

**DRIVERS MEETING
PHOENIX INTERNATIONAL RACEWAY
FRIDAY, APRIL 28, 2017
9:00 AM**

Thank you for participating in our promotion of the “Vintage Desert Classic” at Phoenix International Raceway. We are looking at achieving a successful event with the intention of building this meet as we have at Pocono Raceway. It is in our best interest to provide an entertaining experience for the fans as well as a safe, enjoyable weekend for our teams. And as always, the future of this event hinges on our performance, professionalism and fan appeal.

Our goals for this weekend include managing this event in a “Must” timely schedule, professionally run with safety for the teams, drivers and spectators.

It is imperative that we work within the confines of the schedule as it is laid out, and/or as changes arise. We have placed a dry board with clock in the pit area with the purpose of keeping track of the running schedule and changes that may occur. Please take the time to check the board for information updates. Included is the fuel distribution schedule, session schedules and so on.

We will be meeting on Saturday morning at 11:00AM for a follow up meeting to review today's events and plan for tomorrows.

Our race director this weekend will be Ray McCabe. Our assistant race director is Rick Felch. Ray will be the “go to” guy for the weekend. Feel free to introduce yourselves to Ray and Rick and direct any questions you may have about the on track sessions to them. It is in the best interest of the event to have open and thorough communications between the teams and officials.

ON TRACK SESSIONS

The on track sessions this weekend for the Vintage Indycars are considered exhibition. This means that actual racing is prohibited. We will be running two separate sessions today, a session tomorrow afternoon and a slow lap session tomorrow before the start of the Verizon INDYCAR Race.

Driver changes within an on track segment are prohibited. All drivers must be registered by 12 PM, Friday, April 28th. A car may change drivers between sessions.

A top speed will be determined during the first on track segment. Please take extra notice of the track-side officials who will be giving signals including a “Slow down” signal. It is in your best interest to regulate your speed in the first session until we determine a comfortable maximum speed.

We will be operating a radar gun around three quarters of the way down the front stretch. The radar gun operator will have an assistant handling a board that will have your number on it if you are deemed running too fast. Each driver will be required to give a hand signal to these officials when they first enter the track to assure that they know where they are and that they will watch for speed signals. A failure to heed speed warnings can result in a disqualification of track time for the weekend. It is ultimately up to each driver to control their speeds and run at a reasonable rate.

All push starting cars will stage to the front of the staging lane and enter the track when instructed. All push start cars will be started from the track apron and down the lower side of the back stretch. If your car has not pulled away from the push vehicle by the first turn you must abort the attempt to start and park on the apron by the pit entrance/exit. ONCE RUNNING DO NOT RUN AT SPEED AS OTHER CARS WILL BE ENTERING THE RACING SURFACE. All self starting cars will follow once the staging area is clear and drive through the gate and onto the racing surface. DO NOT RUN STRAIGHT UP ONTO THE TRACK AS OTHER CARS WILL ALREADY BE CIRCLING.

In the event that your car is unable to complete the session please pull into pit lane and stop near the exit of pit lane low and towards the apron. In the case of a mechanical failure that would prevent you from making pit road, do not drive directly across the groove. Raise your hand to signal other drivers that you are experiencing some kind of issue and slowly make your way down to the apron.

DO NOT EXIT YOUR CAR UNTIL YOU ARE TOLD TO BY SAFETY PERSONNEL UNLESS YOU ARE UNDER DURESS.

All on track passing is to be completed on the outside. Inside passing is prohibited except in the event of an emergency. Please refrain from passing in the turns when running against cars of the same speed. However, outside passing in the turns over cars running at a much slower speed is acceptable. Please be aware of your surroundings at all times when on track and use hand signals as much as possible. This track is plenty wide and there is no reason to be running at the top of the track all the way around. Leave at least 2 open lanes on the outside at all times and be aware that overtaking traffic could come up fast. Keep to the inside as much as possible.

In the event of a red flag, please come to a complete stop on the track apron and await instructions. DO NOT SLAM THE BRAKES.

In the event that your car is excessively smoking, leaking or has a sign of a mechanical problem while on track you will be black flagged. Please make your way to pit road.

Each group session will be flagged with a green flag, a white flag and a checkered. The move over flag will be used as faster traffic is approaching. Please hold your line and leave ample room to the outside for overtaking cars.

Following any session, all cars will be required to stop on the apron between turns one and two just before the entrance/exit gate to our pit area. Please avoid driving up pit lane at this time and slow your speed accordingly as you are approaching the "shut off" area. In the event of a traffic jam, please stop your car low on the track and leave ample room to the outside. The cars will be shut down there and pushed or pulled back through the gate.

DO NOT EXIT YOUR RACECAR UNTIL INSTRUCTED TO DO SO.

PIT AREA ETIQUETTE

No fueling of race cars is permitted within the pit stall area. Please move your car to the designated fueling area for fueling. All pit stalls are required to have at least one fire extinguisher. ALL METHANOL BURNING CARS ARE REQUIRED TO HAVE AT LEAST (2) 5 GALLON BUCKETS OF WATER PER PIT STALL.

IT IS PROHIBITED TO FUEL A CAR WHILE THE ENGINE IS RUNNING.

Methanol fuel will be disbursed into your approved (White) 5 gallon methanol fuel jugs in the designated fuel distribution area. Direct fueling into cars is not permitted. The fuel station operating times are listed on the schedule.

Please try to keep your pit confined to your designated area. You are free to leave your cars and support equipment out overnight as the garages are patrolled.

If at any time you are in need of extra pit assistance please don't hesitate to ask. We have complimentary qualified pit assistance available throughout the weekend.

You are permitted to leave at any time, however, please notify one of our head officials as to your intentions as we may have to schedule your departure around our running events. You may also load and/or leave as soon as our session is completed tomorrow evening or Sunday morning. Your pit passes will enable you to watch the race from the infield. You will need to purchase a grandstand seat to cross the track.

BEHAVIOR

This event is presented for the enjoyment of the teams and fans alike. Any use of profanities, verbal or physical abuse will not be tolerated. Any person(s) who show any negative aggression will be disqualified and could be escorted from the grounds.

Any person(s) suspected of being under the influence of drugs and/or alcohol during the “live track” hours of the day will be disqualified and escorted out of the pit and paddock area.

Please try to cooperate with any teams that may need assistance. Although we have roving pit help available, it is in the best interest of all to work together to assure that everyone gets a shot at track time and enjoys the weekend.

OTHER INFORMATION

Please thank the officials for the preparation and work that they have/will put in. In addition, thank the management team at Phoenix International Raceway for providing us with a first class facility and the support that we require to bring the fans the enjoyment of experiencing the vintage cars.