

ROCKY MOUNTAIN MOTORSPORTS

# TRACK ORIENTATION

2024



**ROCKY  
MOUNTAIN**  
MOTORSPORTS

HEAD OFFICE  
180 QUARRY PARK BLVD SE  
CALGARY, AB  
T2C 3G3

RACE CIRCUIT  
30145, RANGE ROAD 10A  
MOUNTAIN VIEW COUNTY, AB  
T0M 0N0

**BE PART  
OF THE DRIVE**  
[ROCKYMOTORSPORTS.COM](https://www.rockymotorsports.com)

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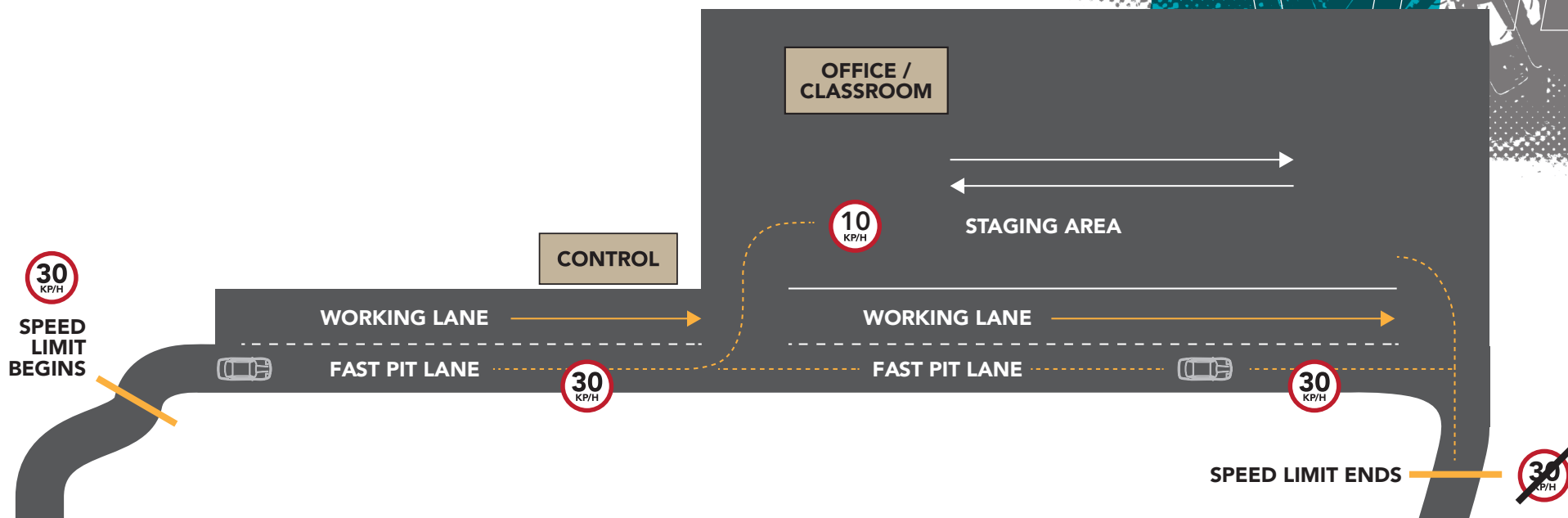
GENERAL GUIDELINES



## ARRIVING AT THE CIRCUIT

When you arrive at the circuit, please proceed to the entry kiosk.

Have your ID and Waiver ready. You will be given parking directions from here.



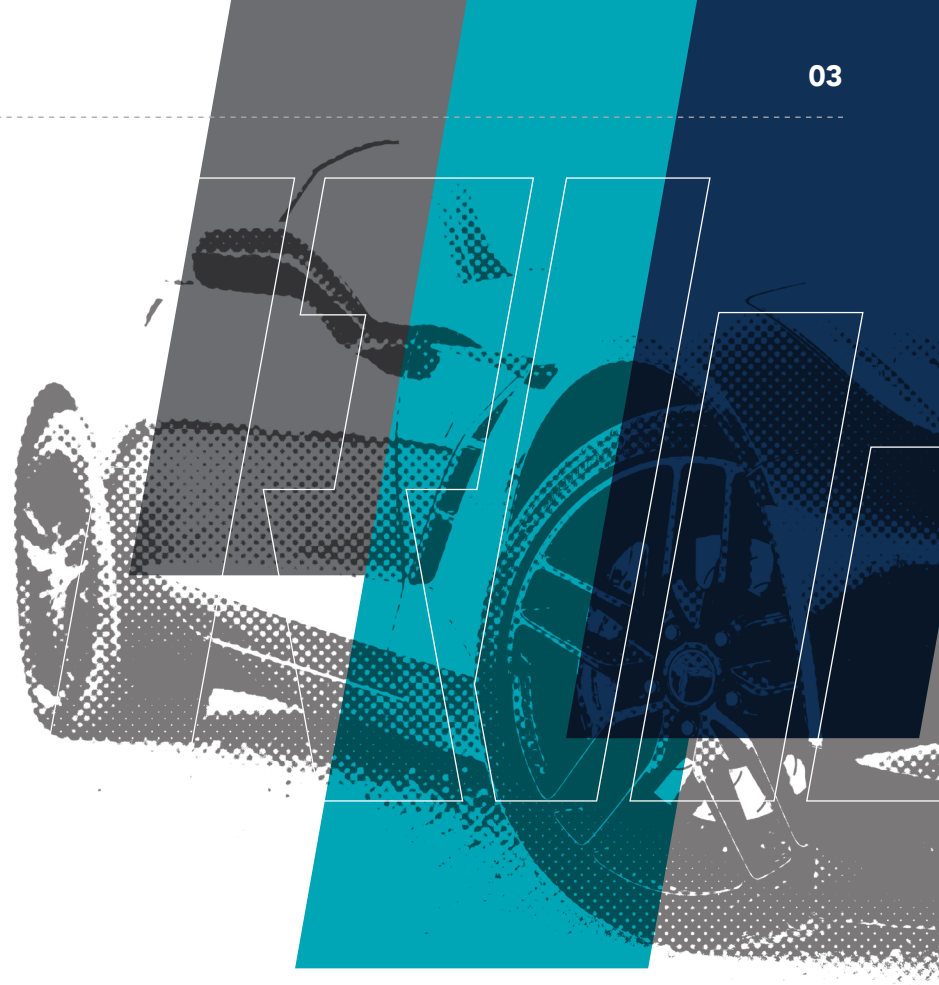
## WAIVER

RMM requires everyone on the property, drivers and non-drivers, to have signed a waiver. Doing this ahead of time greatly helps keep track events on schedule.

You will be required to show you have signed the waiver to access the property.

You can find the waiver online at <https://rmm.speedwaiver.com/outgx>

Or by scanning the following QR Code.



## PROPER ATTIRE FOR TRACK PARTICIPANTS

Please ensure that you arrive with comfortable, sporty, not baggy, weather-appropriate, attire.

Footwear should be form-fitting, with a thin and/or flexible sole. Sandals, heels, large boots, or open toe footwear are not permitted.

It is recommended, but not mandatory, that drivers wear racing gloves.

It is mandatory to have a Snell SA2015 or higher rated helmet for all track sessions.

DOT rated helmets are NOT acceptable. The SA standard better protects you in the case of an accident within a vehicle, as they were specifically designed for automotive use.

Open-face or full-face helmet is the choice of the driver/passenger. Both are acceptable as long as it is SA2015 or higher rated.

Helmets are available for rental at the cost of \$10 ea per day. RMM cannot guarantee we have the correct size for everyone.

It is NOT permitted to wear a motorcycle helmet for automobile sessions.

Motorcycles need to have a Snell M2015 or higher rated helmet. DOT only rated helmets are NOT approved for motorcycles.

Motorcycle participants are required to have suits, gloves, and boots which meet the standards as outlined in the Motorcycle Inspection Checklist.

## VEHICLE PREPARATION

Please review/perform all of the following recommendations before arriving at the circuit.

### VEHICLE COCKPIT

- Remove all loose items from inside the vehicle.
- Remove all floor mats, specifically the driver's side.
- Ensure the trunk is empty. Spare tires, jacks, and tools need to be secure.

### FLUIDS, BELTS, AND HOSES

- Check that all fluids (engine oil, power steering fluid, coolant, brake fluid) are topped up to their proper level.
- Check that hoses/belts are fitted properly with no leaks or cracks.
- Arrive at the track with a full tank of fuel.

### FLUIDS, BELTS, AND HOSES

- Should be in good working order, no fraying or visible damage.
- 3-point seatbelt is a minimum.

### TIRES

- Check that you have sufficient tread depth to last the entire session on track.
- Ensure there are no visible cracks or damage on the tread or sidewall of the tire.
- Check the valve stems for leaks/damage and ensure the valve stem caps are tight.
- Check that no part of the tire will come into contact with the suspension or wheel well/fender during extreme cornering/braking.
- Ensure the tires are inflated to the proper pressure as defined by the manufacturer.
- Winter tires are NOT recommended due to their extreme high rate of wear, and studs are strictly prohibited.

## VEHICLE PREPARATION

### BRAKES

- Ensure that both front and rear brake pads have above 70% friction material remaining.
- Brake discs should be clear of any cracks and have sufficient thickness.

### BRAKE FLUID

- It is recommended to upgrade to a minimum of Dot 4 brake fluid with a wet boiling point of 155°C.
- For those planning to track their car often, we would recommend upgrading to a Dot 5.1 Glycol-based fluid. Dot 5.1 brake fluid typically has a wet boiling point of 190°C.
- Do NOT upgrade to a Dot 5 silicone-based fluid.
- It is recommended to upgrade the brake cooling with additional air cooling ducts to direct fresh air to the brakes.

- Always consult a professional before changing or upgrading your brake fluid and/or braking system components.
- A performance shop with racing experience would be recommended over a typical journeyman mechanic.

### SUSPENSION

- Ensure that all suspension components, ball joints, linkages, bearings, fasteners, are tight and free of any wear/freeplay.
- It is recommended to have proper alignment for the track.

