

The Midwestern Council Story

Roaring down a curvy road, wheel to wheel, you blast down long straights, then hard on the brakes, hook into the turns ... just you, your car and the competition. That's what road racing is like! The Midwestern Council of Sports Car Clubs has found a niche for itself as well as a national reputation for its highly competitive programs and members.

Originally run on private estates and closed-off public roads in the 40's and early 50's, amateur road racing has moved to closed circuit tracks. In 1958, a number of racing clubs found that rising insurance and track rental costs were making individual club racing programs prohibitively expensive. They joined together to form the Midwestern Council of Sports Car Clubs to set competition and licensing procedures and to coordinate race dates in order to facilitate the participation by the drivers of all member clubs. Today, although the club count has risen to 8 with over 800 members spread throughout the Midwest, the structure of the Council is still basically one of autonomous individual clubs joined together in motor sports programs.

Acting as a regulating and coordinating body, the Council sanctions between 10 and 14 events annually, most sponsored by individual clubs. The Council itself runs three Driver School sessions each year where new drivers are trained, tested and observed in on-track situations before qualifying for Novice Competition Licenses. The Council issues three levels of licenses: Temporary Permit (for Driver School), Novice License (upon satisfactory completion of Driver School) and Full Competition License. Full Competition License holders can also seek to qualify for Instructor Certification to teach at Driver Schools.

All cars participating in events sanctioned by the Midwestern Council must meet strict regulations for safety and race worthiness. Drivers are also required to wear helmet, suit, shoes and gloves, which meet strict standards for safety and fire protection. These safety requirements, thorough pre-race tech inspections, extensive track side safety equipment, combined with the Council's Driver School program, produce one of the finest safety records in motor sports today.

In more recent years, the Midwestern Council has adopted two new venues for motor sports enthusiasts. The first of these two forms of competition is high speed autocrossing. Autocross enables those who don't want door-to-door competition a place to test their driving skills without having to go through the expense and time dedication road racing requires. Competitors use their own street cars and compete on a race course against the clock. Four different groups divide the level of preparation of the cars in the Autocross group from stock to race prepared cars. If you wish the thrill and excitement of racing but cannot afford the commitment to door to door racing, Autocrossing has what you are looking for.

Vintage/Historic racing has become very popular in the United States and Midwestern Council has a program for the person looking to have fun in a vintage/historic car. Vintage racing allows its participants to race their vintage automobiles without the competition of door to door racing.

Midwestern Council is governed by a Board composed of two delegates from each member club. Monthly Board meetings are held to conduct organizational business and competition regulations; the minutes are published in the Council's Klaxon newsletter which is available online at www.mcsc.org.

The Midwestern Council of Sports Car Clubs is registered as a not-for-profit corporation in the State of Illinois.

HPDE/Track Day Rules

1. HPDE/Track Day Description

An HPDE/Track Day is designed to learn performance driving techniques in a controlled environment or to shake down a race car. The day is not racing. No lap times are taken. The event is open to street and race cars: a competition license is required in the competition group. Drivers of all skills and abilities are welcome. Limited instruction may be available. Typically four groups comprised of Beginner, Intermediate, Advanced and Competition drivers rotate through on-track sessions of approximately 20 minutes each. Note: A more formal course of instruction with assigned instructors and feedback from experienced observers is available in the Midwestern Council Driver Schools.

2 General Regulations

The rules and regulations set forth herein are designed for the orderly conduct of HPDE/Track Day events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all Midwestern Council of Sports Car Clubs (MCSCC) HPDE events. By entering and participating in these events, all participants agree to comply with these rules and regulations and the supplemental regulations published with the event entry. These rules and regulations are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, guests, or others. No express or implied warranty of safety shall result from publication of or compliance with these rules and regulations.

2.1 The Contest Board, having promulgated these regulations, may modify, add to, delete from, or grant exceptions to these regulations at any time.

2.2 The Contest Board reserves the right to prevent any entrant from participating in any MCSCC HPDE event. Likewise, the Chief Steward of the Event may prevent an entrant from participating in any MCSCC HPDE event. The event Chairman shall be responsible only for the administrative functions relative to planning, organizing, and running of the event. The Chief Steward of the Event shall have final authority over the safety and general conduct of the event, pertaining to competitive matters, rules, regulations, interpretations, etc.

2.3 It shall be the responsibility of all participants to conduct themselves in a manner which is not prejudicial to the interest of the MCSCC or bring unnecessary criticism to the MCSCC.

2.4 The Chief Steward of the event is the final authority for the general conduct of the event in accordance with these rules and the supplementary regulations for the event.

2.5 The Contest Board reserves the right to postpone or cancel any scheduled event.

2.6 The participant, in signing the entry form for any MCSCC event, elects to use the course of the event at his or her own risk, and thereby releases and forever discharges the MCSCC, together with its heirs, assigns, officers, representatives, agents, officials, employees, and others for death or any injury to body and/or reputation, that may be received by said participant, and for all claims of said injuries to parties listed above growing out of, or resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

2.7 By the mere fact of entering a MCSCC HPDE event, every participant or guest agrees to abide by the regulations and the supplementary regulations pertaining to that event, and recognizes as the only authority the Chief Steward of the Event, the Competition Director of the MCSCC, and above these, the Contest Board of the MCSCC.

