



2025
RMM TRACK
ORIENTATION

ROCKYMOTORSPORTS.COM



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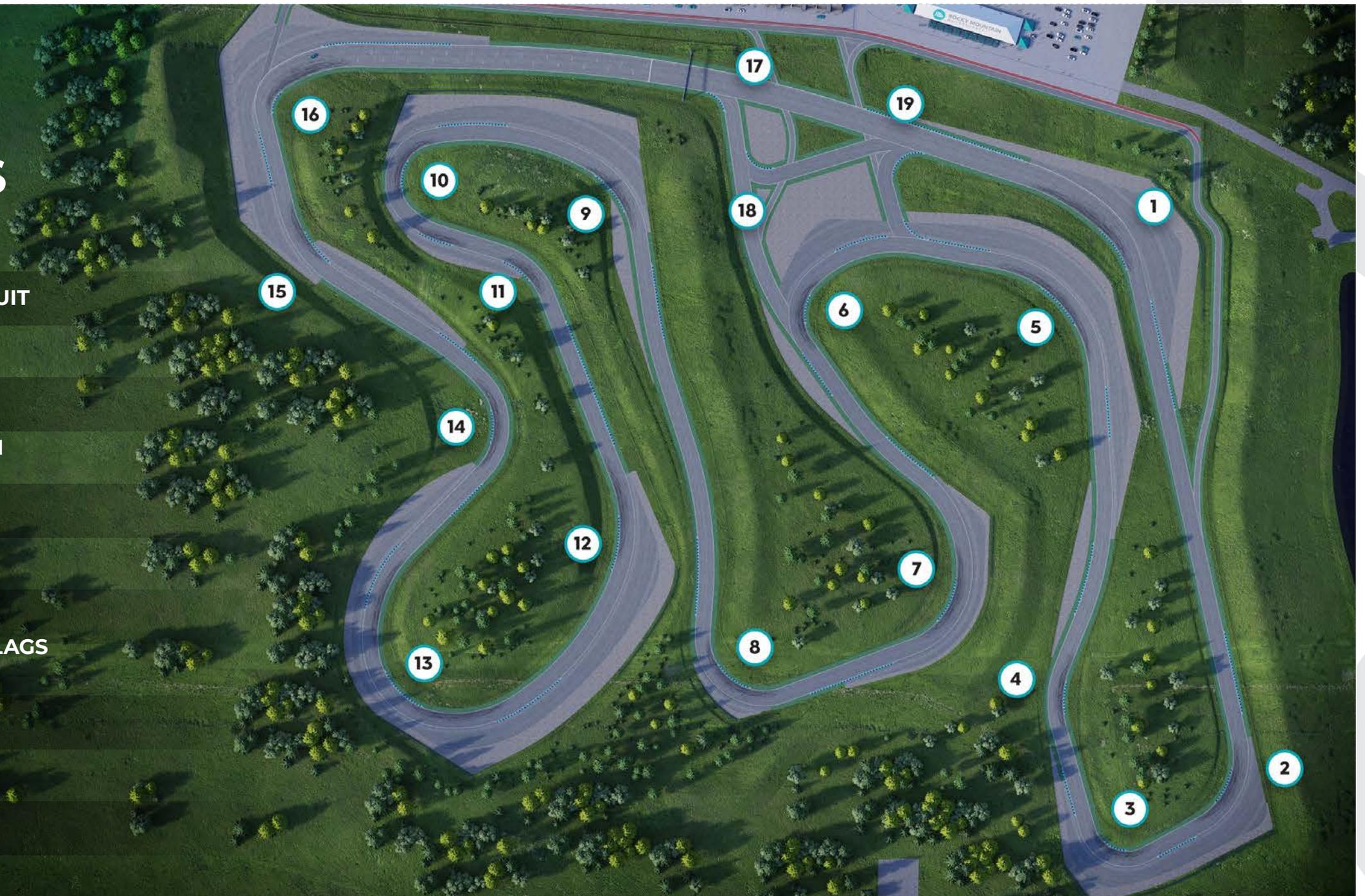
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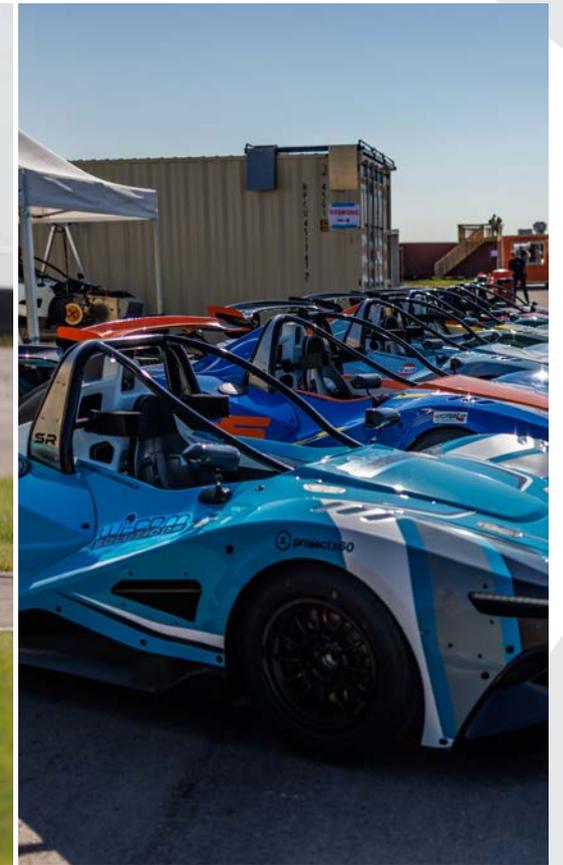
GENERAL GUIDELINES



ARRIVING AT THE CIRCUIT

When you arrive at the circuit, please proceed to the entry kiosk, or to the clubhouse, if directed.

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 rmm.speedwaiver.com/wpahk

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. Automobile helmets must have a Snell SA2015 or Snell SA2020 sticker. FIA-8859-2015 or higher is also accepted.
- 

- 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.
 - Use of fixed racing seatbelts requires an FHR (Frontal Head Restraint) device. (FHR devices are available for rental at RMM).

VEHICLE PREPARATION

PLEASE REVIEW/PERFORM ALL OF THE FOLLOWING RECOMMENDATIONS BEFORE ARRIVING AT THE CIRCUIT.

Unfortunately, we are unable to accommodate fully-electrified vehicles (EVs) until a time when we can establish an emergency response plan that adequately serves a motorsports circuit in a rural setting. Because EV fires behave differently than those of an internal combustion engine, they require unique equipment and training, which RMM does not hold at this time, meaning we are unable to provide the level of safety and emergency response required for safe EV use at RMM.

Our goal is to welcome everyone to the track, including EV owners, and we will continue to work towards that.

Gasoline powered hybrid vehicles are permitted.

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.

SEATBELTS

- 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

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.
- 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.

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.