### FLUID LEAKS

Ensure that the vehicle does not have ANY fluid leaks before arriving at the track. Vehicles with excessive fluid leaks (oil or water) will not be permitted on track.

## VEHICLE PREPARATION

### TOW HOOK

It is advised to install you manufacturer's provided tow hook to both the front and rear of your vehicle before you arrive. In the event of needing your vehicle to be towed from the circuit to the paddock area, this will prevent any unnecessary damage to your vehicle.



Most vehicles have a factory tow hook with the spare tire tools, inside the trunk area.

Please familiarize yourself with the location of your tow hook, and how to install it.





## MOTORCYCLE PREPARATION

### MOTORCYCLE SPECIFIC CHECKLIST

- All glass must be taped over, including headlights, signals, and taillights
- License plate must be removed
- Motorcycle is in good mechanical condition
- No fluid leaks
- No loose fasteners, bodywork, bolts etc.
- Tires are in good condition
- Levers and controls operate freely
- Throttle snaps back to off when released
- Clean brake/clutch fluid



## GPS UNITS

Every vehicle must be equipped with a designated GPS unit during their event.

The GPS unit will monitor the vehicle while it is on track, allowing for the safety systems to function properly.

Please mount the suction cup unit on the inside of the windshield with the transponder light facing out of the front of the car or to the sky.



## SOUND MONITORING

As a courtesy to all guests, RMM will not accept unnecessary noises, or deliberate noise pollution.

Unmodified factory cars, GT or otherwise, are welcome at RMM.

Yes, cars which have been modified are still welcome at RMM. However, adjustments made which increase the volume of your car will be treated with more scrutiny, and all vehicles will still be subject to sound monitoring.

Modifications purposely and solely designed to increase the vehicles volume (such as straight pipes and crackles) will not be allowed on the track without fixed decibel reducing solutions (resonators, decibel reducers, etc.).

In the event RMM is approaching the hourly average sound level, the loudest cars on the track will be removed first.

In the event that a modified vehicle is deemed to be excessively loud, the owner will have one opportunity to make a physical change to the vehicle to reduce the noise. If the vehicle is still too loud, it will not be allowed back on track that day until an appropriate solution has been applied.

If your vehicle is too loud to remain on circuit, RMM may be able to provide recommendations—some directly through our on-site service partners—on what can be done to reduce your vehicle's sound level. We have had many vehicles able to make adjustments that reduce noise without a negative impact to on-track performance.

For concerns about vehicle sound levels, we provide opportunities throughout the season for cars and motorcycles to have their vehicle tested at RMM. Please contact us to learn more and to arrange an appropriate time to test your vehicle. Drive-up testing without an appointment is not available.

## PASSENGER POLICY

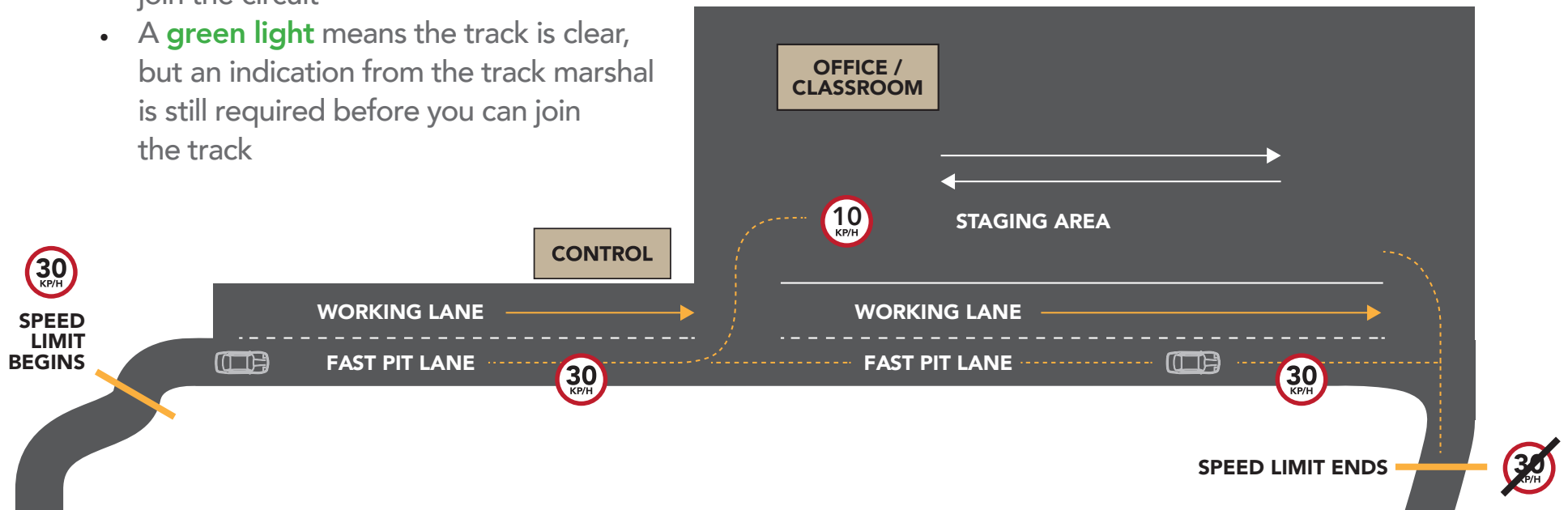
**Accommodating passengers is a privilege, not an entitlement or a right. An RMM official must be notified before the session.**

Participants may take passengers under the following circumstances only:

- Passengers must meet the size/weight requirements put forward by the Alberta ministry of transportation for front seat passengers WITHOUT the use of a booster seat. [alberta.ca/child-seats](http://alberta.ca/child-seats)
- Front seat passengers only.
- The passenger must be afforded the same level of safety equipment as the driver. (If the driver has a 5 point safety harness, the passenger seat must also have a harness with head/neck restraint system)
- Passengers are permitted in all “lead follow” instructor led, sessions.
- Participants who have attended 3 or more RMM specific Public Track days in the Intermediate or Experienced group, and have been signed off by an RMM Staff member, may take passengers in any session.
- Passengers are NOT permitted in convertibles without structural rollover protection when the session is not a “lead follow” format.
- RMM Members who have been previously signed off by an RMM Staff may take passengers in all sessions.
- Participants are expected to drive at approximately 25% lower speeds while carrying passengers.
- Participants will immediately lose the permission to take passengers if they spin, drop any wheels off track, or exceed track limits.
- Participants found driving erratically, unsafe, or trying to “break their lap record” while carrying a passenger will lose the permission to take passengers.

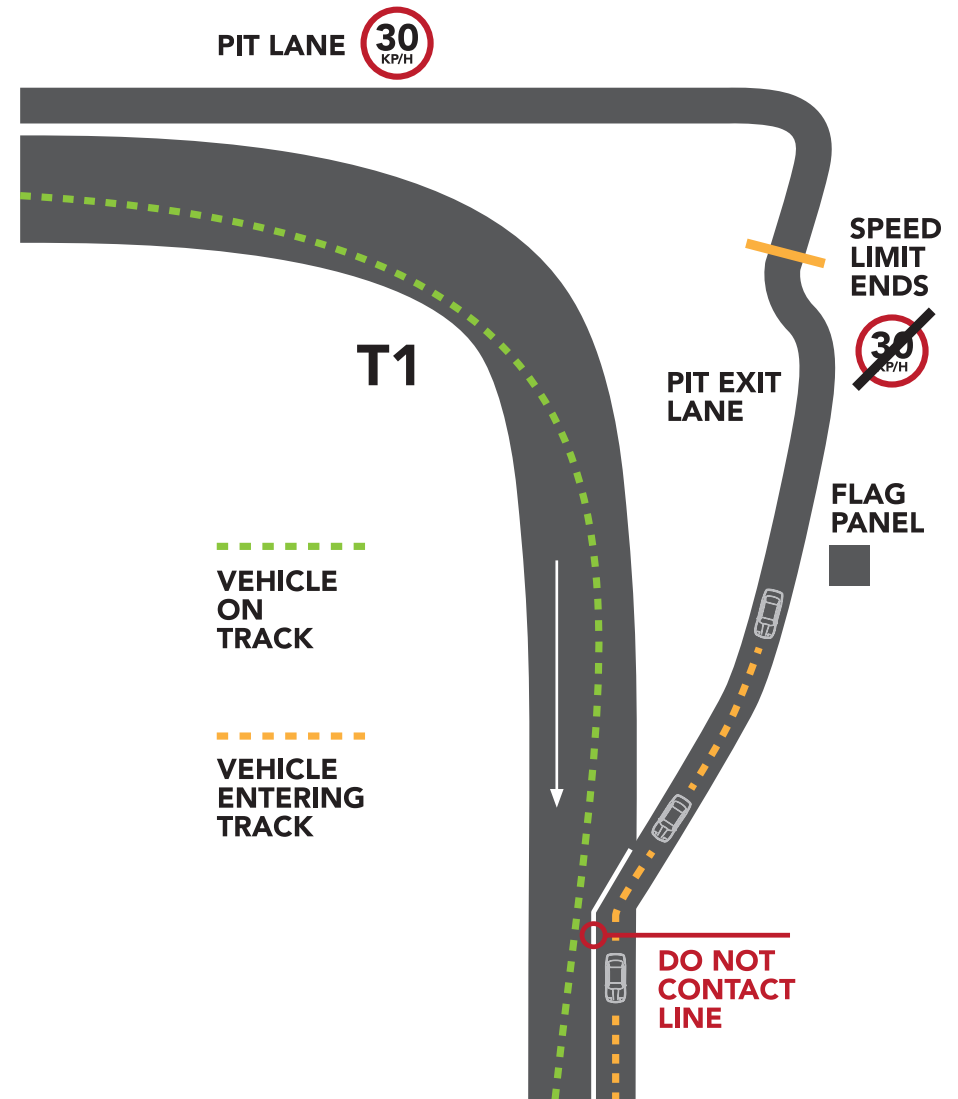
## TRACK PROCEDURES / PIT LANE

- The pit lane is divided into the 'fast lane' and the 'slow lane/working area'
- The pit speed limit is 30km/h and will be monitored with the GPS unit
- There is zero tolerance for speeding in the pit lane
- Absolutely no passing in the fast lane
- The end of pit lane will show a red or green light to indicate your ability to join the circuit
- A **green light** means the track is clear, but an indication from the track marshal is still required before you can join the track
- A **red light (X)** means the track is NOT clear to enter
- No stopping in the fast lane unless it is at the end of pit lane waiting to enter the track
- Be prepared to show your wrist band to the track marshal
- No reversing in the pit lane



## PIT EXIT / TRACK ENTRY

- Do NOT cross the solid white line
- Check your mirrors for faster cars coming on the racing line
- Similarly to merging onto a highway, get up to speed and enter the circuit when it is clear to do so
- Do not stop, continue driving on the left side
- You do NOT need to signal to enter the track
- Be cautious on the throttle if the tires are cold
- Stay on the racing line until Turn 2, faster cars will go around you
- If you are already on track, be aware of slower cars entering the track, as you may need to go off the racing line



## TRACK ENTRY



Cars ENTERING the track must NOT contact or cross this line. When entering the track stay to the left of the white line. Do not stop and wait for clear entry. You must keep left all the way to Turn 2.

