

On-Line Driver's Meeting

Club Motorsports

October 19, 20 2019

Instructions: You MUST read and understand this document. **PRINT THIS PAGE AND BRING IT (this page) TO REGISTRATION on your first day.** Before signing and dating this form – **PLEASE KNOW** and understand all policies, procedures, Passing Zones for your run group, flags, flagging stations. There is a very good chance you will be asked to recite portions of this documents contents during the on-site meeting during the event.

Lots of New Info in this Document!

THIS DOCUMENT DOES NOT ALLOW YOU TO SKIP THE DRIVERS MEETING EACH MORNING AT THE TRACK – BUT you will have an abbreviated meeting if you read, understand, sign and turn in this document during registration. Failure to sign and turn in this document will result in your required attendance at the novice meeting immediately following the drivers meeting.

Please print your name: _____ Your signature: _____

Date: _____ Do you have a Worker Assignment @ this event (yes/no)? _____

QUESTIONS:

What does a white light displayed at a flagging station mean? _____

What colors are painted on the track to indicate the edge of the track? _____

Welcome to our Driver Education (DE) event. This Driver Education (DE) event is run in accordance with the national PCA Guidelines for Track Events and PCA Event Liability Insurance Program and our Region's Guidelines. To ensure a safe event, you, your guests, and your car are expected to comply with the rules and regulations. You are expected to print out and bring to the track your Event Packet. We are committed to making this a safe and fun event, so put your head in gear, drive safely, learn to be an ever-better driver, and have a blast.

A DE event is not racing, nor is it preparation for racing. No times or finishing order are recorded, and no awards or prizes are received by the participants of a PCA DE, just a lot of fun and camaraderie. All drivers are expected to show courtesy to other drivers. Any conduct considered unsafe or inconsistent with the spirit or purpose of the Driver's Education Program will not be tolerated and may be grounds for ejection from the event. This approach keeps the event safe for all participants. One of the primary tenets of the DE program is that we're all here to learn more about ourselves and our cars. As such, instructors are always available to assist new student drivers, or those wishing to improve their driving skills. Signed off drivers are encouraged to seek out instructors to ride with and mentor them at least once per event. Blue drivers, who are signed off students, should do this once per day if possible. Instruction can be done through discussion, by the Instructor driving the Porsche on the course with the student in the passenger seat, or by the actual on-board instruction of the student-driver.

That said, Drivers Education (a.k.a. Drivers Ed or DE) is an instructional speed event that is characterized by continuous lap driving with passing to be permitted as allowed by these rules. **A DRIVERS ED IS NOT RACING.** There is no official timing as the event is intended as instructional only, with no competition. Any timing is done for instructional purposes only, and is not part of the operation of the event. There are no award points assigned and no trophies associated with DE events. While non-competitive, safety equipment is still required as outlined in these rules.

Cars are sent out on the course in groups (arranged by the experience levels of the drivers) and not individually. This means that in addition to finding the fastest/safest line around the course, you must also deal with traffic. Inevitably, cars will bunch up and passing is a required and expected part of any DE session. **Note that the PCA Liability Insurance specifically prohibits wheel-to-wheel competition in this context.**

NO ALCOHOL OR CONTROLLED SUBSTANCES CAN BE CONSUMED BY ANY PARTICIPANT DURING THE HOURS OF EVENT OPERATION, OR BY ANY PERSON AT THE SITE OF THE EVENT DURING THE HOURS OF EVENT OPERATION. This is not intended to prevent participants from taking medication as long as it does NOT have an effect upon the person's ability to control a vehicle at speed.

If you are using an in-car video recording device and witness an incident – PLEASE DO NOT POST that recording in a public forum, on-line messaging service or other public areas. It's NOT IN THE SPIRIT OF WHAT NER and PCA believe Drivers Education is about.

COMMON SENSE AND EVENT ETIQUETTE - Please read this section carefully. Safety is the MOST important aspect of this event. Anyone driving in an unsafe manner will be expelled from the event without a refund.

- Be prepared for any weather. The event will continue in the rain.
- Be aware of environmental conditions and make sure to adjust your speeds accordingly.
- Use the first couple of laps of each session to warm up your car, tires, brakes, and get your head in the game.
- Be sure to check your brakes, tire pressures and condition, oil, and lug nut torque throughout the event.

1) **Pass only in designated areas and only after receiving a pass signal** from the driver being passed. Do not attempt to pass at the end of a straight. Be sure you have the time and room before you attempt a pass.

2) Watch your mirrors! The driver being overtaken must give a separate hand signal for **EACH AND EVERY PASSING CAR**. If you did not get a pass signal, be patient, and back off. Do not ride the bumper of the slower car. They may be overwhelmed, and you riding their bumper won't help.