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

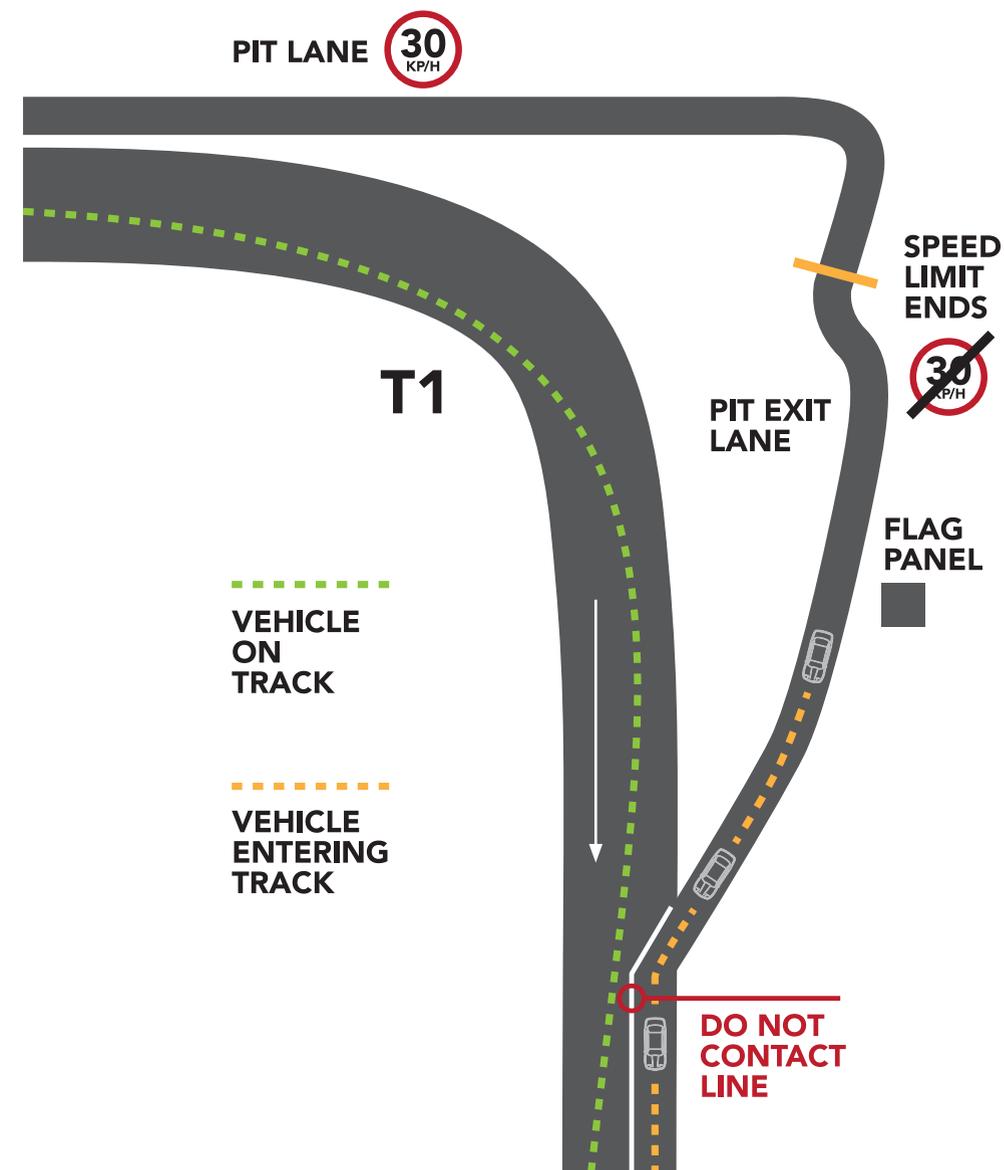
Accommodating passengers is a privilege, not an entitlement or a right. An RMM official must be notified before the session.

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.
Visit: alberta.ca/child-seats for more information.
- 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.

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



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 ON TRACK

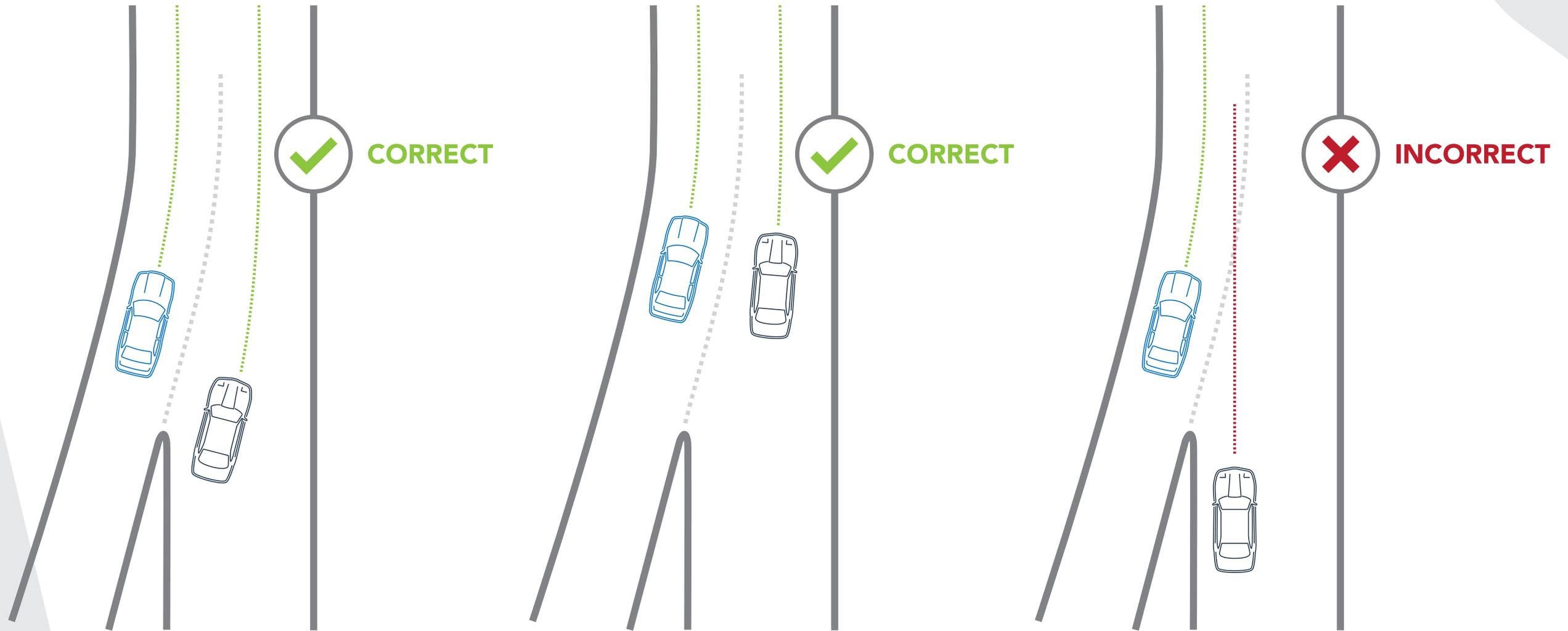
Cars already on the track must give room to any car entering the track. Stay clear and to the right of this line after the exit of Turn 1. Do not cross the solid white line. If a slower car is joining the track at the same time as you are passing this area, the faster car may safely pass the slower car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

