

If you attend, you will ...

✓ Increase your chances of winning by applying the knowledge gained to your own driv-

ing techniques.

✓ Learn to use and apply the Internal (INs) and External (OUTs) ways of winning more safely.

✓ Understand how to better prevent and to survive collisions.

✓ Increase your chances of winning by utilizing, installing and maintaining the proper safety equipment.

✓ Value how racing safety is tied to all aspects of vehicle performance and the drivers performance.

✓ Appreciate the growth of safety standards by NASCAR, NHRA and SCCA.

✓ Realize the physiology required for a winning, more safe, team-member.

✓ Review Formula I racing-safety using a John Fitch, "Mr. Track Safety"



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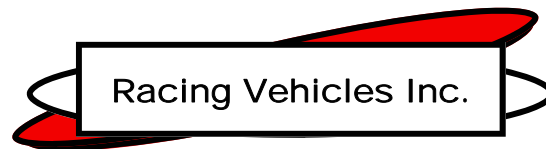
- Another racing- safety clinic is available for the more seasoned teams.

★ The **Five-Star Clinic** is a full day workshop for the entire team + Significant Others. It applies Internal and External ways of winning more safely to all aspects of the team.

- Does your club or organization schedule activities? If so .....

★ The **Three-Star Clinic** is a 90 minute workshop that could readily be added to any activity (even a dinner). This workshop deals with understanding and applying Internal and External ways of winning more safely.

- Brochures for these other two clinics are available upon request.



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- **Winning More Safely In Motorsports**

## What is a Four-Star Clinic?

The clinic focus is on “*Keep The Shining Side-Up*” and involves two ways of improving racing safety: “built-in safety” (*Internal*), & so-called “Lady Luck” (*External*). These two ways are tied together by *Maintenance*.

Safer racing implies reducing the risk by either reducing the possibility or severity of being involved in a DNF event, and improving the chances for the checked flag. The clinic presents details on how you can take control over the many factors involved in both Internal and External ways to improve safety. This becomes your team’s **Safety Net Package**.



### Who is the Four-Star Clinic for?

Drivers and pit-crews with some track-time, and who want to increase their chances of winning safely. This workshop “kicks it up a notch” over the Three-Star Clinic and broadens the racing aspect. For peace-of-mind of partners of the weekend warriors, Dr. John and his wife recommend that couples take this workshop together.

**Length of workshop:** Three Hours which can be **adapted to your schedule**.

**Type of Workshop:** Interactive participation which includes several video presentations. Each club should specify vehicle of interest, i.e. cars, trucks, motorcycles, go-karts or ATV’s.

**Place:** Racing Vehicles, Inc. will host a clinic at either at North Port, FL, or at your location with a minimum of 6 to 8 participants.

**Sponsorship of a clinic:** Cost per person is \$100, plus a non-refundable \$20 registration fee. For cost saving, clubs or organizations can **sponsor a clinic** at their location. Clubs (FL, AL, GA, SC, OR, WA, CA, NV) near our locations should contact RVI for fixed fees per class, and details on how to **bring a clinic** to your location. Clubs in other areas must also cover travel expenses for Dr. John

### Who is Dr. John?

**D**r. John Majerus is a unique blend of racing enthusiast, aero-engineer, rocket-scientist, inventor and professor of mechanical engineering. He received his doctorate in Aeronautical Engineering at the University of Illinois; worked for 10 years in the aerospace industry, specializing in failure of materials. He worked another 10 years for the US Army at the Ballistics Research Laboratory specialized in analysis and design of systems under dynamic loading and received numerous patents and government citations. He taught for 21 years as a Professor of mechanical engineering at Villanova University. He has published 103 articles on material failure and reliability, finite-element analysis and concurrent design-methods. Presently he is working on a book called, : *Winning More Safely in Motorsports: The Set-up*. He has built numerous “hot rods” and “chopped bikes”. He fully restored a ‘68 Sting Ray and has over 40 hours of “seat-time” on numerous road – racing tracks. Many examples used in the clinic are based on observations and experience at these tracks.