3) **Don't group together**. If someone is behind you and they were not there before, they are going faster than you. Refrain from running away from them on the straights, let them by and a turn or two later they will be gone. If a train, or line, forms, the first/lead car is responsible for "clearing their rear" by safely allowing cars behind them to pass or pitting in and reentering the track after a pause. Always be aware of the traffic around you.

4) **Concentrate**. Vehicles at speed need smooth, decisive, and balanced inputs. If you are confused by too much going on, slow down. Maintain the line and feel what the car is telling you.

5) **Flags are critical to on track safety**. Please review the definitions in this document. They will also be reviewed before the event and in class.

Car Occupancy: If two people are in a car, one must be an approved event instructor and the other must be a registered entrant in the event. There are no exceptions to this rule. A registered entrant is defined as a person who will be participating in substantially all appropriate aspects of the event (on track, classroom and exercises, any work assignments). This does not mean, however, that a registered entrant must attend the event full time, or participate in classroom sessions or exercises that are not scheduled for such entrant (e.g., instructors and advanced students need not participate in classroom session or exercises developed for novice drivers).

Erratic Driving (aka Two Spin Rule): Any driver who leaves the track (two or four wheels off), spins, is not in control of his/her car, and/or makes contact with another car or object will be black flagged and must come into the pits to have the car looked over and to be queried for the cause. Do not wait for the black flag to come into the pits. A second incident may be cause for not driving the rest of the day or ejection from the event.

In the Paddock: Speed in the paddock should not exceed 10 mph.

Travel Note

Construction on Rte 16 just south of Rte 25 continues. The project is close to completion, but allow a few extra minutes travel time if you use Rte 16.

Track Hours

Friday - Early check-in starts at 3:00 PM and ends at 6:30 PM. Gates close at 7:00 PM sharp.

Saturday gates open at 6:45am. Gates close at 7:00 PM.

7:30 AM for track walk and 9:00 AM for general DE participants.

Morning Access to the Track

Early birds enter through the open gate and stop in front of the “hut” on the access road. Line up double stacked, ie both sides of the road. Be aware that there is **no parking on the highway** while waiting for access to the track. Police will move you along or ticket you. Sign the initial track waiver and proceed to the office trailer in the first parking lot where you will sign the PCA waivers and receive your lanyards and wrist bands.

STAGING AND TRACK ENTRY:

Staging –Cars will stage on the right hand side of Pit Out. You will be checked for belts, helmet, run group, “Hans” fitment and tech sticker as you wait to be released. Each run group will be announced in plenty of time so you are not rushing to staging by bull horn for east side pits and by horn for west side pits. Details will be announced at the Drivers Meeting.

When the track opens for your session, go out single file on the track worker’s signal and **proceed onto the track staying left. Watch your r/h mirror for oncoming traffic and point them by to acknowledge that you know they are coming.** The first lap or two will be run under the yellow caution flag, so there is no passing. Use this time to warm up the tires, get yourself mentally prepared for the track and learn where the flaggers are located.

Your first 3 laps:

In an effort to familiarize everyone with “the line” we will be starting out on Saturday in all run groups with a 3 lap “follow the leader” demonstration of the “line”. You will be sectioned into groups of about 5 with a demonstrating instructor familiar with our chosen standard “line” to lead you around. Stay close to the car in front of you and drive the exact line presented for just 3 laps. We hope you will find this helpful, and if you’re already an expert, think of the benefit of having the others on the track less erratic and safely up to speed around you.

CHECKER FLAG:

The checkered flag will be thrown from Station 1, pit out, turn 2 and turn 8. Please acknowledge the flag when you see it and back off to cool your brakes for a full lap. **Due to the size of this track, cool your brakes, but keep it moving so the next group can get out.**

A Track Walk will be offered on Sunday morning.

On Sunday the gates will open at 7:30 for track walk participants only. We will assemble at pit out and proceed onto the track by 8:00. Please give this some thought prior to the event as we will be asking for a show of hands indicating how many will participate. Due to the length of the track, this will be a walk/drive event. Plan to buddy cut down on the number of vehicles by pairing up.

Please Review this LINE Video and Tutorial:

At our last event we experienced excessive incidents. It was obvious that both upper and lower run groups were inexperienced with the line at this track. As part of your prep for this event, please review the line as demonstrated on the following links.

[Video of one lap at Club Motorsports](#)

[Club Motorsports Step by Step](#)

Tow Hooks:

Please remember to attach tow hooks to your vehicle prior to driving on the track.