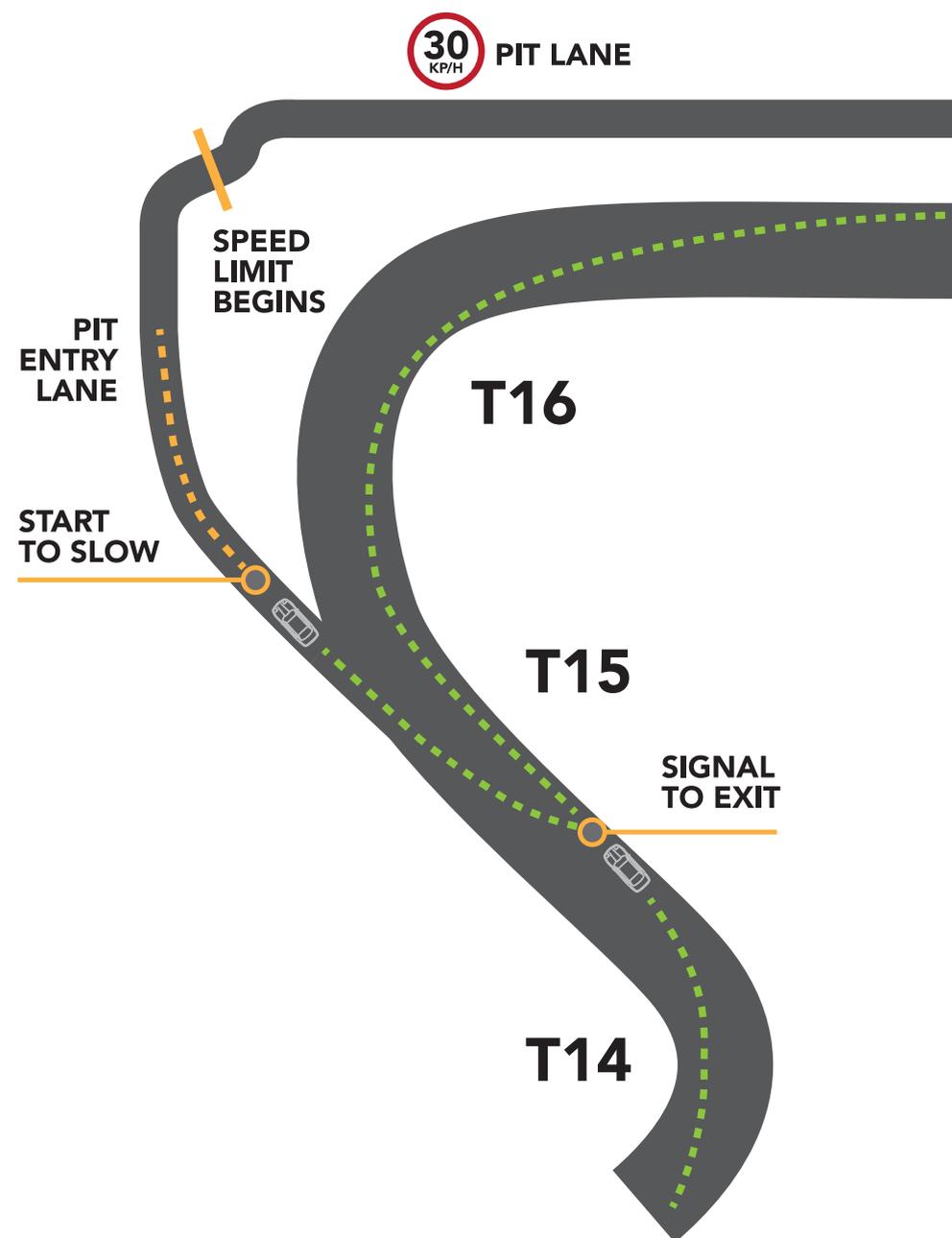
DO NOT attempt to race the slower car into Turn 2. If you cannot SAFELY pass the joining car BEFORE the braking zone of Turn 2, stay behind that vehicle until you enter the next available passing zone. See track entry diagram next page.



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

TRACK ENTRY DIAGRAM

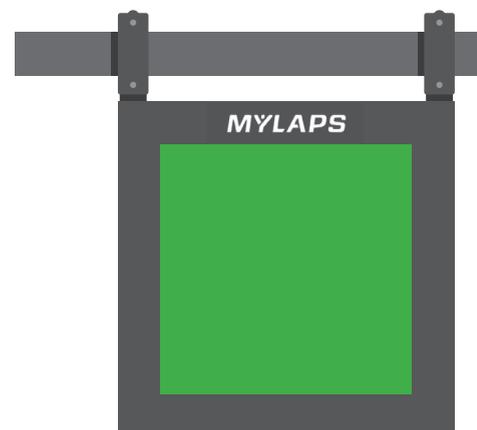




PIT ENTRY / TRACK EXIT

- 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

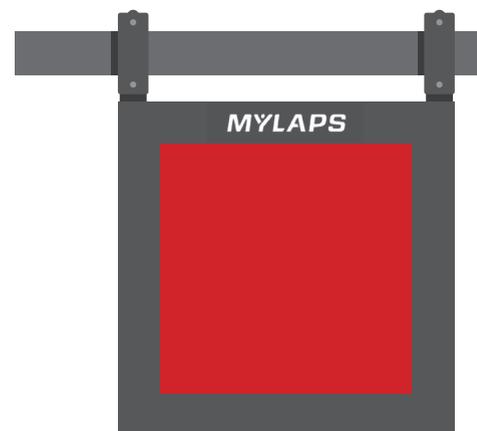
RMM ELECTRONIC FLAGGING SYSTEM



GREEN FLAG

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.



RED FLAG

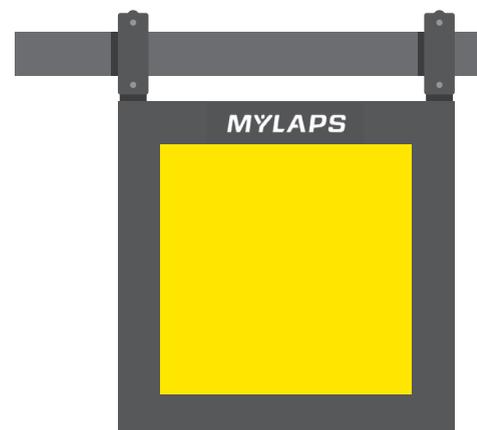
The Red flag is used to signal an emergency/incident on track; conditions are no longer safe for drivers. Be aware that there may be a safety/tow vehicle entering the track from ANY location.

When a red flag is displayed, you must come to a COMPLETE STOP as soon as it is safe to do so in a controlled manner on the right side of the track, not in the grass, in sight of a flag panel. Remain in your vehicle for further instructions from flag panel or track official.

After Red Flag you will receive 3 options:

A. Yellow Flag B. Black Flag C. Safety Car (SC) Flag

RMM ELECTRONIC FLAGGING SYSTEM

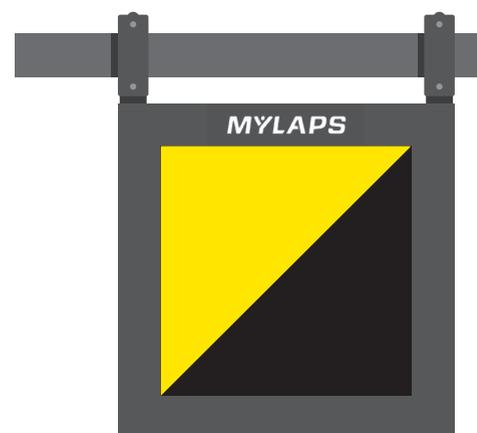


YELLOW FLAG

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

ALTERNATING YELLOW FLAG

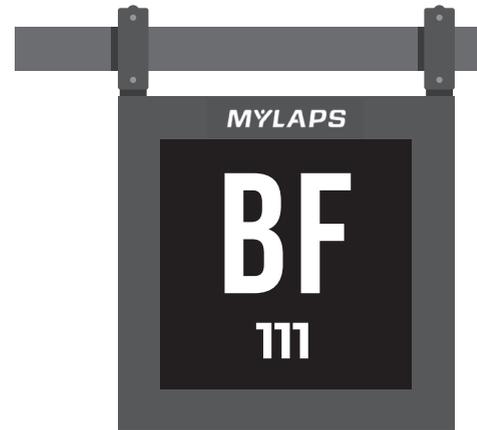
When flag panel is alternating, proceed with caution and be prepared to adjust your speed/driving line immediately. This suggests the hazard ahead is ON the racing circuit.

