



Jon Felton <jon@getfastevents.com>

Triple Trackcross 1/10/26 @ Summit Point: driver details

1 message

Get Fast / Summit Point (via MotorsportReg.com) <autopilot@motorsportreg.com>

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Reply-To: Get Fast / Summit Point <jon@getfastevents.com>

To: Jon Felton <jon@getfastevents.com>

Happy new year!

You are reading this huge email because you registered for our upcoming Mach V Motorsports winter trackcross this coming Saturday January 10th, 2026 on all three circuits at Summit Point Motorsports Park. Thank you very much for signing up to enjoy the second event of our 11th annual winter series, our fourth annual "triple" trackcross, and our first event of the new year! We know everybody's watching the weather forecast as always but we do still have plenty of spots left, so please invite your friends to register ASAP from (<https://msreg.com/26rbtc345>) and help us make this day a success. Now here are many details to help us have a safe, fun, smooth-running event together...

Thanks very much as always to Mach V Motorsports in Sterling for their ongoing support, be sure to check 'em out at (<https://machv.com/>). Next, please make sure you are on the entry list correctly and reply with any changes ASAP. Also please make sure you know what your confirmed car number is and which car class you're in because that determines which heats you're driving in (A & C & E *or* B & D & F.) Click here to see the list, please note that your heat assignments aren't all final yet so you may want to check again a day or two beforehand:

(<https://www.motorsportreg.com/events/41AD47E1-9B66-B839-7FE8BAFA7B4C96FD/status>)

Most importantly - your numbers shown on there need to be "big and visible" on both sides of your car please, on doors not windows - the bigger the better; at least a foot tall, vinyl is strongly preferred and painters tape is not recommended. We need your car numbers to be at least 12 inches tall or you may not get any times/may not appear on the results - you've been warned. ;-) Magnetic numbers typically don't work well for trackcross. Contrasting colors are good - blue tape on a blue car or white shoe polish on glass isn't visible enough. Please pay special attention to your car number on that list; you won't get times if you have any number on your car other than the one on that list, or if we can't see your numbers on your car for whatever reason. At least 90% of missing times and results-related problems come back to car number issues - literally what we can see on your car from 100-200 feet away is what helps us make accurate results for you, so thanks in advance for helping us make that happen!

Also a note about car classing... the burden of being correctly classed falls on us all collectively as participants so if you see someone doing it wrong, let them know - and let us know. To help fix this we have put the classing details on their own page of the interwebs: (<https://getfastevents.com/trackcross-classing/>). The bold red section near the bottom is most applicable here... so please check that link and reply ASAP if your car is in the wrong class for this event. It's simply not fair to everyone you're beating in the classes their cars are actually legal for. Note if you have done 5 or more autocrosses, trackcrosses, HPDE days, or similar performance driving events in the last few years you are not considered a Novice with us! I did have to move some of you out of Novice and fix a couple other classing errors so it's possible you are shown on the list above in a class other than the one you registered in. ;-) Also we want as few drivers as possible in EXPO class since that's not a class and doesn't help us have more/better competition. So please reply to correct or discuss classing if needed, or if I have missed something. Again, thanks much for helping us have accurate results.

Here is our tentative schedule:

6:30a - gates open

7:00a - registration & tech open
8:00a - mandatory drivers meeting/novice meeting
845a - heat A on Shenandoah Circuit
10:15a - heat B on Shenandoah Circuit
11:45a - course reset & worker break
12:15p - heat C (heat A drivers again) on Jefferson Circuit
1:00p - heat D (heat B drivers again) on Jefferson Circuit
1:45p - course reset & worker break
2:15p - heat E (heats A & C drivers again) on Summit Point Circuit
3:30p - heat F (heats B & D drivers again) on Summit Point Circuit

Arrival:

Please arrive early - we are using Motorsports Gate 1 which should be open by 6:30am. Everyone will need to sign the waiver & get a gate wristband immediately. Please then go directly to the Shenandoah paddock - follow the GREEN painted line from the front gate if you don't know where Shenandoah is - to pick a spot (spread way out/use the entire paddock, but don't park on/near the skidpad) and unload your car then head to registration & tech inspection ASAP. Speed limit in the paddock and on the property is 10mph unless otherwise posted. When you are near people (i.e. tech or grid) the speed limit is 3mph i.e. walking speed. Staff & security have a zero tolerance policy for speeding anywhere but on the track.