Out of Bounds Areas:

This track was designed with safety in mind. In many places where at other tracks you might find a berm or even flat track with grass or sand on the outside, **this track in certain areas has a Red, White and Blue PAINT border** with asphalt beyond. You may drive up to, or even on the painted area, driving on the far side of it is considered “out of bounds” and will be treated exactly as if you just put two or four wheels in the grass. You will be black flagged and brought in to speak to our Safety Steward. Excessive incidents will result in removal from the track and termination of your track time. See the **TWO SPIN RULE** above.

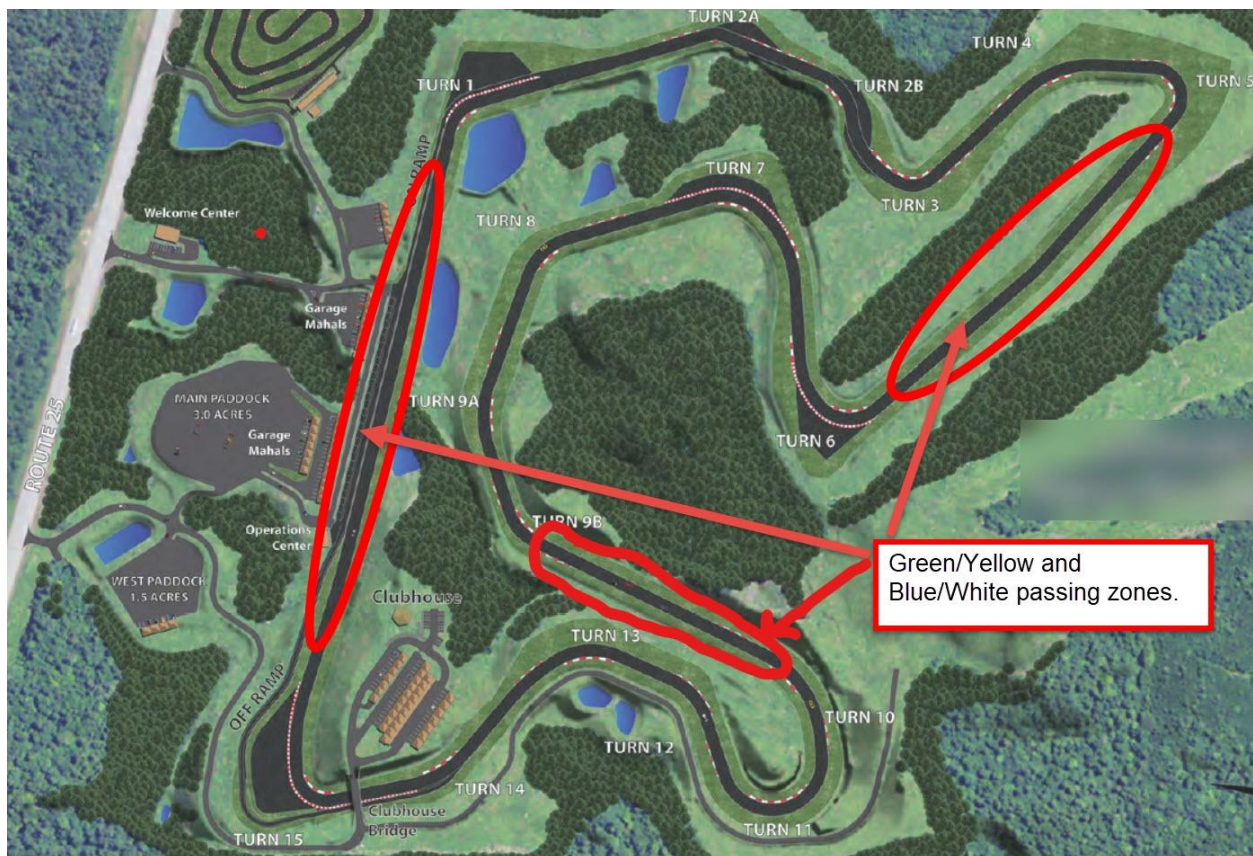
Passing Zones

Green, Yellow and Blue run groups may pass on the main straight (turns 15 to 1), the uphill (turns 5 to 6) and between turns 9 and 10.

Black Run Group may pass on any straight portion of the track with a point by signal.

Red Run Group may pass anywhere on the track with a point by signal.

***** Please note that red run group passing in the corners is limited to red run group sessions only!**



Club Motorsports Lights and Flags:

Please review the following links for examples of lights and flags. Note that the white flashing light means that there is a flag on display somewhere on the track.