*Significant speed reduction is mandatory

NO PASSING is permitted.

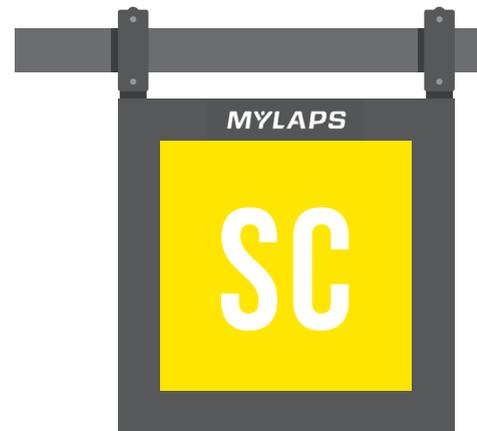
*Speed may only be resumed once you reach a blank electronic light panel, meaning you have cleared the incident zone

RMM ELECTRONIC FLAGGING SYSTEM



BLACK FLAG

Return to pits at significantly reduced pace.
NO PASSING is permitted.

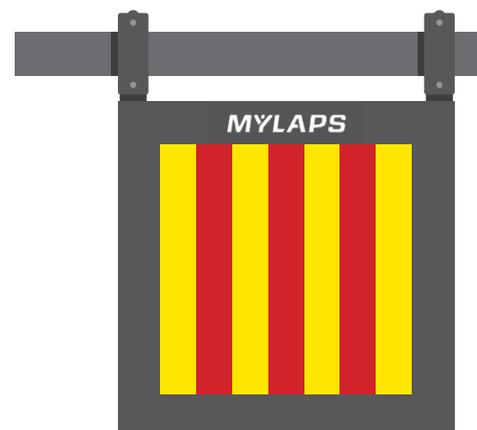


SAFETY CAR FLAG

Safety Car is used for incident on track that requires a safety vehicle to lead the field off track after Red Flag.

Remain in your vehicle, wait for safety car to arrive and follow back in single file.

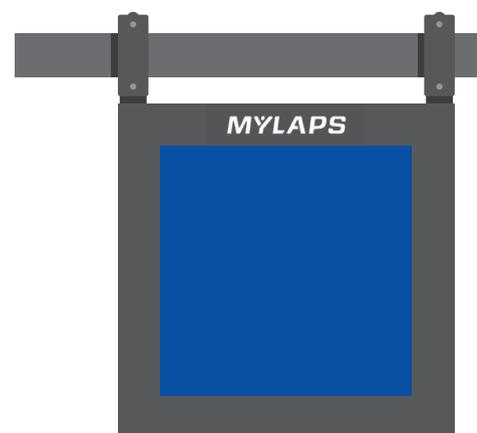
RMM ELECTRONIC FLAGGING SYSTEM



RED-YELLOW STRIPE FLAG

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.

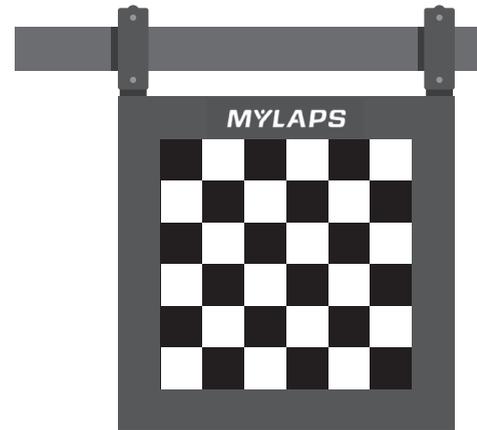


BLUE FLAG

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



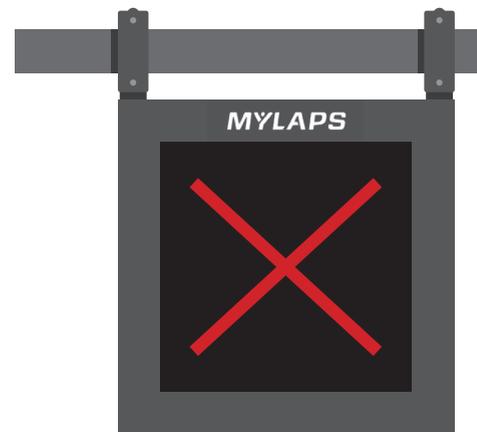
CHEQUERED FLAG

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.



RED X FLAG

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

INCIDENTS ON TRACK

TRACK LIMITS

The driving area is defined by one solid white line on either side of the road. You are allowed to put two wheels outside of a white line. If MORE than two wheels are outside of a white line, this is known as exceeding track limits, which is NOT allowed.

If you exceed track limits three times in one session, you will be black flagged for that session.

If track limits are exceeded in any subsequent session that same day, you will not take part in any remaining sessions that day.

You are required to monitor how often you have exceeded track limits, as no warnings will be given.

The area beyond the white lines is NOT part of the track—it is a SAFETY / run-off area designed to give you extra space to try and regain control of your vehicle, should an incident occur. If you intentionally drive beyond the lines, you are removing the safety area.

There are no exceptions for exceeding track limits while carrying a passenger.

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 PIT LANE!!!!

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.

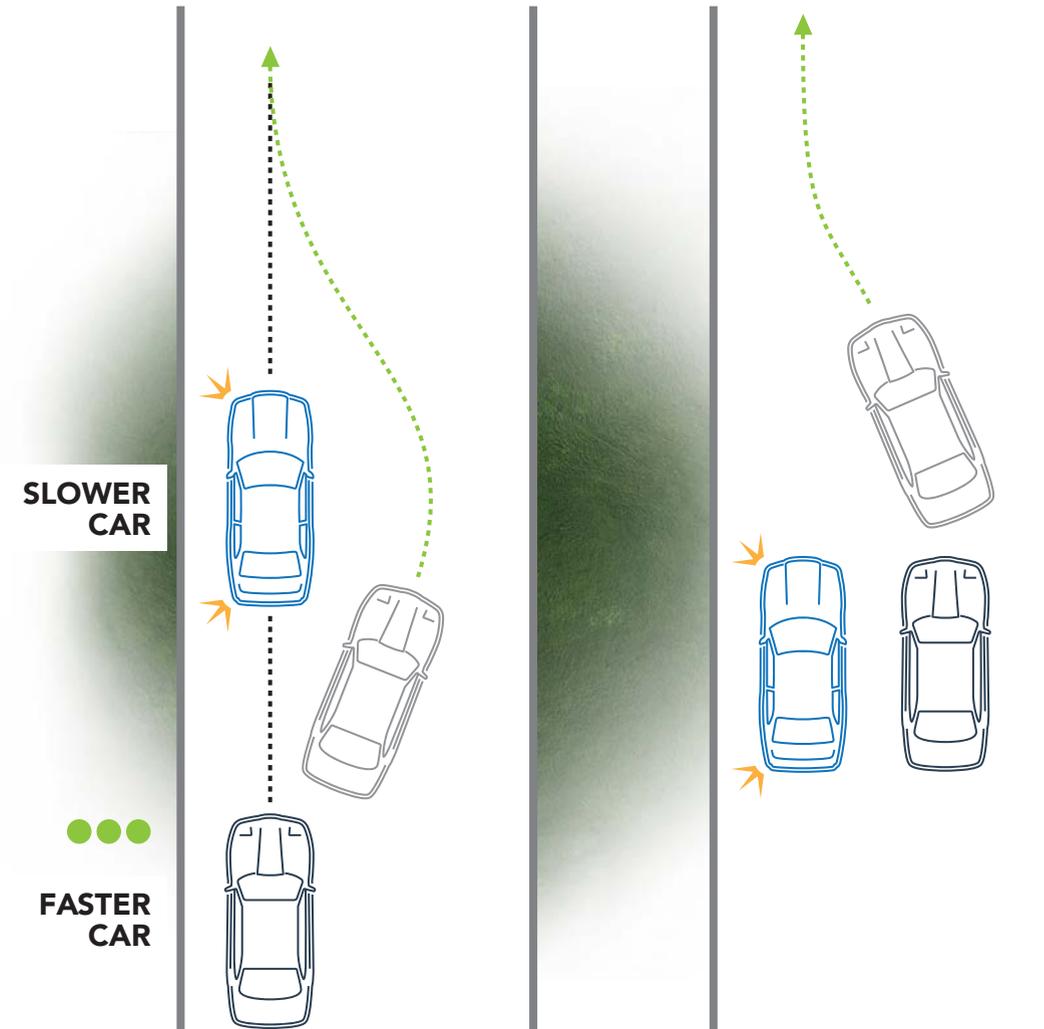
01.

