamhotels.com/super-8/topeka-kansas/super-8-topeka-at-forbes-landing/overview>.

When you Arrive

The track will be open for those with trailers or cars they would like to drop off on Thursday 1:00pm until 6:00pm. After 6pm you may still drop off your trailer, but will have to do so outside the gate in Heartland Park’s parking lot.

We recommend you register for the event Friday at Heartland Park from 0730a to 700p. You may also register at the track on Saturday morning starting at 630a. Registering Friday gives you more time on Saturday to prepare for the event. Drivers’ meeting and classroom time schedules (0700a instructor meeting Sat, 0715a all driver’s meeting Sat/Sun) are mandatory and you won’t be allowed on track unless you’ve attended them. Track times will not be delayed to accommodate late arrivals. If registration is backed up on Saturday morning, the classroom and track schedule will start on time.

At registration, you must present your Pre-Event Tech Inspection form (contained in this packet), your helmet (Snell M/SA 2015 or newer. You will be asked to sign the event liability waiver. At registration, you will receive the following:

- Car numbers (place on left rear side window)
- Run group assignment and schedule
- ID badge holder
- ID/admission wristband (to be used to gain access to the various events)

Promptness and strict adherence to the schedules are essential. Please be on time; no make-up time is available for late arrivals.

What to Bring and What to Wear

May/June in Eastern Kansas has warm to hot, sunny days with possible rain or thunderstorms. Classroom sessions will be indoors. On track, you must wear long trousers and a long sleeve shirt or jacket made of natural fibers. If the heat index is high enough, the long-sleeve/long pants requirement may be waived. On track, both front side windows must be rolled down. Plan for sun protection (sun block, sunglasses, chapstick, hat), and rain (rain suit, umbrella). Don't forget your family members and friends. Hail is a possibility when thunderstorms occur. You may want to consider bringing a cover or other material, such as carpet remnants, to use if hail should occur. Garages are available for rent – but in limited supply.

Pets are not allowed at Heartland Park without prior approval from the event masters. Children may attend but must be well-behaved and directly supervised at all times. Minor children must have a minor release waiver signed by both parents or sole custodian with proof.

You may bring food and non-alcoholic beverages. A trackside concession stand will be open for breakfast and lunch. Consumption of alcoholic beverages is strictly prohibited until the last track or course session of the day; access to the track must also be closed.

Aspirin, acetaminophen, or ibuprofen is allowed. Medications that can cause drowsiness or have other side effects that may inhibit concentration and reflexes are not allowed.

Feel free to photograph and videotape. Camcorders inside cars must be on approved mounts with safety straps.

You must remove loose items from your car in preparation for your track sessions. These items can be placed by your parking spot. There is no special security for these items and the organizing BMW Club chapters along with Heartland Motorsports Park do not assume any responsibility or liability for them. While the honor system is usually sufficient, and we have not experienced any past security problems, you should consider securing your items. You should also consider bringing a cover or tarp for your items in the event of rain. We recommend you leave items not essential for travel to and from the track at home or at the hotel.

Access to the track will be controlled by a security guard from 7:00AM on Friday to 6:00 PM on Sunday, so you may leave your car, tow vehicle, or trailer at the track. Your wristband gives you 24-hour access if you want to work on your car or retrieve items. We strongly recommend that you do not leave loose objects at the track. If you erect a tent or canopy, we recommend that you take them down before leaving each day. The wind can easily destroy a canopy left unattended and an unsecured canopy can damage persons and property. No stakes are allowed on the paved areas.

Vehicle Safety Inspection and Clean Tech

Pre-Event Vehicle Tech Inspection

The Pre-Event Vehicle Tech Inspection Report Form is included in this information packet and must be completed and signed by a qualified technician. It is your responsibility to have your car inspected according to the guidelines on the form. Both you and your technician must complete the form and sign and date it.

There will be no opportunity for a detailed pre-event inspection at the track.

All cars to be entered and driven in the driving school must undergo a Pre-Event Safety Inspection before arriving at the track.

Clean Tech Verification

When you line up on the grid before your first run group each day, event staff will examine your car's engine bay, interior, and trunk to ensure all loose articles are removed or fastened securely.

This includes glove box, map pockets, and other places where loose objects hide. Garage door openers and radar detectors are examples of items that must be removed. The spare tire and jack can remain if securely fastened, as can tools in the decklid toolbox. Cell phones must be removed or turned off and taped down. Floor mats must be removed. If any loose items are found, you will have to take them back to the paddock. If this delays your entry onto the track, you lose the time. The decision of the inspectors is final. If the inspectors notice an obvious safety defect, such as loose equipment, tires with cord showing, or fluid leaks, etc., you will be required to make satisfactory repairs before you will be allowed onto the track. If your car is not allowed on the track for mechanical reasons, your registration fee will not be refunded. Please bring a clean, safe vehicle to the track.

Clean tech is performed prior to your first run group each day and is designed to ensure no loose objects remain in your car, and the car has no obvious and visible safety defects.

What to Check

The Pre-Event Vehicle Tech Inspection is a comprehensive inspection of the mechanical integrity of your car. Any car deemed unfit for track use will not be allowed to run. The following are items that should be checked and some guidelines to help you prepare your car.

Everyone should be aware that track driving puts stresses on driveline, chassis, and brakes that are not normally encountered in street driving. The one place you do not want these parts to break is in the middle of a corner at the track. The results could be disastrous for your car and you. In most of the following areas covered, a visual inspection is all that is needed. This is not time-consuming and is inexpensive insurance for your safety. These guidelines are written for BMW owners but, with few exceptions, apply to owners of all cars.

Tires and Rims

Here are some suggestions for checking tires and rims.