Tech & Registration:

We will have tech and registration together on the cold "pre-grid" lanes of pit road directly behind the main building, both will only be open from 7am to 8am. Please come to "techistration" with your car ready to go (empty, numbers on, bring your helmet, etc.) You will receive your driver wristband at this time. You will need to show us the orange or brown Snell sticker under the liner of your helmet as well, so please know where that is. And please arrive early to get this taken care of early - late arrivals will be problematic - there is no time for registration or tech after the 8am drivers meeting because we all scatter to get things going. Tech is a safety inspection of your vehicle before it goes on track, you need to please print, fill out, and bring a completed/signed form which is here:

(<http://getfastevents.com/wp-content/uploads/2025/10/tctech26.pdf>)

We strongly encourage participants to "pre-tech" their cars before each event or have a shop or trusted professional do it. Pre-tech the car yourself if you know exactly what to look for or have that done by a qualified shop or individual if not, we will then re-check the car that morning as usual. The most important part is bringing a filled-out/signed form. It will also cost you \$20.00 (cash only) for a blank tech form from our clipboard if you forget yours! Techistration will also take longer for you (and you risk missing track time as a result) if you forget your tech form, so please consider everyone in line behind you. It is the responsibility of the participant to ensure safe mechanical condition of the vehicle at all times. If you have any questions about passing tech please reply immediately. Sorry but refunds or credits will not be available for cars that fail tech. If you're bringing a convertible it needs rollover protection and to pass a broomstick test, please see note below re: convertibles.

Drivers Meeting:

This is a mandatory meeting unique to each event for ALL participants and officials, regardless of when you are running. We always have additional important info about the day to relay to you, much of it safety related. It is the only time of day we can reliably get everyone together. If you miss the drivers meeting for whatever reason you forfeit your entry without refund or credit. Unfortunately we don't have time or manpower to give additional meetings later for one person who overslept because immediately following this meeting, the staff scatters to various parts of the facility to put on the event. Again, if you are not there and registered/tech'd/in the meeting by 8am, you will not be participating that day or getting your money back - sorry. Also we will have a quick novice meeting after the drivers meeting, so beginner/novice drivers please hang back for a few minutes to discuss the day.

Getting To Course:

Shortly after the drivers meeting, Heat A drivers will line up to leave "parade style" from the pre-grid area (same place we did tech inspection) behind a designated pace car which is usually a white Ford Crown Victoria Police Interceptor aka skidpad car. If you miss this parade you may not know where to go and may miss runs as a result. We will drive over and immediately do a slow drive-through for TWO LAPS so everyone knows where the course goes and how to get back to grid. We will then make three rows in grid and get started with timed runs. The same applies to all later heats - basically for all heats please line up as directed/announced in

the main paddock behind the pace car and we'll go from there with getting to course, drive-throughs, then timed runs. Just follow the car in front of you and it will all make sense ;-)

Grid:

For all heats we will grid in three equal rows. Grid order doesn't absolutely matter, but please do your best to stay in the same order for each run, as it makes things easier for timing & scoring. Please bring anything you might need (tire pressure gauge, water & snacks, etc) and leave it on the ground next to your grid spot. When your timed run is complete, i.e. once you have gone through the finish timer, please get your car under control and gently slow down to a reasonable speed (think 35mph at most, but much slower when near people) and come back around to get back in the same grid row/spot. As a reminder, speeding or other tomfoolery on the cold part of the circuit when coming back around will cause immediate ejection without refund.

On Course:

Heats A & B are on the Shenandoah Circuit "karussell hybrid" course counterclockwise -

(<https://www.getfastevents.com/wp-content/uploads/2022/07/tc723pm.jpg>)

(https://www.youtube.com/watch?v=NO53_1Dpsrg)

Heats C & D are on the Jefferson Circuit from ramsite shed counterclockwise -

(<https://www.getfastevents.com/wp-content/uploads/2021/03/jc21jan.jpg>)

(<https://www.youtube.com/watch?v=FXRbetMRrHA>)

Heats E & F are on the Summit Point Circuit from T3 to T10*** -

(<https://www.getfastevents.com/wp-content/uploads/2022/11/tc122am.jpg>)

(https://www.youtube.com/watch?v=_BIlKO3_gwl)

Please note there is no access to any portions of these circuits on foot and no guaranteed way to watch runs from elsewhere on property. All persons not running in a heat need to stay inside the SC paddock or buildings, please. We also may have limited ability to get cars back to grid safely when the track is hot - so if you go back to the paddock (under power or while being towed) during a heat, you are probably done until your next heat.