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

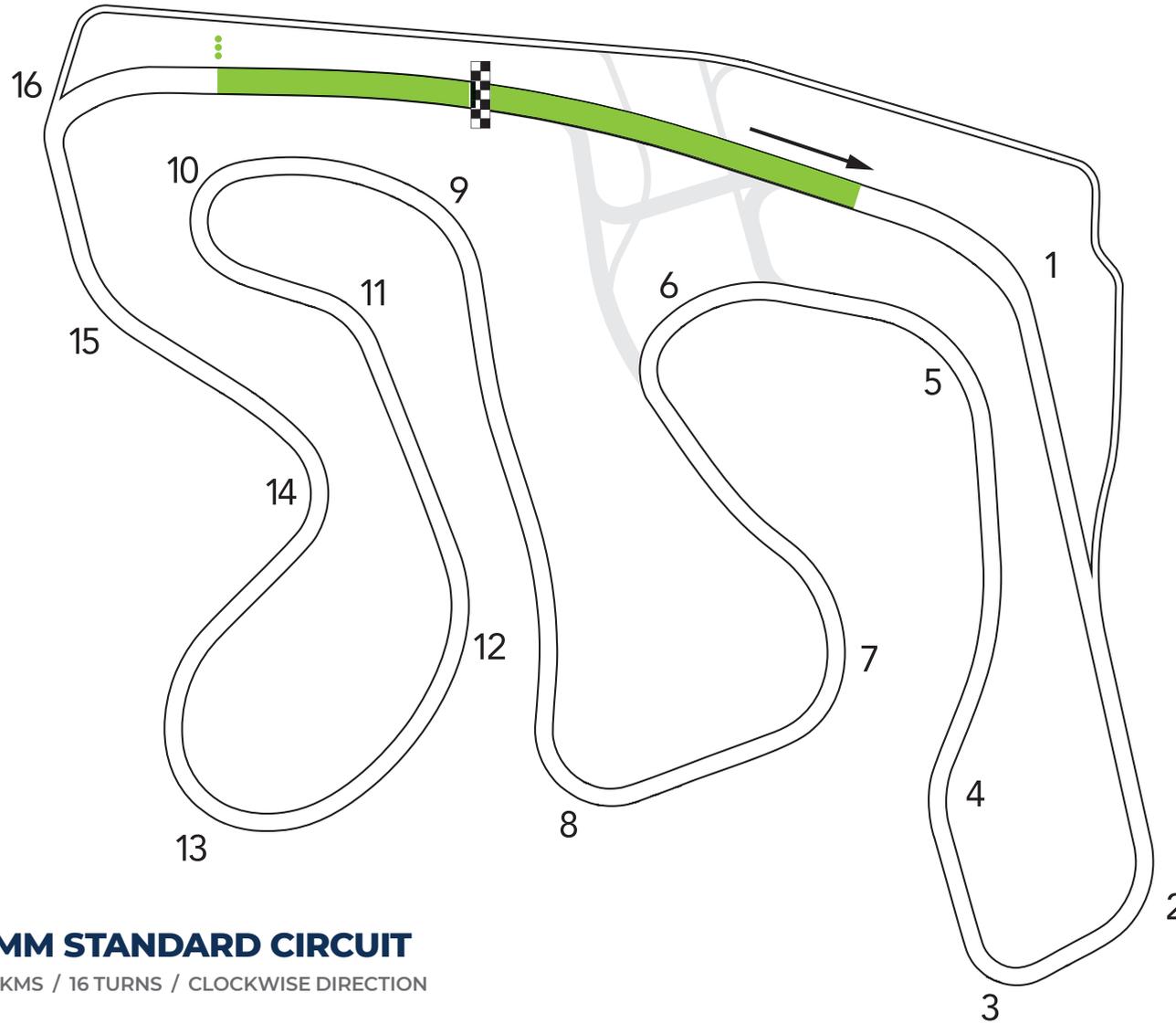
02.