- Visually check all tire sidewalls, inside and out for signs of age, cracks, or curb scrubs that have damaged sidewall integrity. Run your hand over the tread surface, checking for bulges or belts popping to the surface. Potholes can cause this type of damage.
- Tread depth must be 3/32-inch minimum for normal street tires.
- DOT-approved R-compound tires may have less tread, but any car deemed to have insufficient traction, especially in the rain, may be removed from the track.
- Check the wheels for stress cracks. Wheels rarely crack, but it can happen, so check for them. If cracks are going to appear, they're usually at the center of the wheel around the lug nuts/bolts or at the seam where the wheel center meets the rim. This applies to alloy and steel wheels.
- Torque all wheel lug nuts to manufacturer's specifications. The correct torque is usually between 75 to 90 lb-ft for alloy wheels and 65-75 lb-ft for steel wheels, but you should check for the exact spec for your car.

If you have any of the above warning signs, remember that your wheels and tires are your only link to the road. Tire pressures on street tires should be increased for track driving so it's a good idea to stop at a gas station on the way to the track and inflate all tires to about 40 psi, then adjust pressures at the track.

Engines, Electrical, and Fuel Systems

BMW builds its engines well enough that they generally will run perfectly at driving schools without any problems or undue wear if a few simple rules are followed.

- **Change the oil and filter before each event. Operating temperatures can run hotter than normal, so the oil breaks down more quickly. We strongly recommend you bring sufficient extra oil.**
- **Check all hoses and belts for wear or cracking. It would be a shame to miss track time due to a simple cracked hose. If the radiator is questionable or leaking, have it repaired before you leave home. Track officials are very strict about not letting liquids drip on the track surface. Fluids on the track are a hazard to other cars.**
- **Check the water pump by grabbing the impeller shaft and moving it from side to side. If there seems to be excessive play in it, have it checked.**
- **Make sure your cooling fan is tight.**
- **Check motor mounts. To check these grab the valve cover and move the engine from side to side. If movement seems excessive, visually inspect the motor mount rubber and metal brackets for cracking and have them examined by a mechanic.**
- **A good tune-up is optional but good insurance for a well-running car. Another thing to consider on non-VANOS cars is a valve adjustment. It is an inexpensive thing to have done at a garage.**
- **Check the battery to make absolutely sure it is fastened down properly. It's amazing how many people overlook this. In a slalom exercise, a loose battery could easily end up in the fan or spill acid in the trunk, depending on its location.**
- **If your car has 50,000 miles or more, you might want to consider changing transmission and differential oil, especially if they have never been changed before.**
- **One final point is the gas tank. Spilled fluids are bad for asphalt and traction, so check the gas tank and all fuel lines for leaks and make sure the gas cap is tight and has a good gasket.**

Chassis, Suspension, and Exhaust

Occasionally, suspension and chassis-related problems appear repeatedly in older cars. Even newer BMWs are not immune to problems.

- Many older cars have loose front wheel bearings. To check these, be sure the lug nuts/bolts are tight, then jack up the front of the car and set it on jack stands so that it is safe to work around. Grab the front tire firmly at the top and bottom and pull first the top, then the bottom. If there is play, and you know how to do it, remove the grease cap and try to tighten the bearing; if you don't, have someone qualified do it for you. Over tightening can do as much damage as a bearing that is too loose. Another good check is to check the bearings for the amount of grease on them. If the grease looks sparse, have them repacked and adjusted. If the bearings are worn, replace them.
- While the car is jacked up, you can also check the steering linkage. To do this, you will need two people. Have someone hold the steering wheel firmly while you grab one tire and move it quickly from left to right. If the movement is transmitted to the steering wheel without any play, everything is fine. If there is play, keep moving the wheel while visually inspecting tie rod ends and idler arms, in the case of a non-rack-and-pinion steering car. If any of these parts have play, replace them. If the rack-and-pinion has play, have it checked. If the steering gearbox on non-rack-and-pinion cars has play, take it to your mechanic. Check lines for steering fluid leaks and tighten or replace as needed.
- Visually inspect the exhaust system for rust, holes, or any loose pieces that might be ready to fall off. Check that all brackets and hangers are in good shape and secure.
- Check all U-joints and CV joints on the driveshaft and rear axle half shafts by turning the shaft clockwise, then counterclockwise while watching for any play at the joint. These should not have any play in them.
- While under the car, check the rubber transmission mount for cracking. Check the drive shaft flex disc (guibo) for cracking.
- For cars prone to rust problems, check all frame members and rear control arms for structural integrity. While checking for rust, check all four upper shock mounts to make sure rust damage isn't going to pop the shocks loose during hard cornering. Check the tops of the shock towers for cracks. Also check sway bar mounting brackets for cracks. Check to ensure that all suspension bushing material is intact and not cracked or deteriorating. This may require some disassembly.
- Check shocks for wear by bouncing the car at each end. If you stop bouncing and the car doesn't stop immediately, the shocks are worn.

Be thorough when checking these items. If something seems questionable, talk to your mechanic about the problem.

Brakes

Brakes are of paramount importance at a track event.

- **Check your pads or shoes; if they are worn more than 1/4 from new, replace them. Many people have come to these events with new pads and gone home with pads worn close to the metal backing. This of course depends on the driver and the speeds being carried but replacing a brake pad or shoe is easier and less expensive than replacing a rotor or drum scored by a worn-out pad.**
- **Check rotors for overall thickness, scoring, and warping.**
- **Bleed your brakes before coming to the track. This does two things. First, it purges the system of any air, and second, it is an opportunity to change your brake fluid. This is very important because old fluid performs poorly under hard braking. Clear fluid can become black by the end of a track weekend.**
- **Use a high-quality fluid, DOT 4 rated, and completely bleed old fluid. Cars can require between one and two liters of new fluid. This, like oil, should be changed or bled before a track event for a complete flush. Dirty fluid like dirty oil causes undue wear on your braking system's moving parts. This is a good practice once a year even for owners who do not participate in track events. It is amazing how much better the brakes perform with clean fluid.**
- **Aftermarket brake dust shields must be removed, as they do not allow proper brake cooling for track driving.**

Interior and Lights

Here are some suggested items to check for your interior and lights.