Caution: Matching Yellow Light and Yellow Flag

Debris: Matching Red and Yellow Light and Red and Yellow Flag

Meatball: White Light and Meatball Flag

- Locations: Start/Finish and Turn 2
- May also be accompanied with a number board

End of Session: White Light and Checker Flag

- Locations: Start/Finish and Turn 8

Full Course Black Flag: All Stations White Light and Black Flag

- Slow Down
- No Passing
- Pit

Single Car Black Flag: White Light and Black Flag Pointed at the Car

- Locations: Start/Finish and Turn 2
- May also be accompanied with a number board

Full Course Red Flag: All Stations White Light and Red Flag








- A red flag is only used if the course has 100% blockage
- Slow Down. Check your mirrors
- Come to a Stop at the Next Flagging Station
- Wait for Further Instructions




FLAGS

If you have a mechanical or other problem that prevents you from continuing on the track try to pull off line, then off track, safely. Do not

remove your safety gear or get out of your car unless the car is on fire.
Give the corner workers the high sign if you are all right.

Note that each flag has specific rules to follow when that flag is displayed.

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| <p>Green Flag</p>  | <ul style="list-style-type: none"> • Track is clear. • Session underway. |
| <p>Standing Yellow Flag</p>  | <ul style="list-style-type: none"> • Problem somewhere on the track ahead of you requiring caution. • Check mirrors and slow car down safely; do not slam on brakes. • Also displayed during warm-up laps. • NO PASSING ALLOWED until in sight of the next corner station without a yellow flag and only in an approved passing zone. |
| <p>Waving Yellow Flag</p>  | <ul style="list-style-type: none"> • Problem that may require evasive action in your immediate area. • Slow car down; do not slam on brakes. • Be prepared to go off line safely. • Check behind you. • NO PASSING ALLOWED until in sight of the next corner station without a yellow flag and only in an approved passing zone. |
| <p>Yellow Flag with Red Stripes or "Slippery" Flag</p>  | <ul style="list-style-type: none"> • Oil, debris, or animals on track creating a potentially hazardous condition. • Slow car down; do not slam on brakes. • Be prepared to go off line safely. • If flag is not available, use waving yellow. |
| <p>Blue Flag with Yellow Stripe or Solid Blue Flag</p>  | <ul style="list-style-type: none"> • Car behind wanting to pass. • Check mirrors. • Give passing signal in, or if possible, before the next approved passing zone. • Lift off throttle and let car pass. • In some situations a car will not be behind you, but you may be shown this flag to be aware that a car is closing on you and will catch you in a few corners; so, start watching your mirrors more actively. |
| <p>White Flag</p>  | <ul style="list-style-type: none"> • Slow-moving or emergency vehicle in your immediate area (i.e., ahead of you). • Slow car down and proceed with caution. • Treat this flag as if it were a Yellow flag (NO PASSING ALLOWED). • A waving White flag means the slow-moving vehicle is between you and the next flag station. CAUTION! |
| <p>Black Flag</p>  | <ul style="list-style-type: none"> • NO PASSING ALLOWED on Full-course Black. • Acknowledge and pull safely into pits. • When pointed at you, something is wrong with your car or your driving. Proceed cautiously to Steward at the Black Flag Station area in the pit area. If you are not sure if the Black Flag was pointed at you, come into the pits after displaying the pit signal, and proceed to the Black Flag Station. • Acknowledge to the Flagger that you have seen this flag. They need to know so they can report to Control. • A Black flag at all flagging stations (<i>Full-course Black</i>) indicates a problem on the track. Watch your mirrors and slow down safely, pull into the pits, and wait for further instructions. |

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| <p>Black Flag with Orange Circle or "Meatball" Flag</p>  | <ul style="list-style-type: none"> • Often used to indicate a possible mechanical problem with your car. • Acknowledge the flag. • Slow down and get off line if you're leaking oil (oil is very dangerous on the line.) • Pull safely into the pits, and proceed directly to the Black Flag Station. • While NER does not currently use this flag, some other regions do, so pay attention in the drivers' meeting. |
| <p>Red Flag</p>  | <ul style="list-style-type: none"> • Indication of a serious problem on the track. • Shown at all stations. • Session is to be halted. • Check mirrors, pull off line (but not off the pavement), and come to a controlled, safe stop in view of and, if possible, within earshot of the next corner worker. • Do not stop around the other side of a blind corner! Think!! Imagine that a driver behind you missed seeing this flag and is under power when he/she approaches where you're stopped. • Look to flagging station for instruction when to come into pits. • When you stop you are now under the control of the flagging station in front of you. Follow their instructions. Remain in your car! (Don't become a target for a driver behind you.) |
| <p>Checkered Flag</p>  | <ul style="list-style-type: none"> • End of run session. • Check mirrors, ease off throttle but maintain a reasonable pace, and commence cool-down lap. • Any variation will be explained at track. • ABSOLUTELY NO PASSING AFTER CHECKER! |