“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

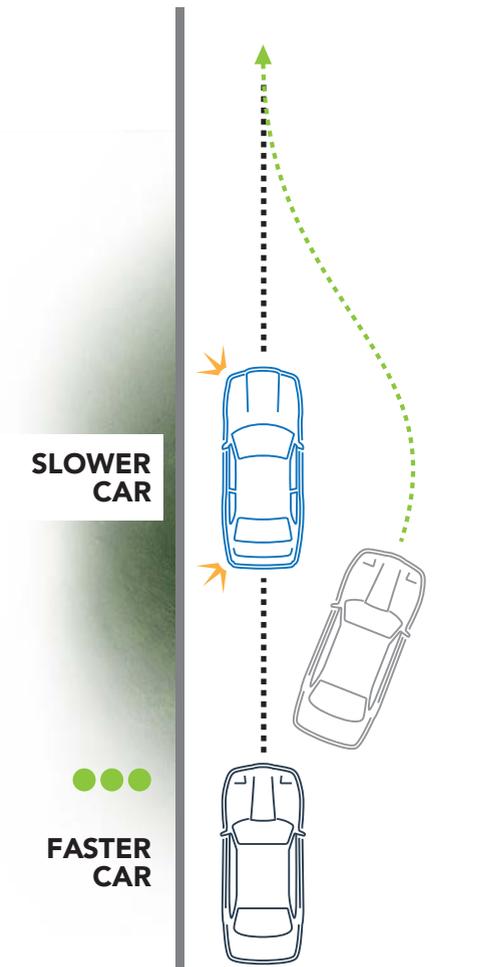


PASSING ZONES

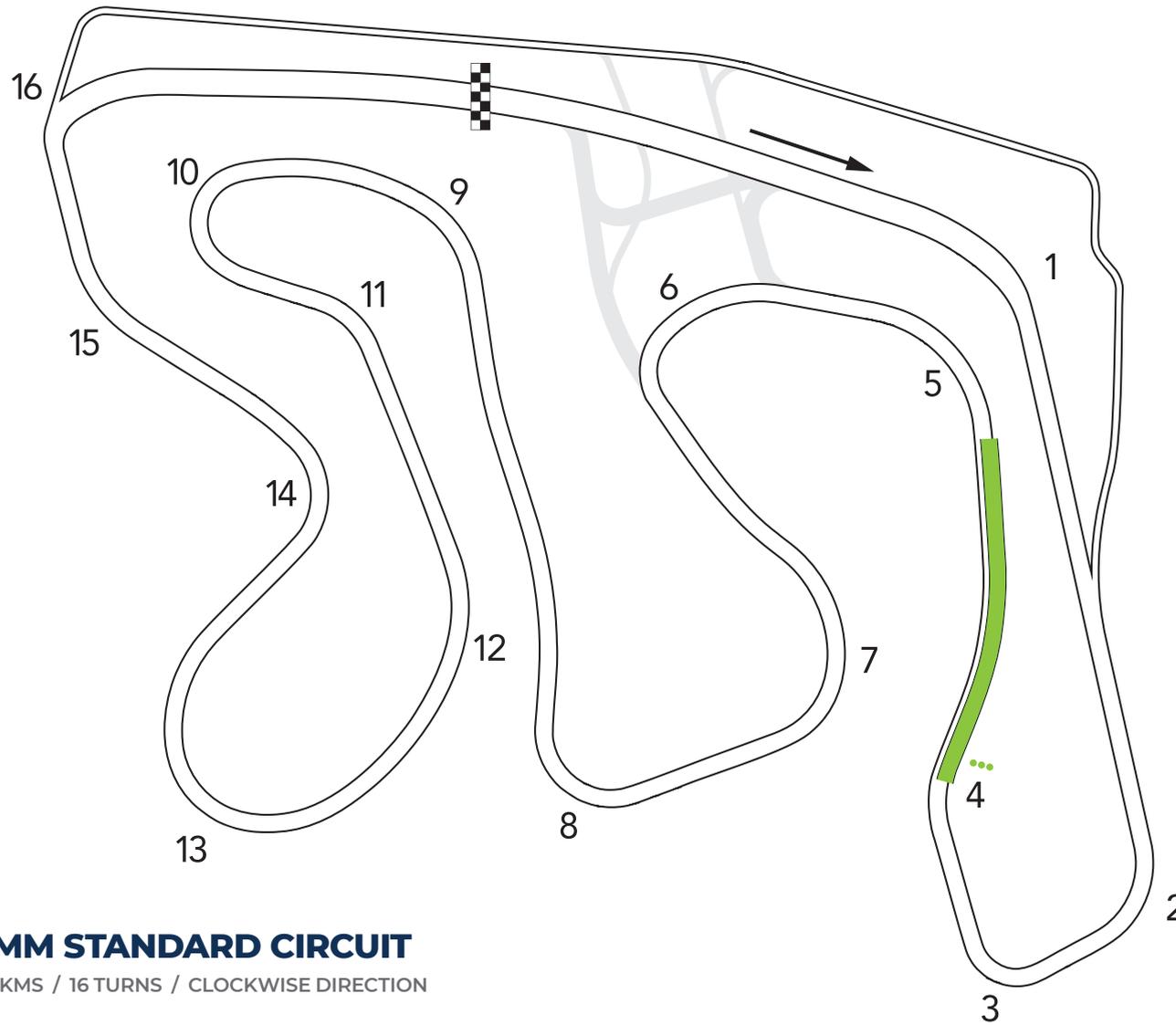


RMM STANDARD CIRCUIT
3.5 KMS / 16 TURNS / CLOCKWISE DIRECTION

T16 - T1 / FRONT STRAIGHT PASS ON THE RIGHT

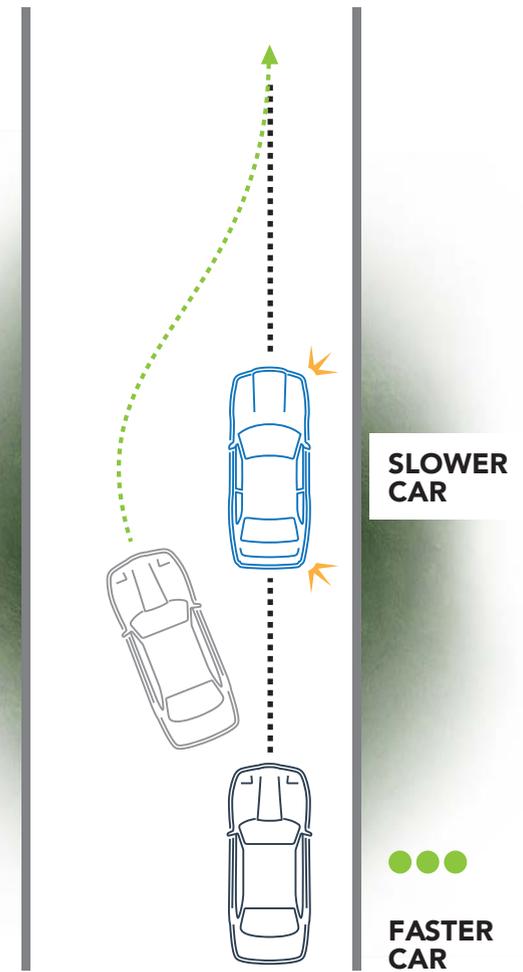


PASSING ZONES

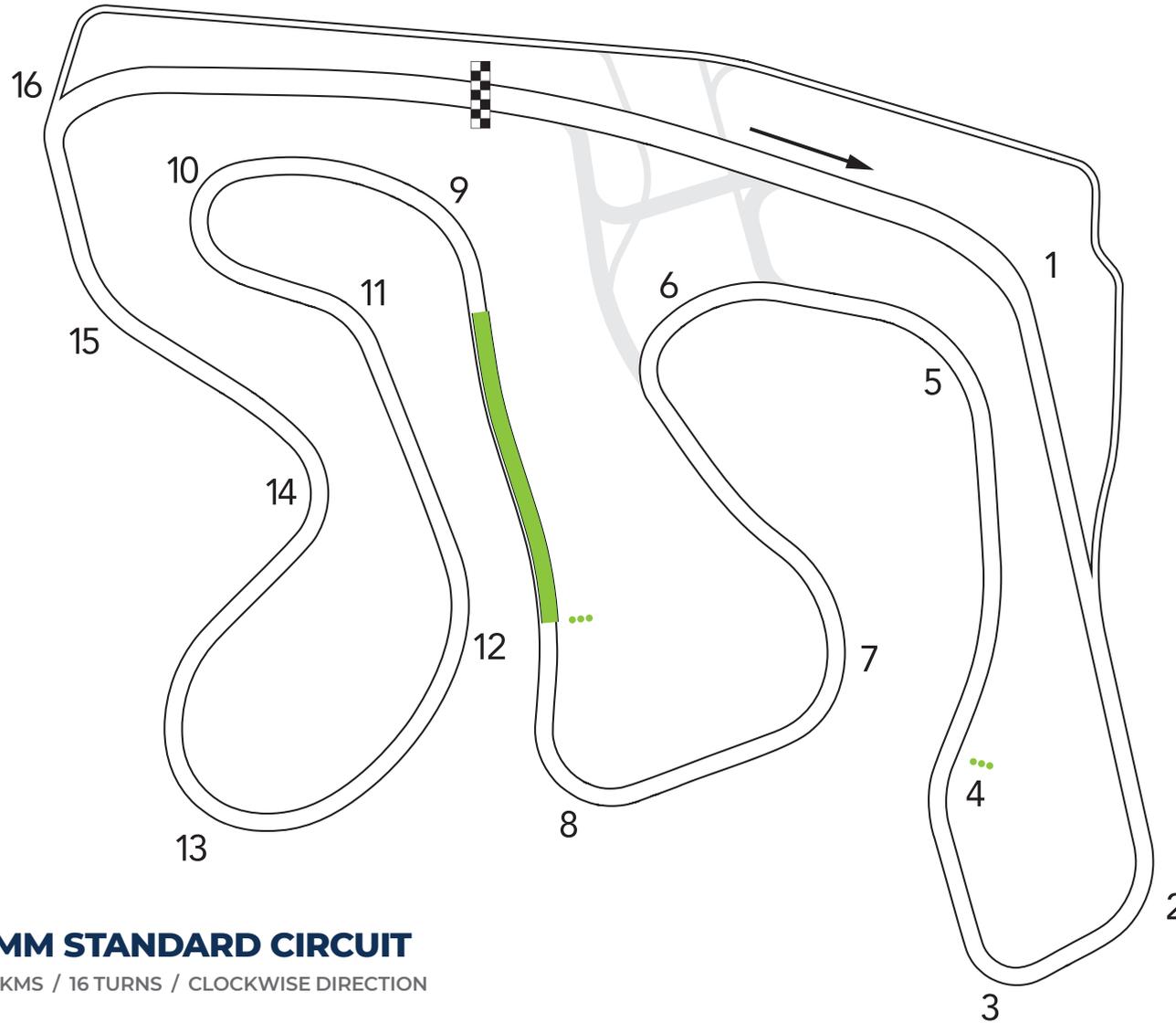


RMM STANDARD CIRCUIT
3.5 KMS / 16 TURNS / CLOCKWISE DIRECTION

T4 - T5 PASS ON THE LEFT