*** FULL DISCLOSURE: a crew has been replacing the old drive-over bridge to get into the Summit Point Circuit paddock. Unfortunately there may have been some delays and we cannot use that circuit until they are done (management will not let us drive over *or under* an unfinished bridge for safety reasons.) Due to this holiday break I haven't yet been able to get confirmation that they're done or will be done by this weekend. So our backup plan if the bridge isn't finished is to run Jefferson in the opposite direction instead for heats E & F, like this (<https://www.youtube.com/watch?v=wrS93UCWS2I>) and this (<https://www.youtube.com/watch?v=srtZ14qYR2o>). Hopefully we'll be good to run on SPC and this is a false alarm, but I wanted to explain the situation beforehand just in case. Also - our final winter event next month is on SPC all day, so we'll get plenty of runs there soon enough if we can't do it this Saturday.

At Speed:

Our goal is to give you as many runs as time allows; how many runs that ends up being is up to the drivers. ;-) Once on the hot track for a run please assume there is a car about 20-30 seconds ahead of you and another about 20-30 seconds behind you at all times. Drive through the finish like you're driving continuous laps, not driving through an autocross finish sideways! Then slow down and return to your same row in grid. Any spin, 4 tires off the pavement, contact with anything, or other significant loss of control will result in the loss of your run's recorded time. Repeat offenders will be parked, for their own safety. We will use yellow, black, and red flags by their traditional meanings (to be explained further at the drivers meeting if necessary.) If you "catch a flag" as the result of someone causing a problem ahead, you will get a re-run at the end of that heat. If you cause a flag, you will not get a re-run... and the more flags you cause, the less likely it is that you'll be

getting more runs - all for safety of course!

Work Assignments:

As a regular registered driver you do NOT have a work assignment automatically, unlike at regular autocrosses. Those of you who chose a work assignment for a discount will need to please report to us in the paddock by 6:45am to help with registration & tech. Workers for this event will receive assignments that morning, but will generally be working start or grid or timing during all the heats they're not driving in.

Eligibility:

All participants and anyone going on track or skidpad at any time must be at least 18 years old with a valid drivers license and suitable attire.

Convertibles:

Rollbars are required in all convertibles unless the car is factory equipped with rollover protection, and it must state such in the manual. Drivers must bring manual and present it at tech. Additionally all convertibles including the ones with "pop-up" hoops must pass a broomstick test at all times on track, see (<https://www.getfastevents.com/wp-content/uploads/2021/01/broomsticktest.pdf>). Check out the tech form linked above for more about convertibles and please reply ASAP if you have any question about the legality of your convertible. As always there are no refunds or credits for those who register with or show up with convertibles that don't pass tech. Note that all Mazda Miatas (including RFs and PRHTs) as well as Honda S2000s will need 4-point full width aftermarket rollbars added, sorry no exceptions.

Helmets:

Helmets must be Snell rated SA2015/M2015 or newer in good condition. Helmets with just DOT approval and/or helmets without proper Snell ratings are not allowed. Sorry we are no longer providing rental helmets but OG Racing @ Dulles does. As per text above you will need to show us your helmet's orange or brown Snell sticker (under the inner liner) at techistration, please check for this before you arrive. Note - Snell SA2010/M2010 helmets fail tech as of 1/1/26 due to the new 2025 standard - we've been warning everyone about this for a year, so you can't say you didn't know. ;-)

Passengers:

These are solo events by design and for safety reasons. Passengers (age 18+) are only allowed IN THE LAST TWO HEATS (i.e. E & F on the third and final course/segment) with NON-NOVICE/NON-EXPO drivers only as long as they have the same level of safety protection and attire as the driver. Passengers must keep hands and arms inside the car, and handheld recording devices may not be used. For safety reasons, passengers are not allowed during the morning and mid-day blocks of runs unless they are recognized/approved instructors who have been cleared in advance. Again, due to problems in the past, NOVICE/EXPO drivers may not take passengers until further notice.