## TRACK ENTRY

Cars already on the track must give room to any car entering the track. Stay clear and to the right of this line after the exit of Turn 1. Do not cross the solid white line. If a slower car is joining the track at the same time as you are passing this area, the faster car may safely pass the slower car on the right.

DO NOT attempt to race the slower car into Turn 2. If you cannot SAFELY pass the joining car BEFORE the braking zone of Turn 2, stay behind that vehicle until you enter the next available passing zone.



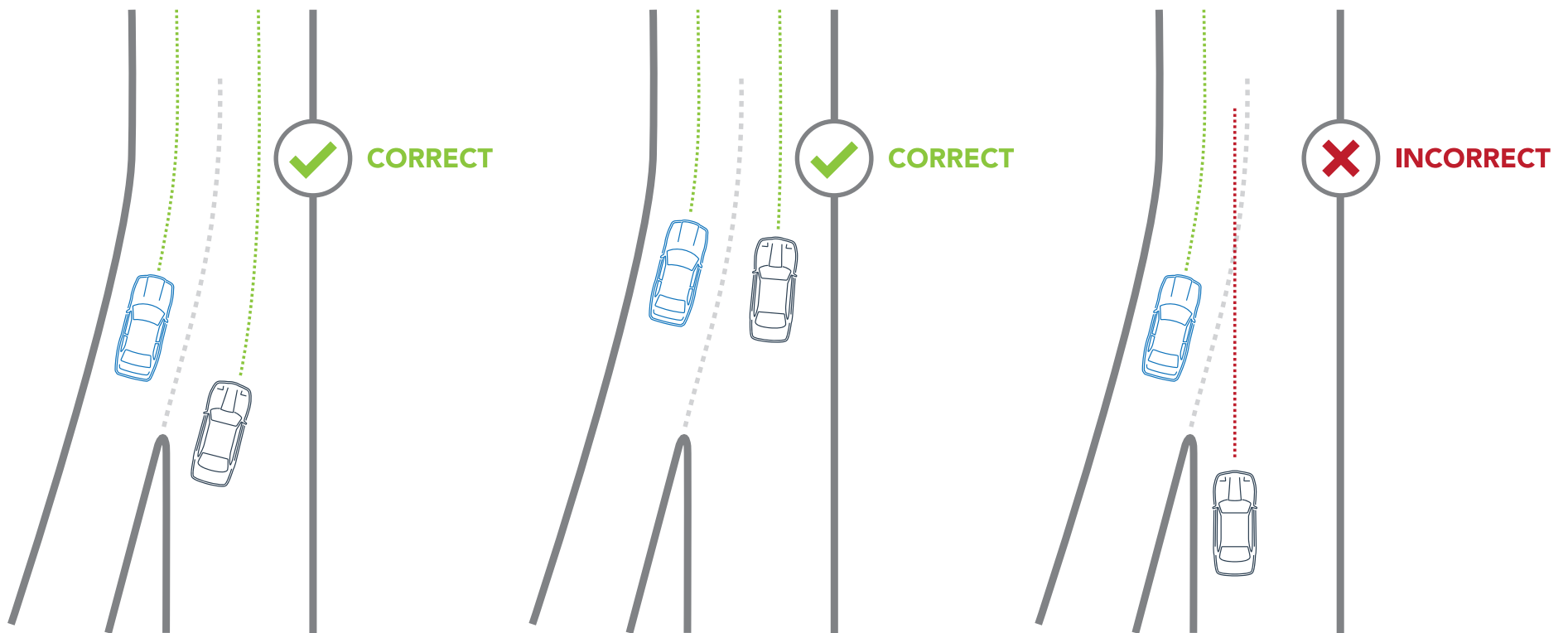
Stay clear of and to the right  
of the solid line after exiting Turn 1.



## TRACK ENTRY

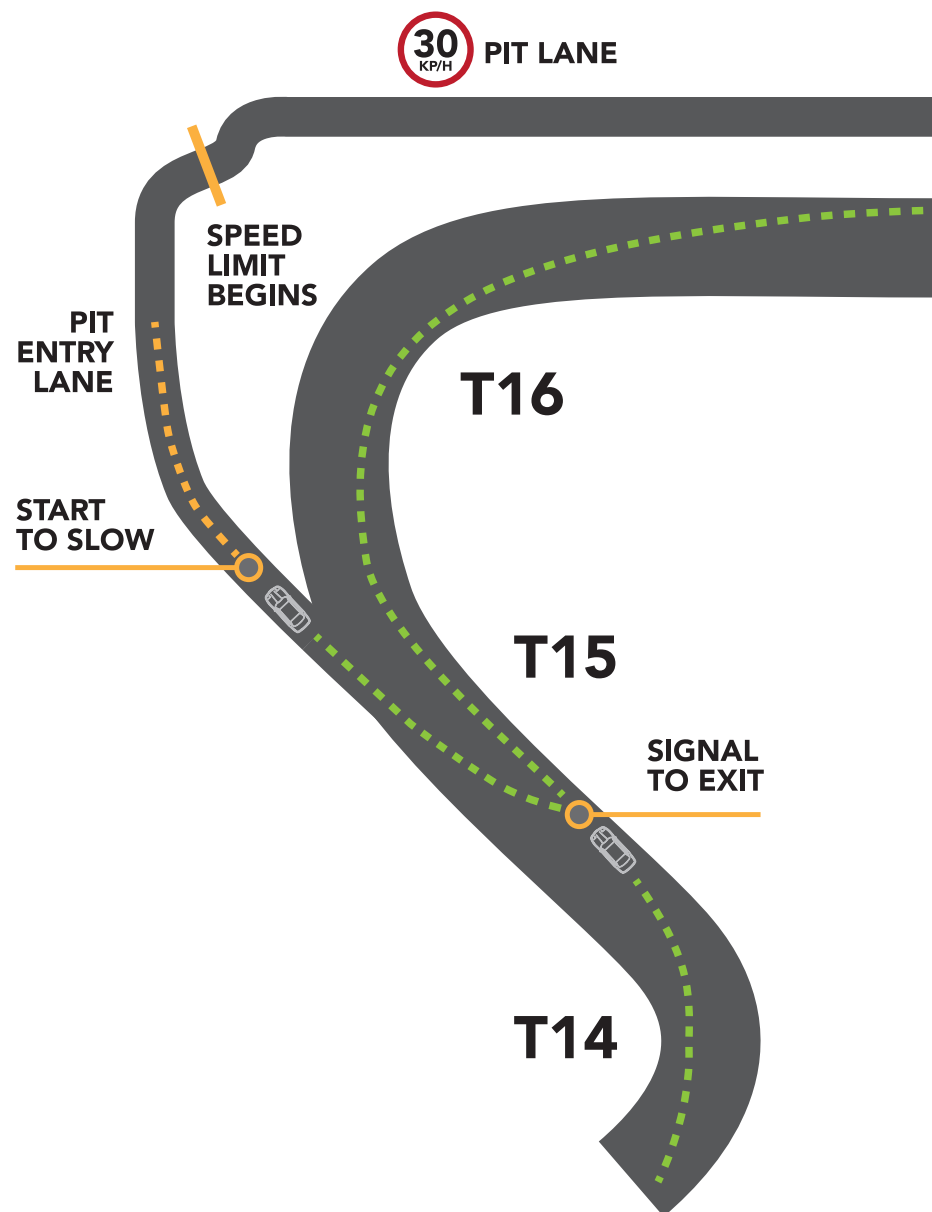
Cars already on the track must give room to any car entering the track. Stay clear and to the right of this line after the exit of Turn 1. Do not cross the solid white line. If a slower car is joining the track at the same time as you are passing this area, the faster car may safely pass the slower car on the right.

DO NOT attempt to race the slower car into Turn 2. If you cannot SAFELY pass the joining car BEFORE the braking zone of Turn 2, stay behind that vehicle until you enter the next available passing zone.