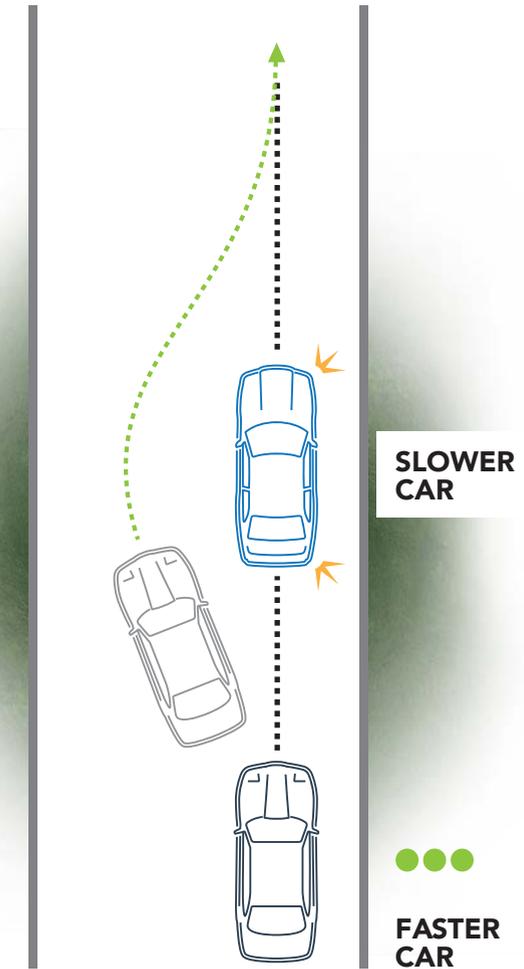


PASSING ZONES



RMM STANDARD CIRCUIT
3.5 KMS / 16 TURNS / CLOCKWISE DIRECTION

T8 - T9 PASS ON THE LEFT



PASSING ZONES

Designated passing zones ONLY with marked signs.

The front car always stays on the racing line.

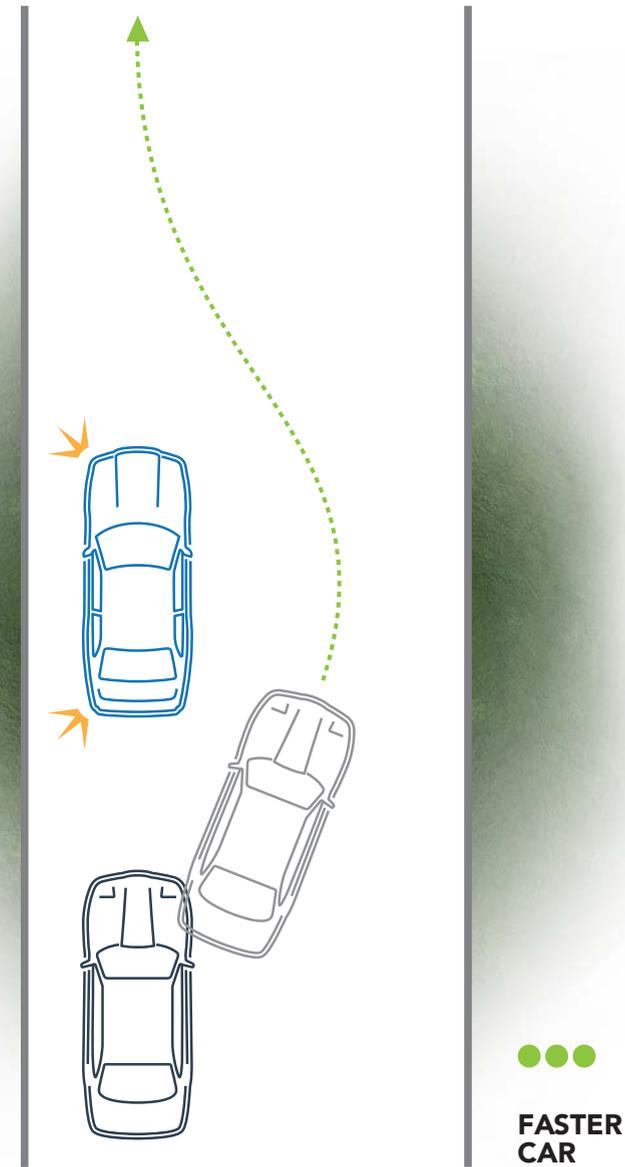
The rear car may ONLY pass if the front car gives an indication.

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.

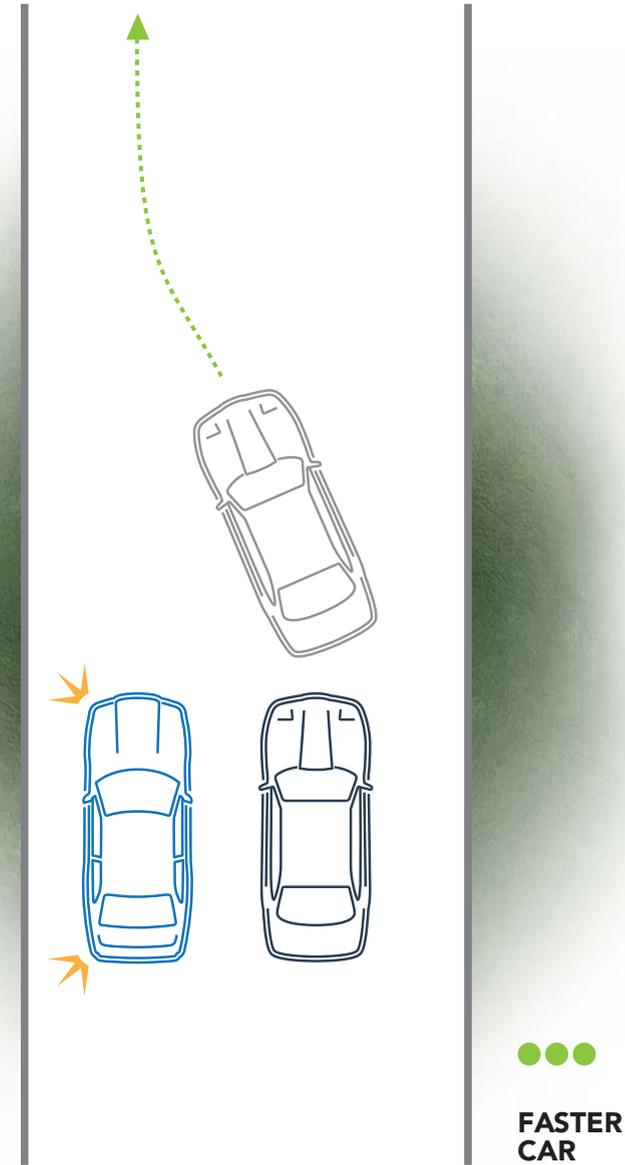
No late passes permitted.