- Check all lights, especially the brake lights. You don't want another car not to see them under hard braking.
- Make sure lenses are clean; older cars tend to get road dirt buildup inside the light housings. If those are dirty take the lenses off and wash them.
- In the interior, check the rubber pedal pads to make sure they aren't going to fall off or your feet aren't going to slip off them at a bad moment. If they look bad, replace them. They are very inexpensive.
- Push the accelerator to the floor a few times and let it return.
- Make sure there is no binding in its action.
- Check seat belts to make sure they aren't frayed or worn and check the inertia reels to make sure they lock. Another check for the belts is to make sure the attachment points aren't rusted.
- Driver and passenger seatbelt/harness restraints must be the same.
- Your instructor must have the same degree of protection that you do (except for airbags).
- If you have aftermarket seat harnesses, they must be installed in accordance with the manufacturer's instructions. Shoulder harnesses cannot be attached to the rear deck or to harness guide bars. Lap belts cannot be attached under the seat rails. Anti-sub-marine straps cannot be safely used with stock seats. If you are unsure as to the proper mounting of aftermarket harnesses, consult the manufacturer's instructions or a professional installer.
- Check seats at the attachment points to make sure they are secure.
- Ensure your windshield has no major cracks in it.
- When you arrive at the track, remove EVERYTHING from the trunk and EVERYTHING from the interior of the car including from the door pockets, from under the seats, and from the glove box. This includes floor mats and anything attached to the visor. The reason for this is simple. When you are concentrating on driving your car, you don't want something banging around in your trunk distracting you, or worse, something sliding under your feet and possibly tangling up the pedals.

Other Safety Items

Safety devices are a key part of the event; please review the following items.

- Snell 2015 or newer approved helmets only. M or SA ratings allowed. No exceptions are allowed. A helmet that is DOT approved but not Snell approved is unacceptable. The Snell label is glued inside the helmet or sewn to the chinstrap, and we will check it at registration. If there is evidence that the official Snell sticker has been removed or tampered with, that helmet will be ineligible for use in the school.
- The autocross school, autocross event, and driving school all require helmets.
- It is extremely rare that helmets come into play during driving schools. However, should you ever need the protection of a helmet during an incident, you want one that has been Snell certified and is in good condition so that it protects you as it was originally designed. Helmets that have been dropped, exposed to solvents, or have been involved in previous accidents should not be used.
- We do not provide loaner helmets.

We cannot stress this enough: your helmet MUST have Snell 2015 or newer approval and it MUST have the official Snell approval sticker on the liner or the Snell tag sewn to the chinstrap. Decals on the outside of the helmet do not constitute Snell approval.

Clothing

Comfort is important in performance driving.

- Wear comfortable, well-fitting garments
- Driving in sandals, bulky or loose-fitting footwear, or bare feet is prohibited.
- Long pants and long sleeves are usually mandatory; however, short sleeves and pants will be allowed if the heat index gets high enough.
- No nylon jackets, please. We recommend against synthetic materials, unless they are flame-retardant, such as Nomex.

Driving Gloves

Driving gloves are optional; however, they can provide additional grip, especially in cars without leather steering wheels. Colored gloves can make it easier for other drivers to see your hand signals.

Shoes

Choose a good sneaker or street shoe with a thin flat rubber or crepe sole and a leather or canvas upper (leather is better). Nylon uppers are not recommended. Driving shoes are acceptable.

Fire Extinguisher

You are not required to have a fire extinguisher mounted in your car; however, it is a desirable piece of safety equipment, even for a street car. If you choose to have a fire extinguisher on board, it must be securely and positively mounted, and must be easily reached by the driver when strapped in. If mounted, the extinguisher must be at least B-C rated.

Harnesses

Aftermarket 4-, 5-, and 6-point harnesses are becoming popular for events such as driving schools. While such harnesses help secure occupants in the seats more positively, they require specific knowledge to properly mount and specific equipment in order to function properly. The stock, DOT-approved seatbelts with which new cars are equipped from the factory are entirely suitable and satisfactory for the purposes for which they are intended: to hold the occupants in place and to provide adequate restraint in the event of an accident. Stock lap and shoulder harnesses and their mounting points are designed and tested to high and stringent standards. Aftermarket harnesses may provide equally effective restraint, provided they are in good condition and properly mounted with the right equipment. Aftermarket harnesses that are improperly mounted or are used in conjunction with incorrect equipment may give the impression of good restraint, but under severe conditions, could fail with catastrophic results.

Improper use of any harness belt can cause serious personal injury or death. To help reduce the risk of serious injury in an accident, consider the following guidelines for the installation and use of aftermarket restraint systems:

- Never use aftermarket harnesses and factory harnesses at the same time. They are each designed as separate systems and using them together could defeat the design purposes and limits of each.
- 4-, 5-, or 6-point harness belts should never be used with factory seats having headrests that do not allow the harness belts to pass directly over the shoulder unimpeded (i.e., seatbacks with integrated headrests such as Porsches and Z3s.)
- Factory-provided seatbelts should never be removed from registered street vehicles.
- Never use rear deck shelves, child seat hooks, or rear strut towers or braces as mounting points. These points are not designed to take shear loads in excess of 3,000 pounds.
- Never use the lap belt portion of the harness system without the shoulder belts (and the optional sub-strap if installed).
- Make sure that no strap is twisted when worn. It is an often-used trick to twist factory lap belts before fastening them in order to make them tighter and defeat the inertia-reel function. Don't do it. This is not how the belts were designed to restrain you.
- Never use an aftermarket harness belt system for children under the age of 12 years.
- Never use an aftermarket harness belt system for persons who weigh less than 88 pounds or who are less than 59 inches tall, regardless of age.
- Always wear the lap belt portion of the harness system low and tight across the pelvis.
- Never wear the belts over heavy clothing that might interfere with the proper positioning and adjustment of the belts, reducing the overall effectiveness of the system.
- Never wear the belts over rigid or breakable objects in or on your clothing, such as eyeglasses, pens, jewelry, cell phones, keys, etc., as these may cause injury.
- Never allow straps to rub against sharp objects.
- Never allow the belts to be damaged by getting caught in seat hardware or closing the door on them.
- Sub straps must only be used on seats with a proper sub strap hole properly positioned immediately in front of the crotch. Sub straps must never be run around the front of a seat cushion or between the seat and the thigh support bolster. Sub straps mounted improperly cannot provide the intended function and if used and tightened they will actually encourage improper placement of the lap belts and latch. Stock car seats are not equipped with sub strap holes and the internal structure of most stock seats preclude their modification to properly mount the sub strap.

- **Never mount strap attach points under seat frame rails. This compromises the strength and functionality of the seat attachment.**
- **All straps must run free to their mounting points following the routing specified by the manufacturer. If you're using an aftermarket seat, the straps must run through the appropriate slots in the side of the seat (lap belts), the back of the seat (shoulder belts) or bottom of the seat (sub strap).**
- **Webbing should connect to mounting hardware so that the webbing is pulling in the same plane as the webbing passes over the body. It must not pull hardware at odd angles.**
- **Never use a five-point or six-point harness belt as a four-point belt. Four-point belts must be specified as such by the manufacturer.**
- **Never modify in any way, any component of an aftermarket harness product for installation.**
- **Don't confuse a harness mounting bar with a harness guide bar. A harness mounting bar is designed for the direct attachment of shoulder belts and is mounted to adequately strong attach points in the car. A harness guide bar is designed to optimize the direction of the shoulder belts back from the seat and while it must be strong enough to maintain the belt's direction under load, it is not designed to accept the full load of the shoulder belts in an impact.**
- **Street legal four-point harness belts are available from some manufacturers, and carry a tag or label noting that they comply with FMVSS 209 standards. These must, whenever possible, be mounted to factory DOT mounting points in order to maintain compliance. They are generally two-inch shoulder belts sewn into two-inch lap belts with a single orange button to release all points.**
- **The HANS (head and neck support) device has been proven to be effective in reducing or preventing certain types of injuries. Such devices are designed to be used only with certain types of five- and six-point competition harnesses and must never be used with original equipment factory three-point seat belt systems.**

If you need information on the proper use and installation of aftermarket harness belts, contact the harness supplier or a professional installer for advice. You may also contact one of our driving school organizers and will either advise you or refer you to an expert.

When you arrive at the school, if we determine that your harnesses are mounted improperly or unsafely, we will prohibit their use during the school. If you have any doubt about the safety of an aftermarket harness, you should probably use the stock, factory harnesses that came in the car.

This emphasis on safety equipment may seem like a lot of trouble for a few hours on the track, but, like the street, the track is where you don't want parts to break, or your safety equipment to fail. These requirements and suggestions are not intended to scare driving school students; rather, they are intended to continue to enhance the safety record of BMW CCA driving schools. If you aren't a frequent driving school enthusiast, all these checks are still excellent for everyday driving. Do this routine at least once a year to catch problems before they happen.

At The Track

Heartland Motorsports Park has four road course configurations. We will be using the full 2.5 mile course.



Communicating

Driving schools rely on communication. Instructors communicate with students who provide feedback and ask questions. Control communicates with the grid and pit areas and corner workers by radio, and with drivers by flags. Corner workers communicate with drivers using flags and hand signals. Drivers in different cars communicate using hand signals and brake lights. To get the most from the driving school, students must know how these systems work.

Know the Flags

As you circulate the track you will notice corner workers and flags at strategic points. These corner workers are experienced and there for your safety. Obey and treat them with respect. After all, they are looking out for you. What they instruct you to do with their flags or otherwise while on the course is mandatory. **ABOVE ALL, PAY ATTENTION TO THE FLAGS THAT WILL BE DISPLAYED THROUGHOUT THIS DRIVING SCHOOL.** Failure to comply with a flag instruction may result in ejection from the event. The first time out on track, pay special attention to the location of each flag station. The basic flags we will use are yellow, blue and yellow, red, red and yellow, green, white, black, and checkered.

Green Flag

The green flag indicates that the track session is in progress and there are no problems on the track. This will be displayed only at one station.

Yellow Flag

The yellow flag indicates trouble or a need for caution on the course in the vicinity of where it is displayed. Slow down and be ready to stop. If the yellow flag is waved rapidly, expect that there is a car stopped on the track in front of you: slow down, but continue safely to avoid being rear-ended by the next car. Remember that the car behind you may not see the flag as soon as you do, so don't slam on the brakes. Check your mirrors and brake accordingly. If the yellow flag is displayed in a passing zone, **NO PASSING** is allowed.

Black Flag

A black flag may indicate you may have mechanical trouble or you were observed doing something incorrectly. When any flag station waves the black flag at a driver, he or she should acknowledge with a hand signal or headlight flash, then proceed around the track to the registration building and report to a school official. Failure to respond to a black flag or extreme carelessness or unsafe behavior may result in ejection from the event at the discretion of the Event Coordinator.