Provisions:

Unconfirmed as of now, but Bill's Burgers & Fries in the paddock should be open for us from 8am to 2pm or similar. Otherwise, Railside Market is outside the track gates - turn right and go about a mile.

Lunch Touring Laps:

Sorry, there's no time for touring laps at this event because there's no lunch break, just two course resets/worker breaks as per schedule above.

Skidpad:

The wet skidpad in the center of our paddock will be open for registered drivers in tech inspected cars, so please don't park or walk near it. We will open it up once Heat A gets underway OR once it gets warm enough to not damage the sprinkler pipes - whichever comes first, you are then welcome to skid one at a time in either direction (although clockwise is more popular) with helmets on for 2-3 minutes each. If the sprinklers come on, the skidpad closes - you must stop and wait or get back in line. And we cannot run on a dry skidpad because that will damage the sealer and/or the pavement, it must be wet - so if it's not wet, don't drive on it! If our Crown Vic (see "SKID VIC" below) is in line or on the pad it has priority. Also, no skidpad usage during lunch please. Passenger rules are same as on the track itself, explained above. We will tentatively do a mini "skid school" after the drivers meeting to discuss how to best use your time on the skidpad.

Skid Vic:

Anyone who added this registration option is in for a treat! Expect to spend time sliding around the skidpad in a P71 Crown Victoria Police Interceptor with in-car instruction from yours truly. With any luck I can get you drifting all the way around the circle! Plan to attend the skidpad meeting after the drivers meeting for more

details, but we usually do this in whichever later heat you're not driving in.

Gas & Air:

It's best to arrive with a full tank and sufficiently inflated tires, but air and gas are both tentatively available in the paddock or elsewhere on the property.

Restrooms:

Indoor plumbing is located in various paddock buildings.

Weather:

Like all other road course events we run "rain or shine, hot or cold" and only pause for lightning/thunderstorms to wait it out. These events may be rescheduled or paused for more significant weather systems or slippery conditions, in which case we typically return a week later. The forecast for this one looks ok at a week out, not too cold! Maybe a little damp. But you can hang out in the heated classrooms during your breaks...

Live Timing & Results:

Again please help us make accurate results by having your car registered in the correct class and putting the correct car number "big and visible" at least 12 inches tall on both sides of your car! We will tentatively have live timing at this event so you can see all times on your phone in grid updated every minute. If that live timing breaks, your times may be given to you on a printed ticket or post-it note on your way back to grid. These are provided for reference, subject to change during the event, and are not official times. The live timing link to bookmark on your phone for viewing that day after each of your runs is (<http://www.getfastevents.com/livetiming>) or (<https://getfast.nfshost.com/results.htm>) directly . Again please note these are unofficial, provisional times as they happen - subject to correction during the event day or afterward as needed. Results will be posted online and emailed to you usually the next day, then they are provisional for 24hrs.

Additional Charges:

The "you break it you bought it" policy is in effect. Fees must be paid immediately for damage caused on premises - including but not limited to timing equipment, tire bundles, foam barriers, oil-dry/kitty litter, skidpad sprinkler heads, and more. There will also be an immediate \$100.00 charge for any use of the rollback tow truck or wrecker from the shop if your car cannot be moved via flat tow.

Cancellation:

Please review the entry cancellation policy you agreed to when you registered at the bottom of the page (<https://getfastevents.com/trackcross-faq/>). Sorry there are no exceptions to this policy so please don't ask. Also please note, for this event the deadline for putting someone else's name on your entry or otherwise updating said entry is NOON ON TUESDAY JANUARY 6TH. The ONLY changes we will be able to facilitate after noon Tuesday or at the track that morning are if you need to change classes or bring a different car...

Upcoming Events:

The final winter trackcross will be Sat Feb 7 for Rounds 6 & 7 on the Summit Point Circuit all day, please sign up from (<https://msreg.com/26rbtc67>). We have a lot of events planned for 2026 including some new stuff, stay tuned for many details soon!

More Questions & Answers:

Check out the series info page (<https://getfastevents.com/refrigerator-bowl/>) and the FAQ at (<http://www.getfastevents.com/trackcross-faq/>). If you have questions or need anything, please reply ASAP. We look forward to seeing you at Summit! Thanks again,

Jon & team