

## DO'S AND DON'TS WHEN EXPERIENCING A MECHANICAL WHILE ON TRACK

When in doubt DO NOT LIMP your car into the pits/garage. If your car is not working correctly, get off the track. DO NOT try to limp your car into the pits/garage. This normally does NOT go well! DO NOT leave a trail of fluids on paved surfaces!

Watkins Glen has MANY places to safely get off the track

- 1) Between turns 1 and 2, BOTH left and right sides
- 2) Entering the back straight, right side by flagger
- 3) After the bus stop, right side by flagger
- 4) Back straight beyond bus stop, left exit
- 5) Entering turn 5 (a bit further around from the bus stop), right side
- 6) Between 5 and 6 - The NASCAR straight, right side
- 7) Turn 8 The Heel, left side
- 8) Turn 9 the off-camber – the other end of the Nascar straight, right side
- 9) The pits, another right

Places you can stop and wait safely off the track

- 1) Turn 1 by the flagger/fire truck, left side
- 2) Just after turns 2, near turn in for turn 3, right side
- 3) Break in the wall toward the end of turn 6 right side

There are a few other breaks in the wall, but some of them are not the best to park at. But getting way offline and/or stopping off the track is cheaper than having your car damaged but limping it farther along, if you cannot make the above listed safer areas.

NOTE: if you stop in the straight part of the bus stop or the NASCAR straight, WAIT for the flagger to signal you to continue. DO NOT return to the track without a signal from the flagger.

Should your car need to be towed off the track the following instruction should help. If you have a tow hook it should be installed

1. Key on, if you take the key out the steering wheel is normally locked
2. If you have power steering beware it will take more effort to turn the wheel
3. You need to tell the tow truck driver WHERE you want the car
4. The tow truck driver will attach a strap to your car
5. Helmet on, belts fastened, if you are towed in via the track!
6. He will then slowly start pulling your car
7. You will need to LIGHTLY use the brakes to keep the strap “tight”
8. You do not want to have slack in the strap while towing
9. Make wide turns
10. As the tow truck driver comes into turns or the pits, he will slow down, you will need to use the brakes to keep the tow strap from having slack.