Red Flag

Red indicates a serious situation. Check traffic behind you, signal that you're pulling off, slow to about 10 mph, look for a safe place off the line, and pull off the track to a stop. Remain in your car.

Blue-Yellow Flag

The blue flag with yellow stripe means that a faster car is behind you. Be prepared to let it pass in the next designated passing area.

Red-Yellow Flag

When you see this, the corner worker is warning you that a slippery condition exists – oil, gravel, dirt, debris, anti-freeze, or something is making part of the track slippery. Proceed with extreme caution. Please be aware this flag may only be presented for a few laps – even though the situation may still exist.

White Flag

The white flag indicates there is a slow-moving vehicle on track. It may be an emergency vehicle or a school car. Slow down, be observant, and give way when the vehicle comes near you.

Checkered Flag

At the conclusion of a session, the checkered flag will be displayed at one station. After receiving the checkered flag, proceed around the track at reduced speed to the track exit. Wave at the corner works so they know that you have seen them and appreciate their help. Slow down and signal before exiting the track (raise your fist out the window), enter the cool down course slowly, and proceed into the paddock. The pit lane speed limit is 5mph. Return to your parking space to let the instructor out.

Incidents

Although we do not anticipate incidents during the event, should one occur in front of you, remain calm. Do not stop. If you are clear of the incident, continue at reduced speed until you get instructions from the next flag station. DO NOT make any sudden moves that might jeopardize you or the drivers following.

Driving Rules

Please read the following instructions carefully.

- Safety is the most important consideration at our school.
- Anyone deemed to be driving in an unsafe manner is subject to ejection from the school
- NO RACING! It's a quick way to get black flagged.
- If it starts to rain, slow down to a speed below that at which you know you can drive in the wet. Make no overly abrupt steering, acceleration, or braking changes when the track is wet, to include pit in, pit out, pit lane, and the paddock roads.
- Check the condition of your brakes, tires, and lug nuts/bolts before each track session.
- Check oil level before each driving session. You should bring an adequate supply of oil with you.
- Check your activity schedule and line up on the grid according to the schedule or when your run group is called on the public-address system.

The first track session for each run group will be at reduced speeds, normally starting under the yellow flag for a few laps. The yellow flag means NO PASSING. Your objective during the first session is to get comfortable in the car, learn the course, and observe the flag stations.

Two-Spin Rule

We are very serious about safety being our most important concern. To be safe, a driver must have his or her car under control at all times. Spins and off-track excursions usually indicate a driver did not maintain control. Therefore, if a driver has a combination of two spins or four-wheel-off-track excursions, he or she may be asked to leave the school. There may be extenuating circumstances, and these will be discussed with the student, instructor, chief instructor, and event coordinator before a final decision is made, but it's wise not to count on mercy. The best course of action is to drive within your limits. If you have one spin or off-track excursion, then you should take your driving down a level to make sure the second event does not happen. We want you and your car to go home in the same condition as when you arrived.

Passing Rules

- No one may pass another car unless the driver of the car being overtaken signals that the pass is allowed.
- Each pass requires a separate signal from the driver being passed.
- All passing will be to the left of the car being overtaken.
- Passing may only be done in designated passing zones.
- Do not try to pass near the end of the straights.
- Be sure you have plenty of time to complete your maneuver before any turn.
- Watch your mirrors!
- **DO NOT TAILGATE!**
- The obligation for a safe passing maneuver falls primarily on the passing car; however, the car being passed should never do anything unexpected to interfere. Once you signal another car to pass, lift off the throttle until their pass is completed.
- Do not block faster cars.

Other Guidelines

- Don't group together. If you find yourself running in a group, cool it for a lap or two to let the group disperse. That way you can concentrate on your own driving and won't have to worry so much about how close the other guy is all the time. If you are signaled to disperse and fail to do so, you will be black-flagged.
- Concentrate on being smooth and taking the right line. Do not try for speed! Proficiency comes with practice and smoothness, so be patient, concentrate on what your instructor has told you, and try to be smooth.

Instructors

- Instructors will be available in the grid area.
- Instructors are to be picked up and dropped off and driver changes made only in the cold pit area.
- Novice and lower intermediate drivers will have instructors with them in the car during every run session. All other students will have instructors with them at least during the first run session and thereafter as needed as determined by the instructor and chief instructor. If an upper intermediate student is signed off for solo, they are encouraged to continue riding with their assigned instructor or a different instructor to take maximum advantage of the learning experience. Advanced students must also ride with an instructor until they are signed off for solo.
- Instructors who sign off students solo must complete the solo form, give it to the Chief Instructor, and place the solo sticker on the student's car.
- Instructors may make recommendations to the Chief Instructor concerning any student whose driving is deemed unsafe.
- Students are encouraged to contact the Chief Instructor and criticize instructors who are not teaching but just riding. Please help us if this occurs.

Pit Entrance and Exit

- If you want to enter the track after the start of the session, pull to the end of the grid and wait to be signaled onto the track. Stay to the left side of the track and do not cross the blend line as you accelerate up to speed. Use your mirrors to see if you are being overtaken before you move from the left-hand lane.
- When you want to pull into the pits, signal by forming a fist with your left hand extended straight up outside the window as soon as you come out of Turn 11-12 before the pit entrance. Stay all the way over to the left of the track and pull into the pit lane slowly. The speed limit is 5 mph on the pit lane. In the grid area, the speed limit is equivalent to a brisk walk.

Recommendations in case of Trouble

If you err in judgment and lose control of your car, the best general rule is to push the brake and clutch pedals all the way in (or just the brake in an automatic transmission car) and keep them in until you are completely stopped. If you see you are going to go off the track AND you still have control, drive straight off. Do not attempt to hold your car on the track, as this could result in sliding off sideways - which can lead to rolling the car. Your chances of escaping unscathed by driving off instead of sliding off are much better.