2.8 Only officials may use motorcycles, mini-bikes, etc., in the paddock area.

2.9 Riding on the exterior bodywork on vehicles in the paddock is prohibited.

2.10 Only qualified instructors approved by the Chief Steward may ride as a passenger in any entered vehicle on the track.

2.11 Drivers are responsible for the conduct of their guests and crew.

2.12 An equipment fee of \$200 per event will be payable to Midwestern Council, due within 30 days after the completion of the event.

3. Event Insurance

Insurance for the event shall meet the minimum requirements as established by the MCSCC Board.

4. Driver Groups

Drivers will be divided into groups based on experience and number of drivers. Typically there are three groups for Beginner, Intermediate and Advanced drivers which are open to any driver. A fourth group is restricted to Competition License holders only.

5. Driver Eligibility

Driver must be 18 years old and have a valid state issued driver's license. Drivers License must be presented at Tech. Drivers participating in the Competition Group 4 must also present a Midwestern Council or other recognized competition license at Tech.

6. Driver Safety

Drivers must wear long sleeve and long pants made from natural fibers and closed toe shoes. A Snell Foundation rated helmet with SA, M or K rating is required. The Snell rating must be the most current date or the immediately prior. (For example in 2008, only Snell 2005 and Snell 2000 helmets are accepted. Snell 95 helmets are not acceptable.) Factory installed 3-point belts or higher are required. Roll Bars/Cages are required in open-top vehicles without factory roll-over protection. Drivers & Vehicles in Group 4 must meet safety requirements as specified in the Midwestern Council GCR for wheel to wheel competition.

7. Tech Inspection

Each driver must complete a self-tech form provided in the entry and certify that his/her car is safe and track-worthy. Tech inspector signature makes no implication to track-readiness of any car, serving only as a witness to the driver's safety compliance testament. The HPDE Tech Inspection does not qualify a vehicle for any other event. Separate tech inspections are required for an Autocross, Driver School or Wheel-to-Wheel Race to assure the vehicle is properly classified and meets that event's requirements.

8. Numbers

Car numbers will be assigned on a first to register first assigned basis. MCSCC permanent numbers will not be honored. Numbers must be on both sides of the car, of contrasting color, at least 6" high, and not made from shoe polish or marker.

9. Run Group

MCSCC reserves the right to change driver's run group based on experience and to balance the groups for a safe and fun event. Moving to another run group is only permitted with the approval of the event chief steward.

10. Passing

Passing may be done only with a point by from each car passed. Drivers passing without a point will be black flagged. Upon first offense the driver will sit out the rest of the session, on second offense the driver will not be allowed back on track. This is not racing. If another driver is faster in the corners, allow him to pass in the straights lifting throttle if necessary. Black flags will be issued for not letting faster cornering cars by on the straights.

Passing zones at Blackhawk Farms Raceway are between T6+T7 and T7+T1 for all groups. The driver being passed must remain on the normal racing line (driver's left at Blackhawk) and the overtaking car must pass on the inside (driver's right at Blackhawk.) All passing must be fully completed by the turn-in point of the next corner. Group 4, competition licensed drivers, may pass anywhere on track. Point-bys are highly encouraged in Group 4.

11. Passengers

No passengers will be allowed except those designated as an instructor by the chief steward. Two people are allowed in the car only if one is a designated instructor. Instructors may take students in the instructor's car or ride along with students in the student's car.

12. Instructors

Instruction is limited. Instructors are volunteers from the advanced and competition run group, appointed by the chief steward or event chair. Instructors will assist new drivers with learning the line and basic driving technique for a session or two. We respect that our volunteer instructors are at the event for their own track time.

13. On-Track Behavior

Both front door windows must be in the lowered position during on track sessions. Honor the blend line when entering the track. Watch mirrors and corner stations. Drivers who aren't paying attention will be black flagged. Not all corners will be manned. When exiting course, put left hand in the air to signal slowing and move off-line. Exit the track using Pit Row; exits at Blackhawk T5 & T6 are for emergency use only. Off-course excursions will result in a chat with the steward. Multiple off-course excursions will end the driver's day. Emergencies on track will result in the session immediately being ended.

14. Flags On-Course

Yellow, Stationary: Incident up ahead. Slow down, no passing until the next manned station.

Yellow, Waving: Great danger, an incident up ahead may include partial or complete track blockage. Slow down, no passing until the next manned station.

Black: Driving infraction. Proceed to pit lane immediately.

Blue: Faster car is approaching, let them pass.

Yellow/Red: Debris on the course, may be oil, grass, car parts, wildlife, etc. Drive with caution, be alert.

Checkered: End of session. Finish next lap and exit track through pit lane.

Standard Operating Procedures

Although an HPDE is not a competition event, GCR 1.18 requirements for medical area, at least 1 ambulance, 2 EMTs and 1 wrecker will be applied.

At least one MC Steward will be present as Chief Steward of the event.

No lap timing is provided. No Timing and Scoring equipment or personnel are required. Electronic timing beacons are not allowed.

Due to the non-competitive nature and restricted passing, corner staffing requirements may be reduced from standard MC procedure. At Blackhawk Farms, minimum corner staff would typically be one each at bridge, 1, 3, 3a, 4, main gate and 7.

One person at grid is generally sufficient to check seat belts, helmets, long sleeves etc. before entering track.