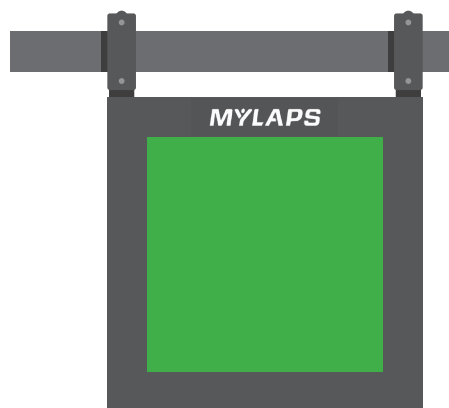


## PIT ENTRY / TRACK EXIT

- Do NOT cross the solid white line
- After Turn 14, keep to the left side and off the racing line
- Signal to the left to let others know you are exiting the track. Motorcycles and race cars without turn signals are to raise their hand to indicate that they will be entering the pits
- Don't overly slow your vehicle before you enter the pit entry 'lane' as faster cars behind you may not expect you to be slowing down
- The 30km/h speed limit begins AFTER the concrete pit wall—not immediately after upon entering the pit entry 'lane'
- Pit Lane 30km/h speed will be monitored by your GPS unit

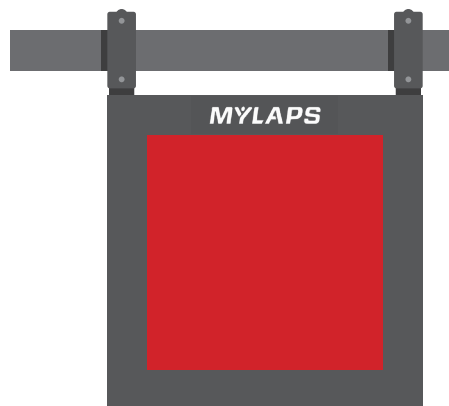


## RMM ELECTRONIC FLAGGING SYSTEM



The Green flag is used to signal to drivers that the session has begun, and that the track is clear.

You may enter the track to start/resume the session. The track is clear. It may also be used during the session to signal that a previous incident has been cleared.



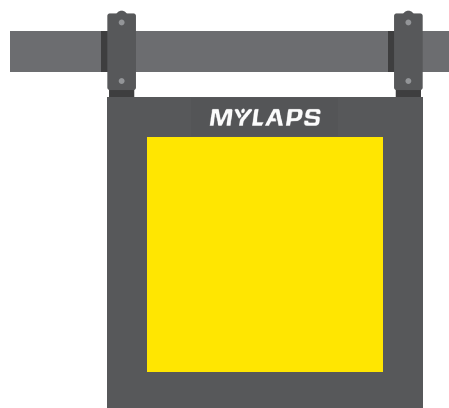
The Red flag is used to signal an emergency/obstruction on track; conditions are no longer safe for drivers.

When a red flag is displayed you must immediately slow down and RETURN to pit lane at a significantly reduced pace.

Be aware that there may be an incident on track, a car may be stopped in an unsafe position, and a safety/tow vehicle may be entering the track from ANY location. Do not pass the safety vehicle until it has safely arrived at the incident.

**NO PASSING is permitted.**

## RMM ELECTRONIC FLAGGING SYSTEM

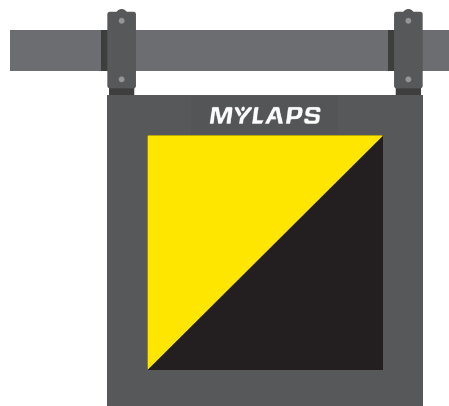


The Yellow flag is used to inform the participant of a hazard ahead.

Blinking means proceed with caution, being aware that there is a hazard ahead, off the racing circuit.

Speed reduction is mandatory\*.

**NO PASSING** is permitted.



ALTERNATING VISUAL

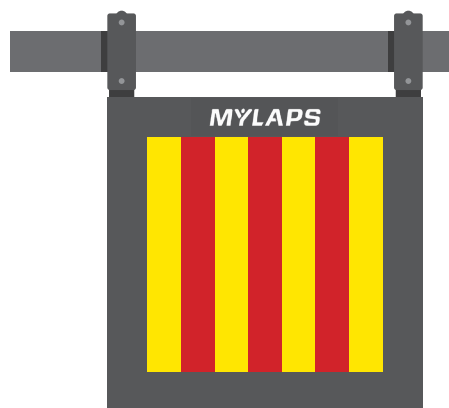
When flag panel is alternating, proceed with caution and be prepared to adjust your speed/driving line immediately. This suggests the hazard ahead is ON the racing circuit.

Significant speed reduction is mandatory\*.

**NO PASSING** is permitted.

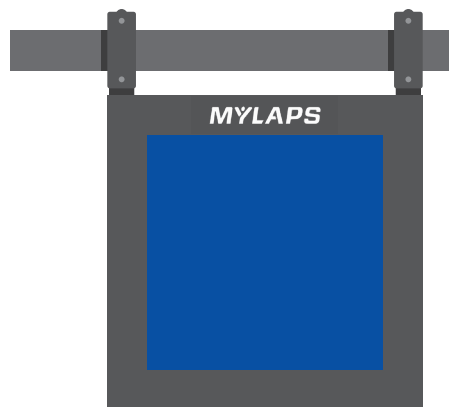
\*Speed may only be resumed once you reach a blank electronic light panel, meaning you have cleared the incident zone

## RMM ELECTRONIC FLAGGING SYSTEM



The Yellow/Red stripe flag is used to indicate that there is a slippery section on track, or debris on the track that may cause reduced traction.

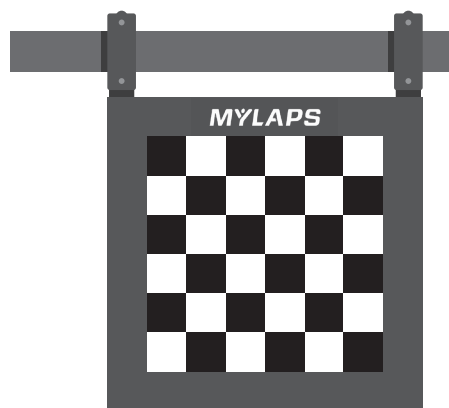
Proceed as normal, but with caution, being aware that there may be some debris on track that you need to avoid. This may include gravel, dirt, oil, a pylon, or other debris.



The Blue flag is used to signal to drivers that there is a faster car approaching, and to be aware.

During passing sessions only, you may be shown this flag if you are significantly holding up one or more cars. You should proceed to let the faster cars through at the nearest passing zone.

## RMM ELECTRONIC FLAGGING SYSTEM

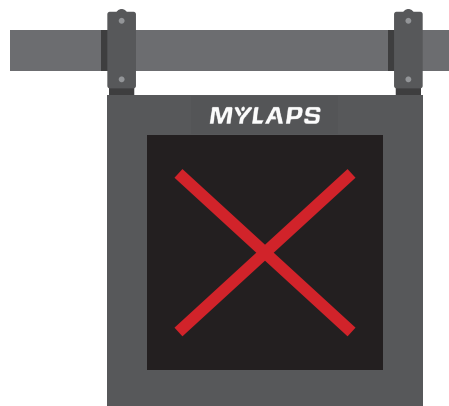


The chequered flag indicates the end of a driving session.

Typically only shown at the front straight flag location.

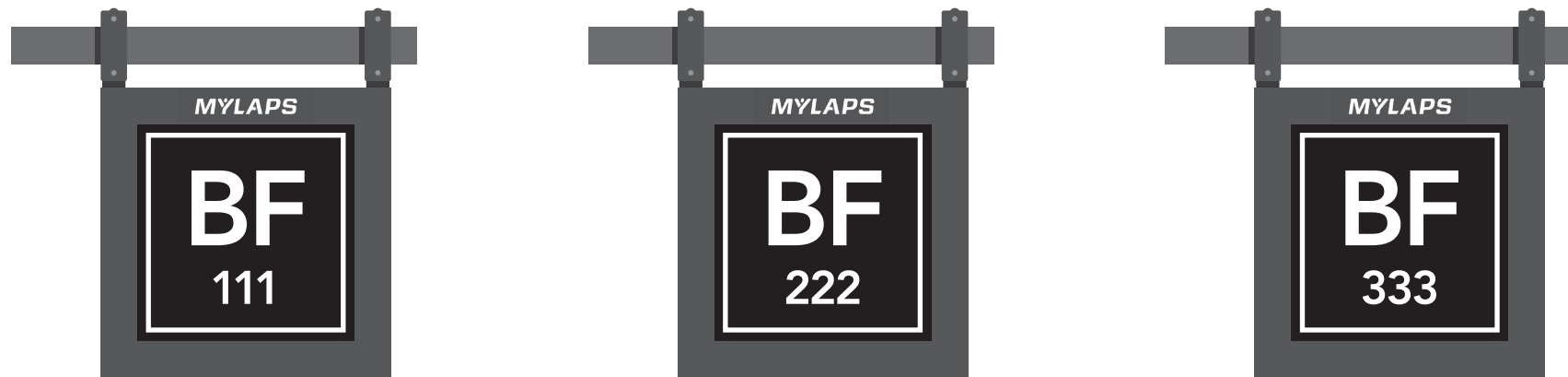
Proceed to pit lane at a slightly reduced pace, ideally allowing the car to 'cool down' on your way back.

**NO PASSING** is permitted.



The red X signifies that the pit exit is closed and it is **NOT** clear to join the track.

## RMM ELECTRONIC FLAGGING SYSTEM



The black flag is used to signal to a specific driver that they have disobeyed the rules or have been driving with dangerous or unsportsmanlike behavior.

The black flag may also indicate that a specific car has an issue that needs to be addressed. (exceeding sound limit, mechanical issue, etc.) You must immediately return to pit lane and report to the track marshal.

The black flag will have a white outline with the letters BF in the middle.

The board will also be accompanied by a number. The number signifies which car in line the flag is being given to.

For example, if the board reads '111' it means the first car in line is receiving the black flag. If the board says '222' it means the second car in line is receiving the black flag. If you are driving alone, you will be shown BF 111.

## INCIDENTS ON TRACK

### SPINS, OR TWO WHEELS OFF TRACK

Any spins or dropped wheels off track require you to return to pit lane to report to the track marshal for a visual inspection of your vehicle.

If there are no mechanical problems, and you have received permission from the track marshal, you may re-join the session.