Event Day Checklist

Before Each Driving Session.

1. Check wheel lug nut/bolt torque. (only when wheels and brakes are cool). Torque your lugs evenly.
2. Check the oil level. Note: Oil is often foamy just after you have run, and yields incorrect readings.
3. Check the tire pressure. Note: Tires are expected to heat up and cause the pressure to increase by 4-5 lbs.
4. Check under the hood for a general condition check.
5. Clean the windshield.
6. Tape or cover glass headlights and fog lights, unless rain is expected.
7. Double check your next track and classroom times.

General Reminders

- Be in the staging area (grid) and ready to go at least 10 minutes before run time.
- Listen to the public-address system for announcements.
- Be sure to remove all loose items from the car and trunk, including hubcaps and trim rings.
- Before your first session, inspectors or instructors will clean tech your car.
- Be belted in your car, helmet on, and engine warm 5 minutes before run time. Make sure your passenger seat belt is ready for your instructor.
- In all sessions, run the first lap or two at reduced speed. Take time to warm up your tires, engine, and brain.
- Know the flags and watch the flagging stations. Take their advice, it may save you a lot of grief around the next corner.
- Acknowledge any flag signal given with a single wave of your hand, an exaggerated nod of the head, or a headlight flash.
- Don't tailgate the car in front of you; you can't concentrate on your own driving if you are worrying about his.
- Drive your own line; don't follow someone else's mistakes.
- If the track is wet, slow down.
- In the event of rain, slow down to at least half your normal speed. The oil and rubber on the track mix with water and make things very slippery until the track gets washed off. Speed can be increased as the track is washed off and your feel for the new conditions is established. A wet track will show who is smooth and consistent and who is not. It's a great teacher; respect it and learn from it.

A Few Words about Performance Driving

There are few thrills in life that rival that of high-performance driving. Yet, enjoyable as it may be, the dangers are many and the risks high. The following material is designed to familiarize you with the proper techniques of high performance driving. Understanding these fundamentals will make the total driving experience safer and more satisfying.

A Good Tune-Up

During the driving school you will be placing more stress on your car than during normal daily driving. A well-tuned car will perform better and will result in a more pleasurable experience for the driver. It is recommended that you top off the oil system at the track the day you plan to run to insure adequate supply during hard cornering. You might want to overfill the oil supply by half a quart if you plan to drive very hard. Oil supplements and racing grade oils will not be necessary. All entrants should bring extra oil to the track.

Tires

Tires are, in most cases, the single most important factor in measuring a car's cornering capabilities. Having good tires properly balanced and mounted on good rims will increase your car's handling potential. Tire pressure should be checked frequently. Tips on tire inflation pressure may be given at the track. Tighten lug nuts/bolts before the first run of the day when the wheels are cold. The use of a torque wrench is advised, particularly for alloy wheels. Do not tighten lug nuts after a session on the track while they're still hot. This will result in over tightening upon cooling.

Malfunctions

If you feel you may have a malfunction in your car, get some knowledgeable assistance. Don't go out on the track to see if your perceptions were accurate; you may be sorry you didn't investigate first. There will be plenty of very knowledgeable people around who will gladly help you.

Conditioning

High performance driving demands total concentration, split-second timing, and fully coordinated muscle movements. Drivers bothered by aches and pains, who are uncomfortable, or overly tired, can't perform at the maximum. Get a good night's sleep, eat a good breakfast and lunch, and drink lots of fluids (water, Gatorade, etc.). Know your limits: if you start to become fatigued, pull in and rest. A tired driver makes mistakes and is a hazard to himself and others. To drive at higher performance levels in a safe and controlled manner, everything has to be tuned for maximum performance, including the driver.

For obvious reasons no alcohol or other drugs (including antihistamines or other drugs that make you drowsy) may be consumed during the event.

Seat Belts

Those supplied with newer cars are adequate. Weak or frayed belts should be replaced.

Driving Manual

All drivers must download this manual and be familiar with its contents.

Track Session Tips

Paddock Area:

- Engine-fluid levels, no leaks, belts tight, wires snug.
- Tires/wheels-lug bolts/nuts checked for proper torque. Correct inflation pressure.
- Sunroof closed, lights taped, brake lights work, hood latched closed, windshield wipers work.
- Floor mats out, all receptacles empty, cell phones, mp3 players, GPS units out or taped.

Grid Area:

- Proper seating position-as vertical as possible, thigh supported, knee slightly bent when clutch is pushed to the floor, back against seat and elbows slightly bent with hands at 3 and 9 o'clock.
- Adjust mirrors.
- Driver and front passenger windows down.
- Helmet on snugly and buckled.
- Seat belts on very snugly.

Entering the Track:

- Wait for the grid master's signal to move.
- Keep to the left upon entering and check for traffic.

Driving the Track:

- Signal to allow passes.
- Don't pass unless signaled.
- Be aware of corner stations and observe their signals.
- Acknowledge the checkered flag, reduce speed and cool down car.

Re-entering the Pits:

- Signal your intention to leave the track.
- Slow down to 5 MPH through the pits.
- Do not set your parking brake when you return to the paddock.

Frequently Asked Questions

When do I have to be at Heartland Park?

You must be at the track early enough on Saturday to ensure you have time to register, if you did not do so on Friday. You need time to sign the waiver at the gate, find a parking spot, get your helmet verified, turn in your Pre-Event Safety Inspection Report form, turn in your emergency contact/medical form, and sign the required insurance waivers. You must ensure your car is completely empty of extraneous materials and prepared for the track in time for the first driver's meeting of the day, which will be at 0700a for instructors on Saturday and 0715a for all drivers both Saturday/Sunday. Depending on your run group, after the drivers' meeting you may go directly to grid or directly to classroom, so don't assume you have a lot of time after the driver's meeting to prepare your car.