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



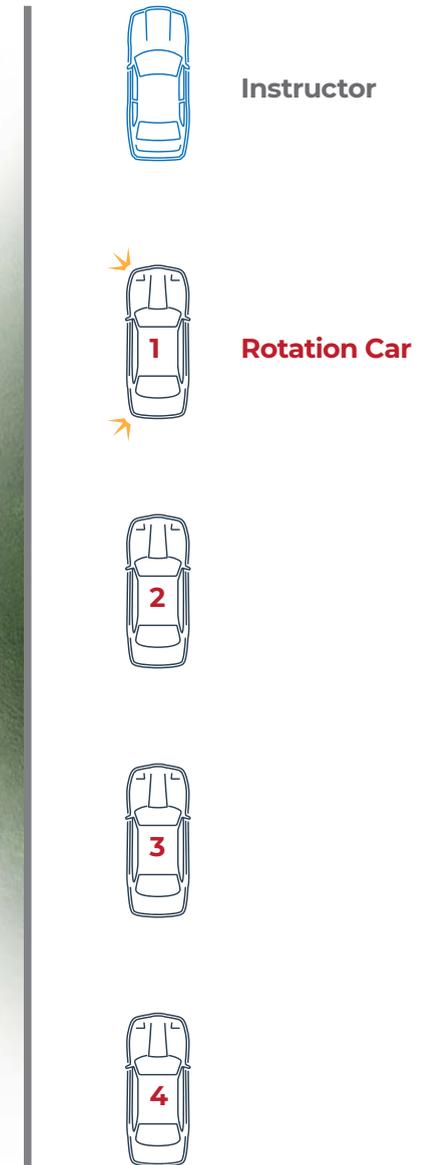
ROTATIONS

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.



ROTATIONS

We utilize the same procedure for passing during lapping days.

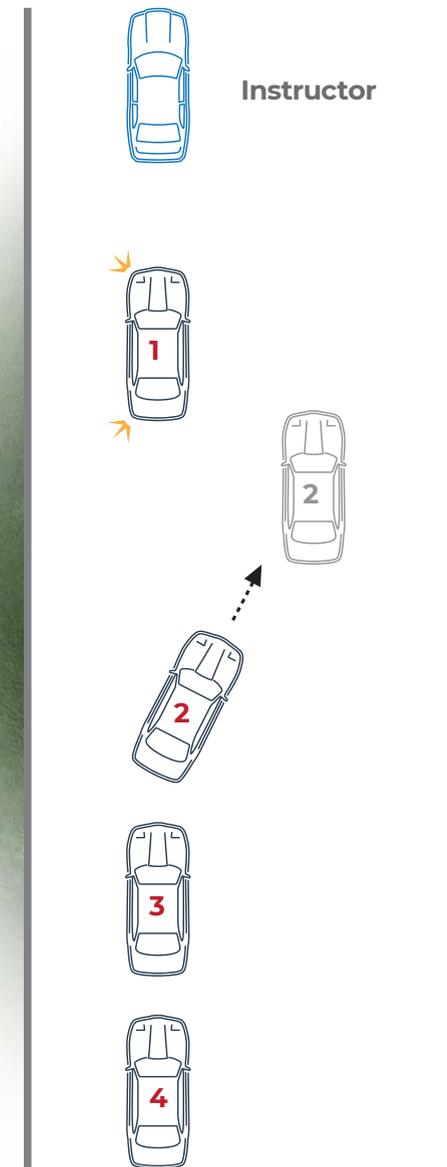
The rotation vehicle signals to the rear cars that they may pass in front, one at a time.

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.

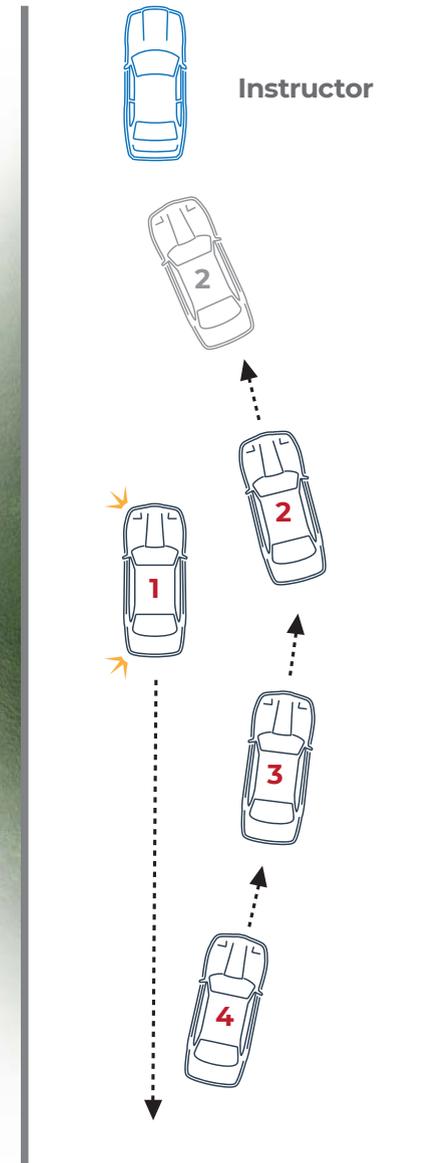
Cars pulling out to complete the pass do NOT need to signal, as this indicates to cars behind that they may also pass.



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

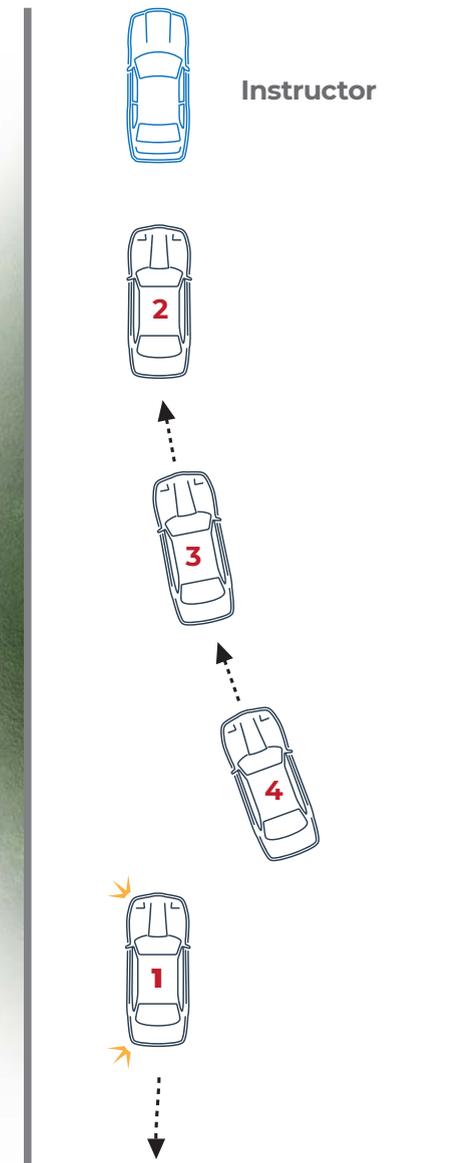
Once the whole group has passed through, the rotation vehicle will join the group in the back of the line.

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.





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