### ALL FOUR WHEELS OFF TRACK

Slowly re-enter the circuit OFF of the racing line keeping to the edge of the track for the next 100-200 meters. This will allow for grass/gravel/debris to be dislodged from vehicle and also reduce the chance of fluid leaking onto the racing line.

Immediately return to pit lane for a visual inspection of your vehicle. If there are no problems, and you have received permission from the track marshal, you may re-join the session.





## INCIDENTS ON TRACK

### IF YOU SPIN/STALL ON TRACK, AND CANNOT RESTART YOUR VEHICLE

Cycle your power/ignition/key and try to start the vehicle again.

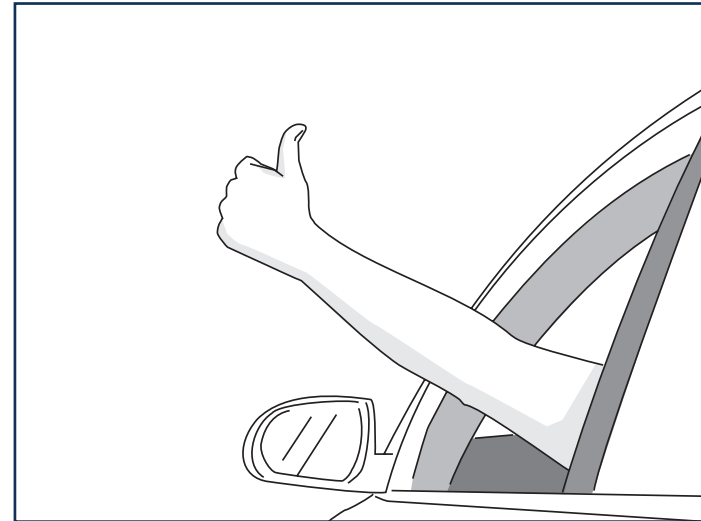
### IF YOU MAKE SEVERAL FAILED ATTEMPTS TO RE-START AND CANNOT GET MOBILIZED

STAY IN YOUR VEHICLE with helmet on and belts fastened.

You may only leave your vehicle if you suspect there is a fire.

STICK YOUR HAND IN THE AIR WITH A THUMBS-UP SIGN. This signals to our camera system that you are OK, but you are not able to get your vehicle mobilized.

DO NOT attempt to make repairs to your vehicle while stopped on the side of the track. This means absolutely nothing is permitted, no popping the hood to check fluids, no bump starting, etc.



**THUMBS-UP SIGNAL**

Wait in your vehicle until the session has been suspended to retrieve your vehicle, or until the session has finished

DO NOT get out of your vehicle and walk back to the paddock.

Be patient, as it may take some time for the tow vehicle to get to your location.

## INCIDENTS ON TRACK

### IF YOU SUSPECT YOUR VEHICLE HAS AN OIL OR COOLANT LEAK

DO NOT COME BACK TO PITLANE !!!!

Immediately pull off the racing line and come to a complete stop.

Wait in your vehicle until the session is stopped to retrieve your vehicle, or until the session has finished.

STICK YOUR HAND IN THE AIR WITH A THUMBS UP SIGN, this signals to our camera system that you are OK, but you are not able to get your vehicle mobilized.

If you suspect your car is on fire, immediately exit your vehicle and go behind the nearest wall WITHOUT crossing the track.

If the nearest wall requires you to walk across the circuit, DO NOT.

Do not worry about having the session stopped, as it is faster to stop the session to clear the car from the track compared to cleaning the entire track of an oil/water spill if you try to drive back to pit lane.

### IF YOU LEAVE THE TRACK AND ENTER THE GRAVEL TRAP AND BECOME STUCK

Stay in your vehicle, shut the engine off—so that it does not overheat, or get stones in the belts.

STICK YOUR HAND IN THE AIR WITH A THUMBS UP SIGN, this signals to our camera system that you are OK, but you are not able to get your vehicle mobilized.

Wait for the session to stop and the tow vehicle to come retrieve your car.

DO NOT exit your vehicle, unless you suspect it is on fire.

DO NOT try to dig your vehicle out of the gravel

Once your vehicle has been towed back to the designated clean-up area, you will be required to remove all gravel/dirt from the vehicle, and receive a visual inspection from the track marshal to approve any continued track time.

## PASSING POLICY

### 2 RULES

#### RULE #1

The front car (slower car) must stay ON the racing line for the upcoming corner.

#### RULE #2

The front car (slower car) must give an indication to the rear car that they may pass.

ONLY the front car indicates.



## PASSING POLICY INDICATION PROCEDURE

The safest way to complete a pass during lapping days is when the front car is being 100% predictable in their actions.

The front car uses their signal light to indicate TWO things to the rear car.

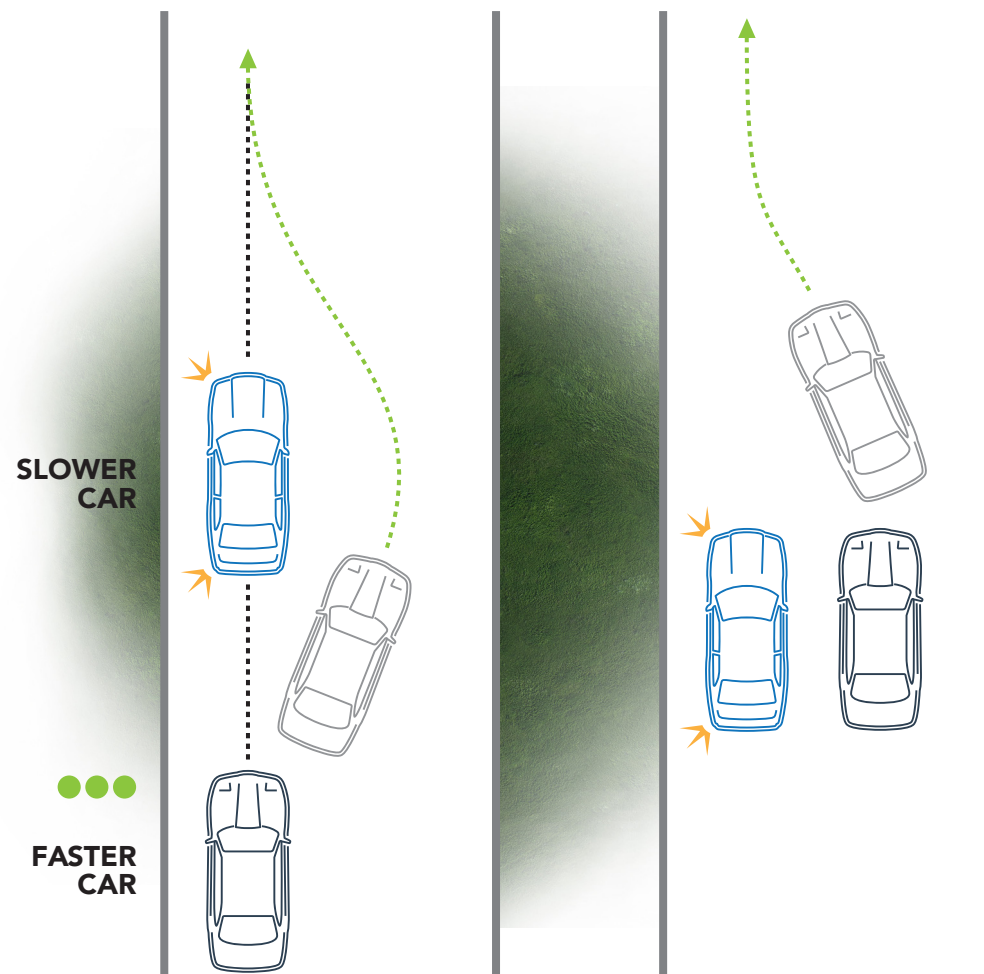
### 01/

"I see you behind me, you may safely pass while I assist the pass to be completed."

### 02/

"I am signaling the direction I am staying to be predictable for you."