When is the tech inspection?

The primary technical inspection of your car occurs before you ever leave to come to Topeka. In this information packet is the Pre-Event Safety Inspection form. The safety inspection must be completed within 30 days preceding the event. You must bring your completed inspection form to registration. It is your responsibility to ensure your car is safe and in good mechanical condition. On Saturday and Sunday when you grid for the first time each day, school staff will check to ensure all loose items have been removed and there are no obvious visible safety defects. It is your responsibility to bring a safe car to the event, and to maintain it in a safe condition throughout the event. Unsafe cars will not be allowed on track.

Can I do my own safety inspection?

If you are qualified, yes. Some participants have the mechanical skills and experience to do their own, but this is a detailed inspection for defects that will help determine if your car will be safe under high stresses on the track.

Can I drive my convertible?

Possibly. Convertibles with factory retractable hard tops are allowed. Convertibles pose a unique risk to its occupants in the unlikely but possible event of a rollover. Without the added protection of an integral hard top, the windshield and A-pillar could compress to the extent it can pose a danger of injuries. In addition, without a roof it is possible in the event of a rollover that occupants' arms may be more easily injured. However, if your convertible is equipped with a bolted-in or welded-in roll bar and five- or six-point harnesses for each seat, you may be allowed to participate. Contact the Event Coordinator and make your request. Arm restraints are strongly recommended. Factory rollover protection (individual roll hoops) are not usually sufficient. Convertibles with pop-up posts are not allowed.

Why are the passing areas so restrictive?

This is a driving school, not a racing school. The passing areas are tightly controlled so that the risk of car-to-car contact is minimized. The passing areas exist so that quicker drivers do have a safe area to execute a pass and continue on.

Will my insurance cover any damage to my car?

It depends on your insurance carrier and what is written in your policy. More and more carriers are removing coverage for any incidents at a track, or motorsports facility. This driving school is a non-timed, non-speed, non-competitive school and it is not a race or practice for a race. You must read and understand the coverage and exclusions of your specific policy.

Supplemental track day insurance, available for a very affordable cost, can be purchased and the event organizers highly encourage all participants to review this option. BMW Car Club of America has partnered with the Lockton HPDE Insurance Program to offer discounted track insurance to members participating in BMW CCA HPDE events. Single-event policies and annual/multi-event policies are available for purchase from this website:

<https://locktonmotorsports.com/product/hpde-insurance>

What if something happens to my car so that it poses a hazard?

Simple answer – you cannot drive on track. One reason BMW CCA driving schools have a good safety record is our strict adherence to safety standards. If your car is not in good mechanical condition and safe, it doesn't get on the track. That's the bad news. The good news is that there are many helpful drivers at the event who can probably help you diagnose or fix what's wrong, if it's fixable. If you have a good pre-event safety inspection and examine your car closely before coming to the event and then again when you arrive at Heartland Park, you should be in good shape.

Do I have to let my instructor drive my car?

No. By driving your car, the instructor gets to see and feel exactly how your car handles and may be able to give you more insightful instruction. Also, you get to see how an experienced driver drives the line in the same car you'll be driving. The decision is up to you. However, please be warned: if an instructor damages your car, repair or compensation is between you and your instructor. Neither Heartland Park nor the organizing BMW Club chapters may be held liable or be involved in repair or compensation.

What if I want to drive my car without an instructor?

Unless you are assigned to the Advanced or Upper Intermediate run groups, you will not be allowed to drive on the track without an instructor. This helps ensure overall safety and provides you with the maximum opportunity to learn from a very accomplished driver. Certain students may receive a sign-off from their instructor to go solo, but only after the instructor has ridden with the student and is confident of his or her ability to drive the car safely alone. Even if the instructor signs you off to go solo, you must still ride with the instructor on the first track session each day. Remember that just because your instructor signs you off for solo, it doesn't mean you must drive solo. You can continue to ride with and learn from your instructor or a different instructor, and we encourage you to do so.

Suppose I don't get along with my instructor?

This happens occasionally, and it is important that you speak up by speaking to one of the chief instructors. The chief instructor will change your instructor assignment; it's important that you enjoy the school and learn.

Key People

Event Masters

Mike Staub, Heartland Chapter, Chief Event Master.

Chief Driving Instructors

Ryan Staub, Heartland Chapter, Chief Instructor.

Tim Fortin, Heartland Chapter, co-Chief Instructor.

Grid Staff

Rick Talbot, Iowa Chapter.

Kathy Talbot, Iowa Chapter.

Classroom Instructor

JD, Heartland Chapter.

Registration

Ryan Neis, Heartland Chapter.

Tricia Nygren, Heartland Chapter.

Angel Hall, Heartland Chapter.

Sponsorship

Tim Fortin, Heartland Chapter

Remember Our Objectives:

- 1. Safety. No incidents - we want you and your car to leave in the same condition as when you arrived.**
- 2. Have fun and learn - enjoy yourself while you're here, and take away the skills and experience that make you a better and safer driver on the street.**

PARENTAL CONSENT, RELEASE and WAIVER of LIABILITY, ASSUMPTION of RISK, and INDEMNITY AGREEMENT

DESCRIPTION AND LOCATION OF EVENT(S)

IN CONSIDERATION of my minor child ("the Minor") being permitted to participate in any way in the EVENT(S) and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I agree:

1. I know the nature of the EVENT(S) and the Minor's experience and capabilities, and believe the Minor to be qualified to participate in the Event(s). I will inspect the premises, facilities, and equipment to be used, or with which the Minor may come in contact. IF I OR THE MINOR BELIEVE ANYTHING IS UNSAFE, I WILL INSTRUCT THE MINOR TO IMMEDIATELY LEAVE THE RESTRICTED AREA AND REFUSE TO PARTICIPATE FURTHER IN THE EVENT(S).
2. I FULLY UNDERSTAND and will instruct the Minor that: (a) THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and participation in the Event(s) and/or entry into Restricted Areas involves RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISKS"); (b) these Risks and dangers may be caused by the Minor's own actions, or inactions, the actions or inactions of others participating in the Event(s), the rules of the Event(s), the condition and layout of the premises and equipment, and/or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS NOT KNOWN TO ME or that are not readily foreseeable at this time; (d) THE SOCIAL AND ECONOMIC LOSSES and/or damages that could result from those Risk(s) COULD BE SEVERE AND COULD PERMANENTLY CHANGE THE MINOR'S FUTURE.
3. I consent to the Minor's participation in the Event(s) and/or entry into restricted areas and HEREBY ACCEPT AND ASSUME ALL SUCH RISKS, KNOWN AND UNKNOWN, AND ASSUME ALL RESPONSIBILITY FOR THE LOSSES, COSTS AND/OR DAMAGES FOLLOWING SUCH INJURY, DISABILITY, PARALYSIS OR DEATH, EVEN IF CAUSED, IN WHOLE OR IN PART, BY THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW.
4. I HEREBY RELEASE, DISCHARGE AND COVENANT NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any Restricted Areas, sponsors, advertisers, owners and lessees of premises used to conduct the Event(s), premises or event inspectors, surveyors, underwriters, consultants and other persons or entities who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or Event(s) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO ME, THE MINOR, my and the Minor's personal representatives, assigns, heirs, and next of kin, FOR ANY AND ALL CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON ACCOUNT OF ANY INJURY TO ME OR THE MINOR, including, but not limited to, death or damage to property, CAUSED OR ALLEGED TO BE CAUSED, IN WHOLE OR IN PART, BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE.
5. If, despite this release, I, the Minor, or anyone on the Minor's behalf, makes a claim against any of the "Releasees" named above, I AGREE TO DEFEND, INDEMNIFY AND SAVE AND HOLD HARMLESS THE RELEASEES and each of them from ANY LITIGATION EXPENSES, ATTORNEY FEES, LOSS, LIABILITY, DAMAGE, OR COST THEY MAY INCUR DUE TO THE CLAIM MADE AGAINST ANY OF THE "RELEASEES" NAMED ABOVE, WHETHER THE CLAIM IS BASED ON THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
6. I sign this agreement on my own behalf and on behalf of the Minor.

I HAVE READ THIS PARENTAL CONSENT, RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT, UNDERSTAND THAT BY SIGNING IT I GIVE UP SUBSTANTIAL RIGHTS I AND/OR THE MINOR WOULD OTHERWISE HAVE TO RECOVER DAMAGES FOR LOSSES OCCASIONED BY THE RELEASEES' FAULT, AND SIGN IT VOLUNTARILY AND WITHOUT INDUCEMENT.

I HAVE READ THIS RELEASE

SIGNATURE OF PARENT OR GUARDIAN

PRINTED NAME OF PARENT OR GUARDIAN

DATE

I HAVE READ THIS RELEASE

SIGNATURE OF WITNESS

PRINTED NAME OF WITNESS

NAME and AGE OF MINOR PARTICIPANT

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MINOR'S ASSUMPTION of RISK and RELEASE and WAIVER of LIABILITY

DESCRIPTION AND LOCATION OF EVENT(S):

DATE RELEASE SIGNED

I have obtained my parent's consent to participate in the above event(s). I understand that I am assuming all of the risks if I get hurt during the event(s), and I state the following:

1. Both of my parents and I believe that I am qualified to participate in the event(s). I will inspect the premises and equipment and if, at any time, I feel anything to be unsafe, I will immediately leave and refuse to participate further in the event(s).
2. I understand that the ACTIVITIES OF THE EVENT ARE VERY DANGEROUS and INVOLVE RISKS AND DANGERS OF MY BEING SERIOUSLY INJURED OR HURT, MY BEING PARALYZED OR KILLED.
3. I know that these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the event(s), the rules of the event(s), the condition and layout of the premises and equipment, and/or the **NEGLIGENCE** of others including those persons responsible for conducting the event(s).
4. I HEREBY ASSUME ALL SUCH RISKS, EVEN IF THE RISKS ARE CREATED BY THE **NEGLIGENCE** of the promoters, participants, racing associations, sanctioning organizations, or any of its subdivisions, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any restricted areas, promoters, sponsors, advertisers, owners, and lessees of premises used to conduct the event(s), premises or event inspectors, surveyors, underwriters, consultants, and any other person or entity who gives recommendations, directions, or instructions, or engages in risk evaluation, loss control activities or sales regarding the premises or event(s), and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors, and assigns, all for the purposes herein referred to as "Releasees."
5. I HEREBY RELEASE, WAIVE, COVENANT NOT TO SUE, AND DISCHARGE, ALL OF THE RELEASEES FROM ALL LIABILITY TO ME, my personal representatives, assign, heirs, and next of kin, for any and all loss or damage and any claim or any demand on account of any injury to me including, but not limited to, my death, whether caused by the **NEGLIGENCE** of the Releasees or otherwise.

**I HAVE READ THE ABOVE ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY,
UNDERSTAND WHAT I HAVE READ, AND SIGN IT VOLUNTARILY.**

I HAVE READ THIS RELEASE

SIGNATURE OF MINOR PARTICIPANT

DATE

PRINTED NAME OF MINOR PARTICIPANT

AGE

I HAVE READ THIS RELEASE

SIGNATURE OF WITNESS

PRINTED NAME OF WITNESS