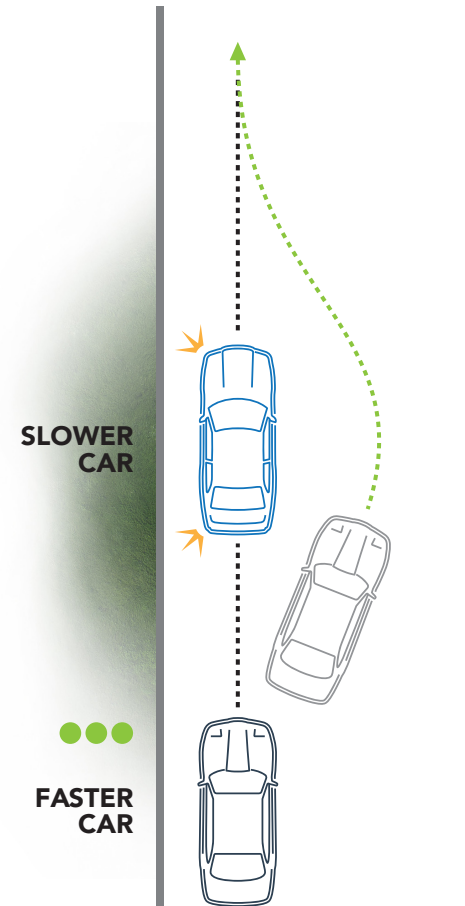
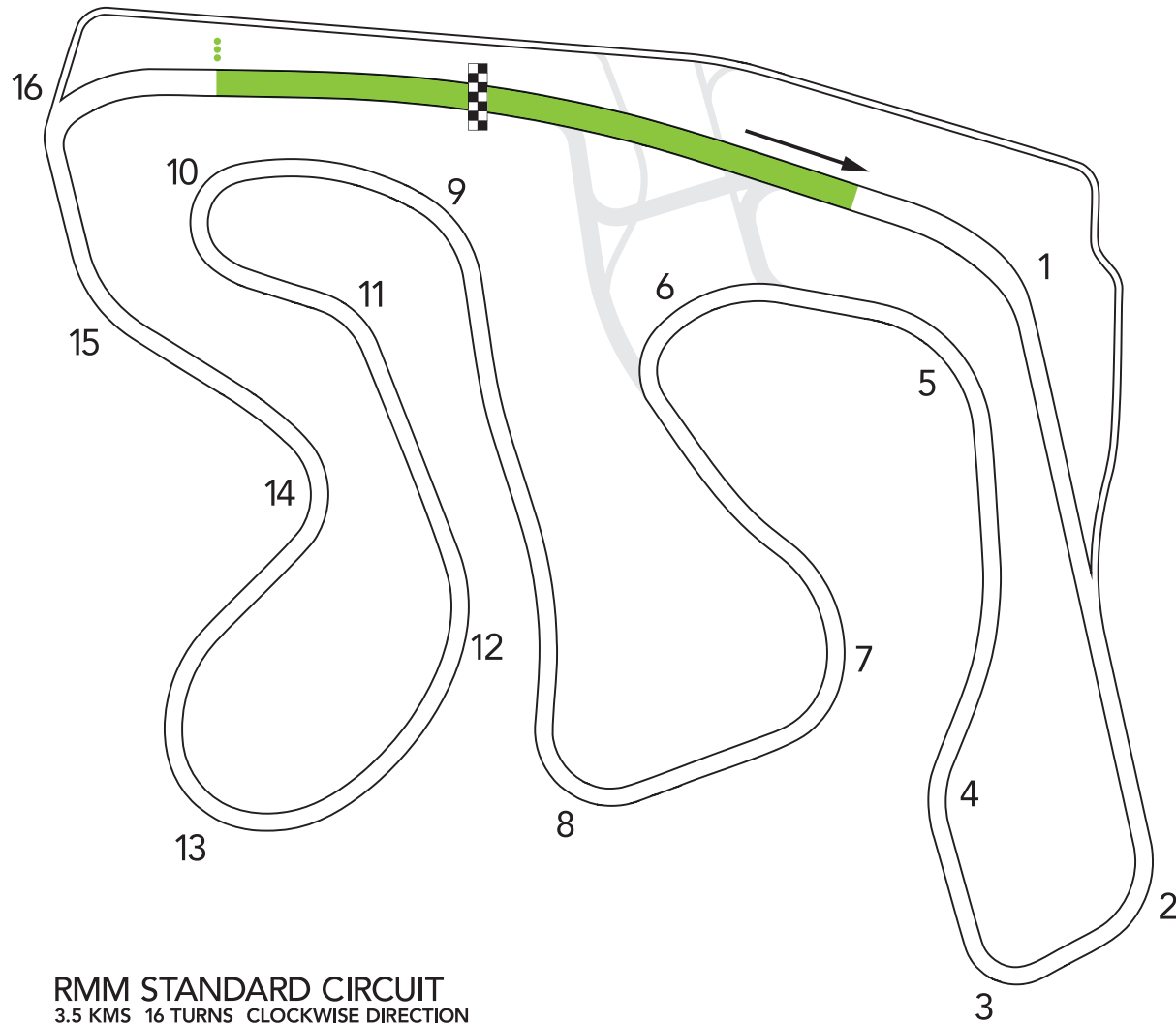
\*vehicles without factory turn signals may use their hand out the window to indicate the rear car may pass



# PASSING ZONES

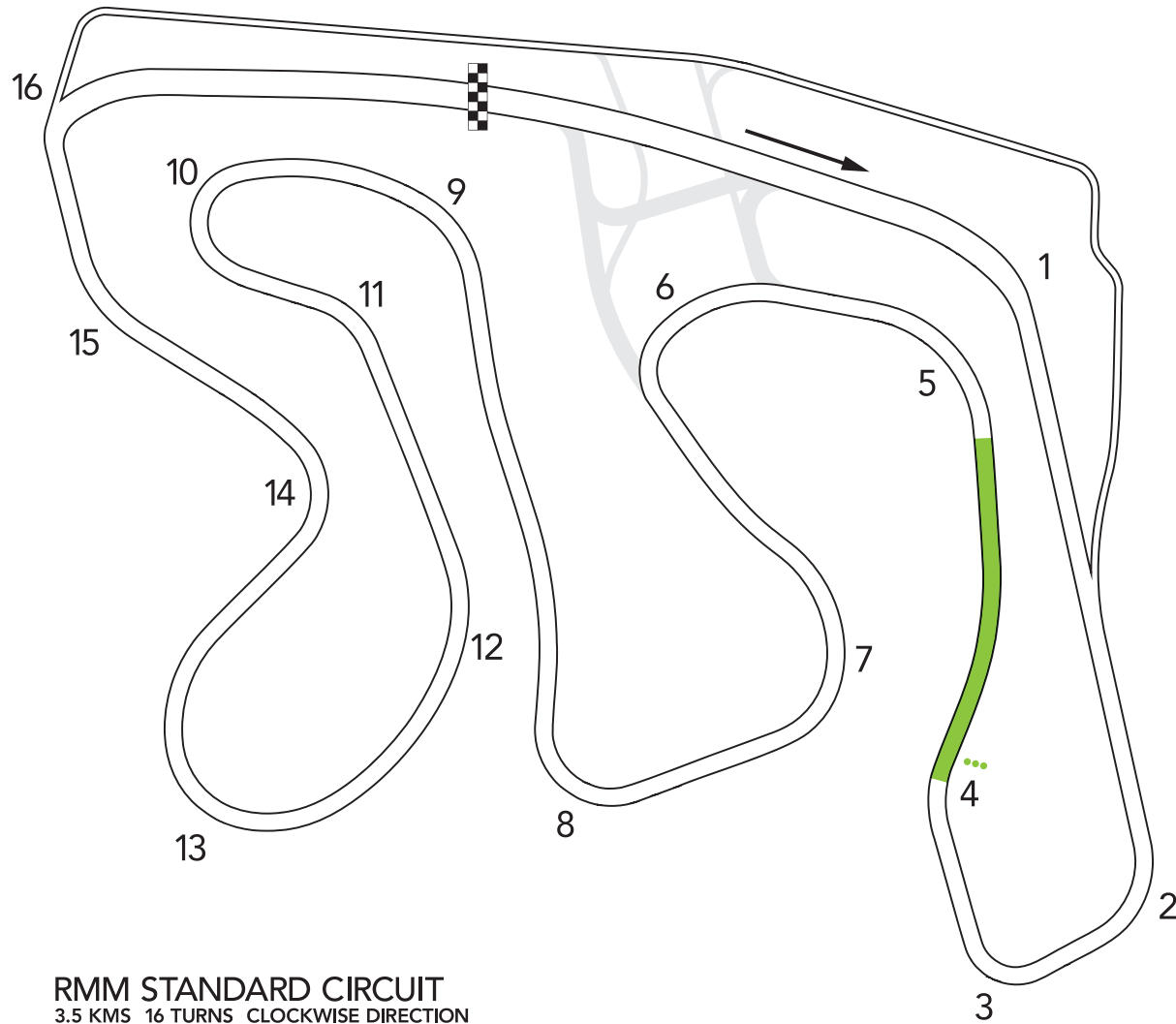
# T16 - T1 / FRONT STRAIGHT

## PASS ON THE RIGHT



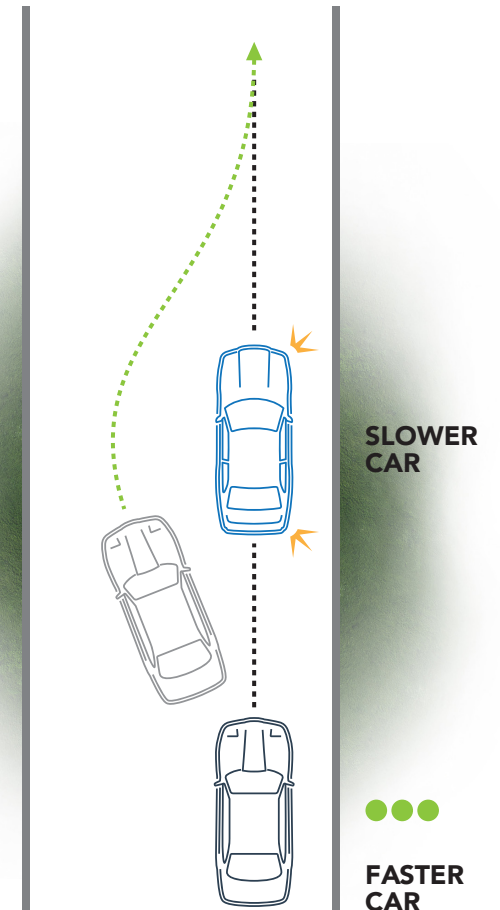
RMM STANDARD CIRCUIT  
3.5 KMS 16 TURNS CLOCKWISE DIRECTION

# PASSING ZONES

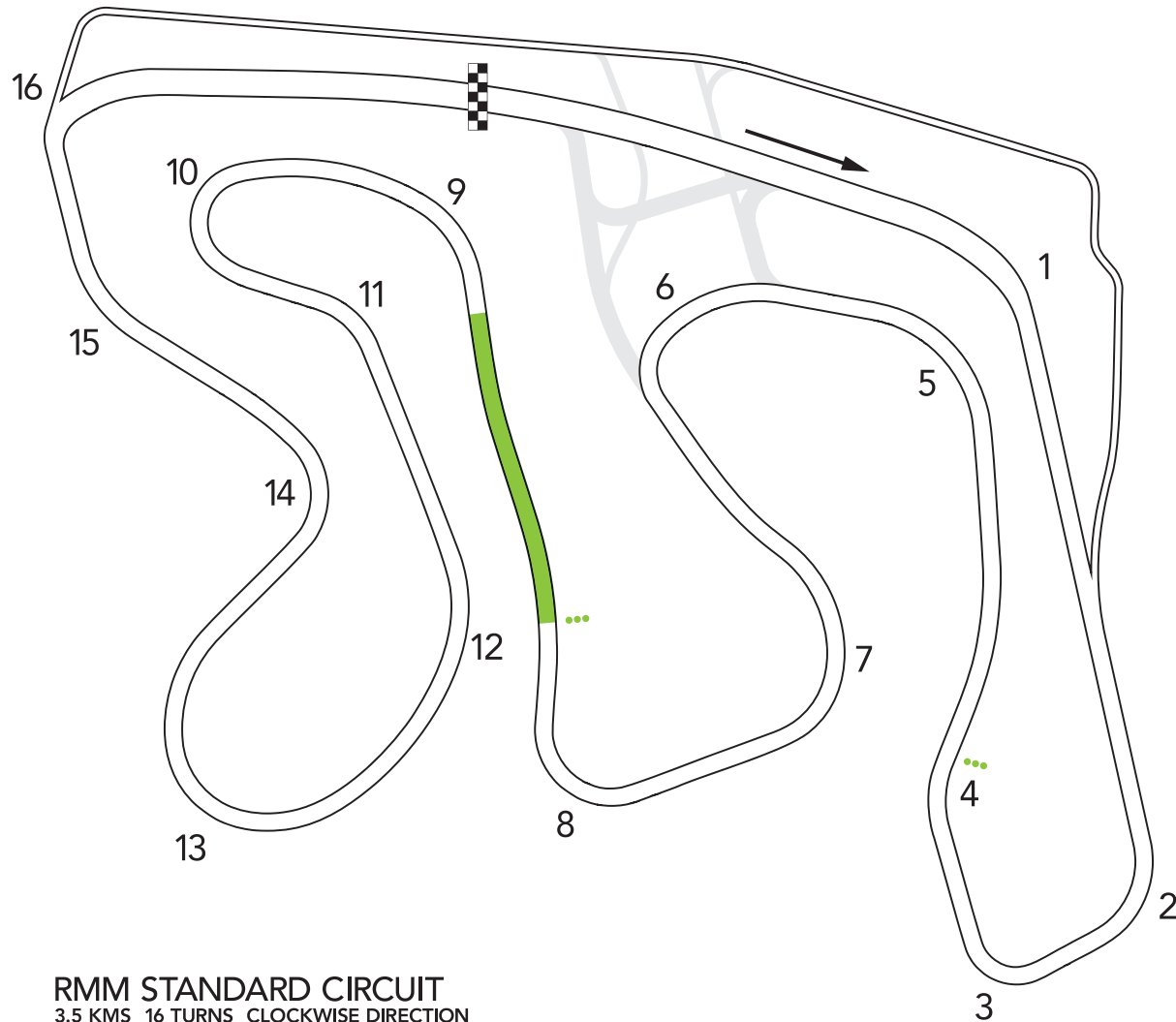


RMM STANDARD CIRCUIT  
3.5 KMS 16 TURNS CLOCKWISE DIRECTION

# T4 - T5 PASS ON THE LEFT

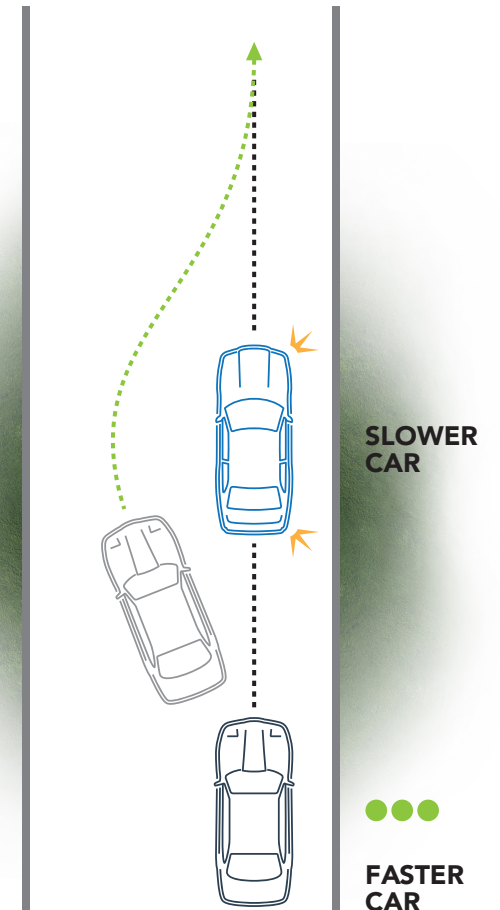


# PASSING ZONES



RMM STANDARD CIRCUIT  
3.5 KMS 16 TURNS CLOCKWISE DIRECTION

# T8 - T9 PASS ON THE LEFT



## PASSING PROCEDURES

Designated passing zones ONLY, with marked signs

The front car always stays on the racing line

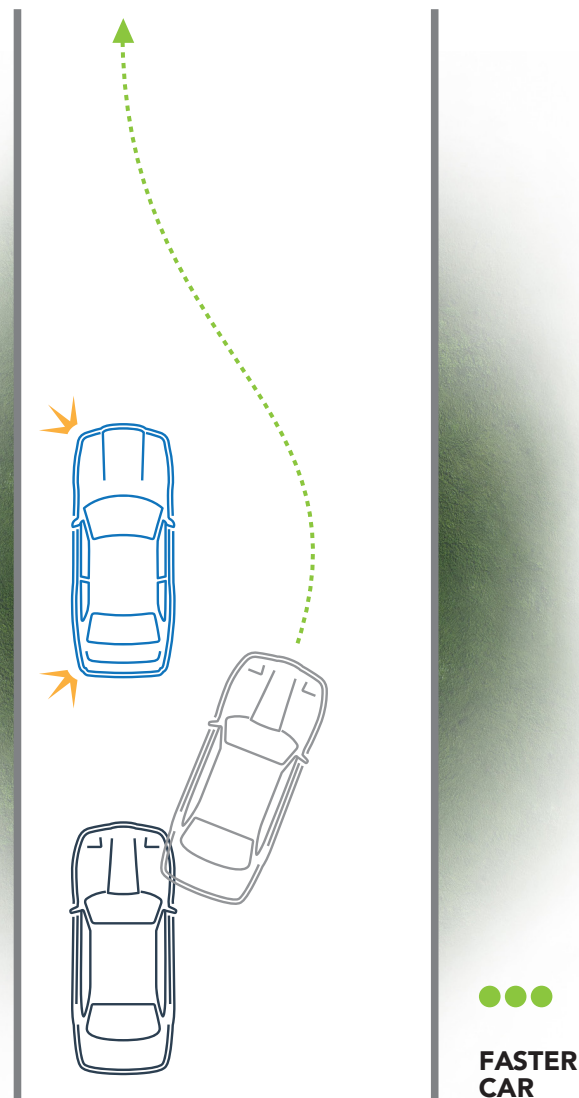
The rear car may ONLY pass if the front car gives an indication

The front car signals in the direction that THEY are remaining on the track (being predictable)

- Signal left, STAY left
- Signal right, STAY right

Only the front car signals

The rear car will pass OFF the racing line





## PASSING PROCEDURES

The front car should not brake, but however, ease off the throttle to allow the rear car to pass

The pass **MUST** be fully completed before the braking zone of the next corner

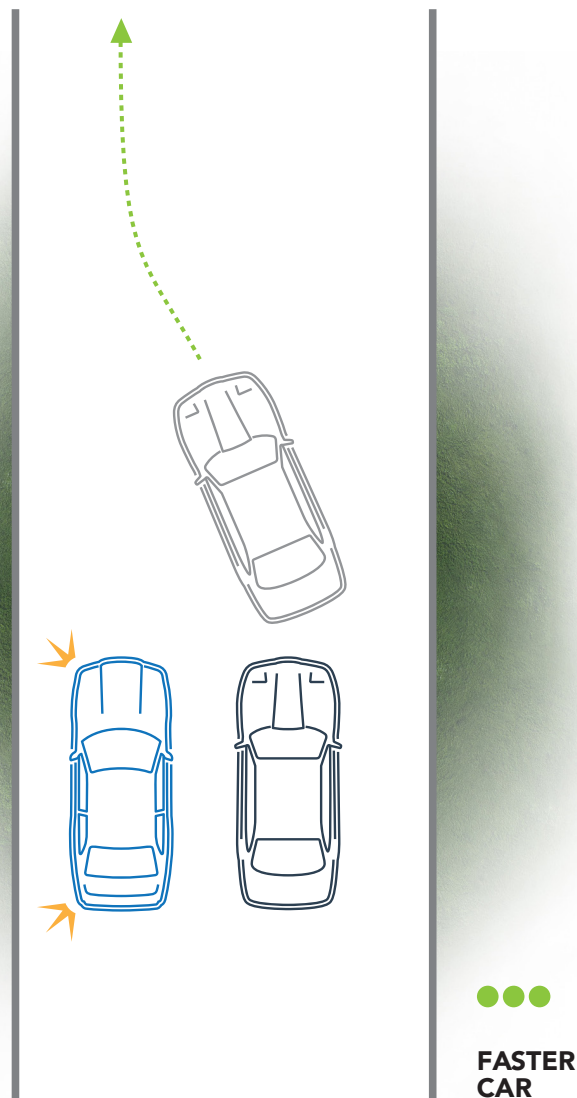
No late passes permitted

It is the duty of the rear car to complete the pass in a safe manner. If the pass cannot be completed, wait for the next passing zone

The indication from the front car means, "I see you, you may pass me"

It does **NOT** mean, "I see you, TRY to pass me"

Racing will not be tolerated



## LEAD / FOLLOW

The term 'lead/follow' refers to the method of leading a group of vehicles around the circuit in a safe and controlled manner

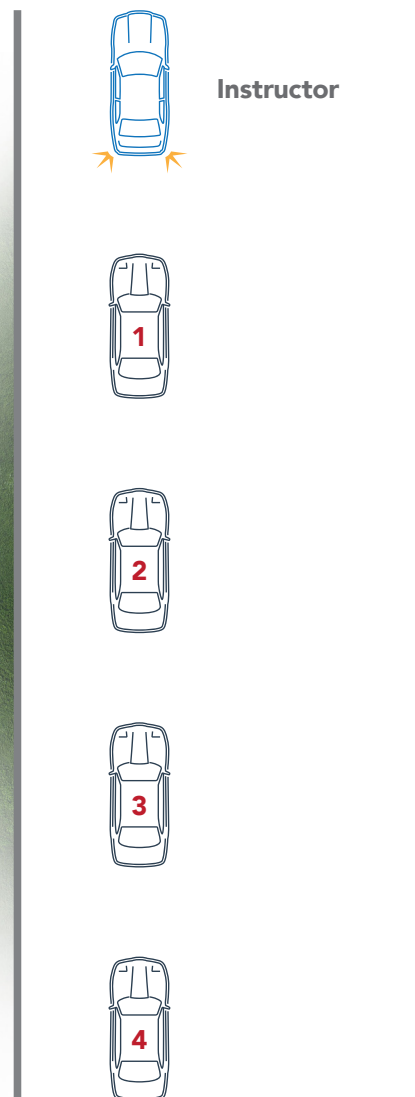
The group of drivers will stay in single file format

Drivers will have the ability to follow directly behind an instructor, benefiting from copying the ideal driving line

The instructor will control the pace of the group according to the driver's abilities

The pace will only be increased once the drivers show they can drive the racing line correctly

3 to 5 car lengths distance between all cars  
(3 lengths in corners, 5 lengths on the straights)



## ROTATIONS

Gives every car a chance to be at the front of the line

Gives cars the chance to practice RMM passing procedures

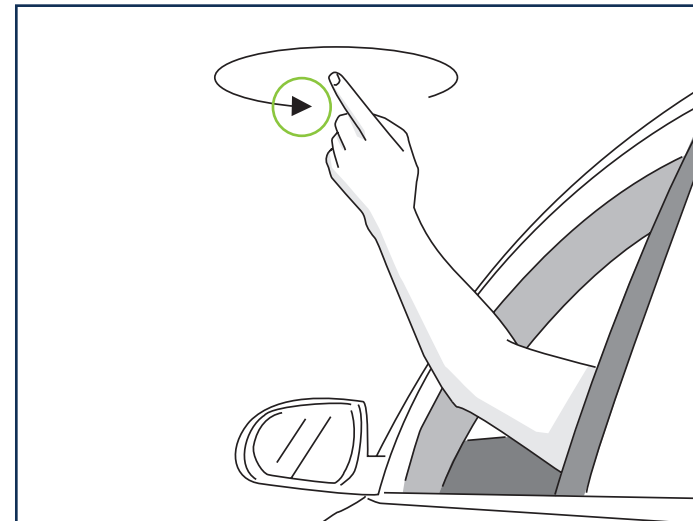
Completed in designating RMM passing zones only  
(Passing on both the left side and right side, depending on the specific passing zone)

The rotations may happen every lap, every second lap, twice a lap, or more.

ONLY the first car directly behind the instructor car will be considered the "rotation car"

The instructor will give a verbal command over the radio, or in the case of no radios, they will stick one arm out the window with a single finger pointed upwards

They will use a helicopter "rotating" motion with their entire arm to signal the rotation procedure to begin (do not confuse this with a 'point by' signal)



**INSTRUCTOR'S ROTATION SIGNAL**

## ROTATIONS

Only the first car directly behind the instructor car will be considered the "rotation car"

The instructor will give a verbal command over the radio, or use the "rotation arm signal" to communicate they want to rotate the cars in line

The car directly behind the instructor will use their signal light to indicate they are staying on the racing line (stay on the same side as the instructor car)

The instructor car will NOT have their signal light on, so you must NOT pass the instructor car



Instructor



Rotation Car



## ROTATIONS

We utilize the same procedure for passing during lapping days

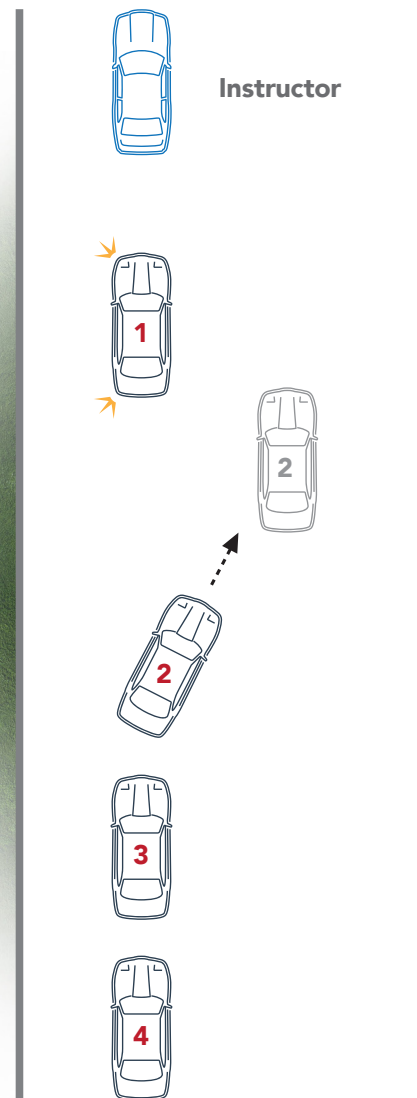
The rotation vehicle signals to the rear cars that they may pass in front, one at a time

The rotation vehicle will then release the throttle to allow the rest of the group proceed

All other vehicles will accelerate to catch up to the instructor

You may only pass a car that is signalling/indicating

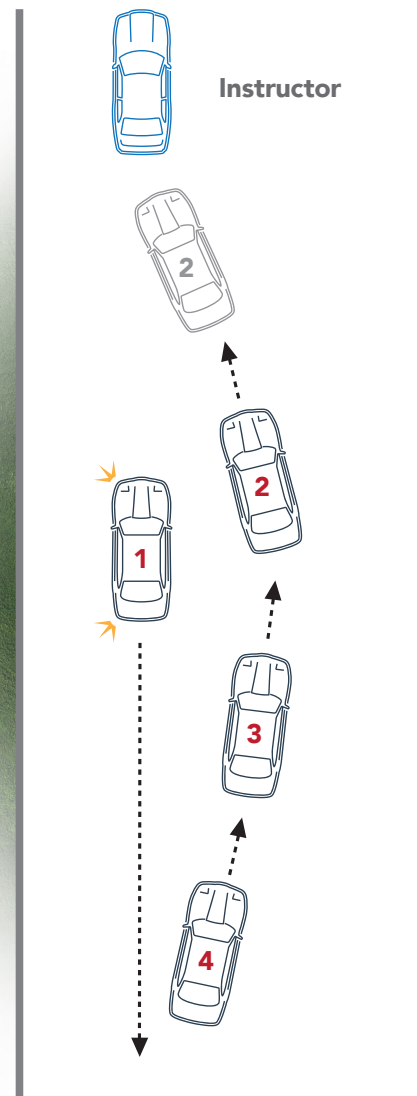
Cars pulling out to complete the pass do NOT need to signal, as this indicates to cars behind that they may also pass



## ROTATIONS

The rotation vehicle will continue to slow, waiting for ALL cars in the group to pass

The rotation vehicle must NEVER stop on the track, even if the whole group has not gone through



## ROTATIONS

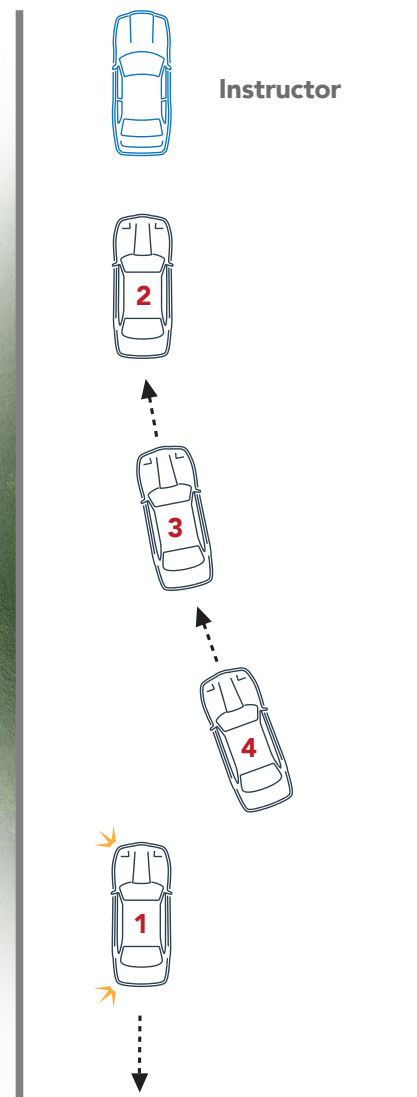
Once the whole group has passed through, the rotation vehicle will join the group in the back of the line

The rotation procedure must be completed before the braking zone for the upcoming corner

If there are some "stragglers" behind, wait as long as you can, but do not stop on track

If the back of the pack does not catch up, do not worry

The first car now becomes the last car in line



## RMM ETIQUETTE

Please be aware that Rocky Mountain Motorsports will not tolerate any form of aggressive driving behaviors, or speeding in the paddock area.

We understand that you may have had a very thrilling day on track, however, any continued speeding, burnouts, or 'stunting' while in, around, or while leaving the circuit will be monitored and noted.

Individuals portraying a bad image for RMM by performing illegal driving maneuvers within a 5km radius of the property will not be permitted to return.

RMM prides itself on being a respectful neighbour, and it is our continued responsibility to show that the circuit is a safe and respectful environment.





## RMM GENERAL GUIDELINES

Bring appropriate amounts of water to keep hydrated throughout the day.

Keep your traction control on!!!!

Do not use your emergency brake after a driving session, instead keep the car in park, or in gear. Using the emergency brake can cause the rear brake discs to warp and the fluid to overheat.

NEVER reverse on track, or in the fast lane of the pits. Do not drive against the flow of traffic.

For driving events using radios, please do not lock your car in the staging area so the instructors can change radio channels as needed.

A dropped rented helmet will result in a charge for the full replacement value. Please be careful.

Do not forget your rented GPS unit or radio in your car when you leave for the day.

**THANK YOU**



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