On-Line Driver's Meeting Pack

Thompson Speedway Motorsports Park

Instructions: You MUST print out this document **AND BRING THE COMPLETED, SIGNED AND DATED TOP COVER PAGE (this page) TO REGISTRATION on your first day with the "Question" below correctly answered**. 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.

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.

Please print your name:_____ Your signature:_____

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

QUESTION! "The Blend Line" continues to the apex of which turn? (find the answer in this document):_____

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 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.

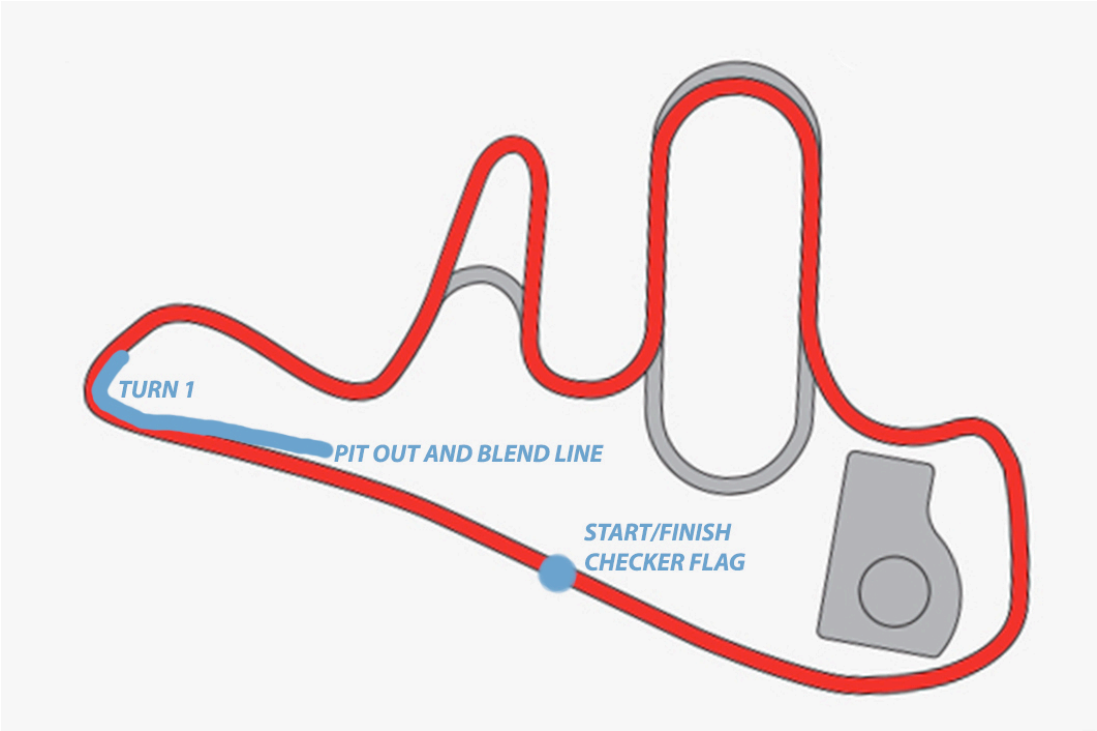
STAGING AND TRACK ENTRY:

Staging – All participants will grid in the "Cold Pits" (grid) prior to their run group. The pit lane must be kept clear for cars to enter and exit. Enter the Cold Pits from the paddock and stay to the left, moving up as far as you can. Wait with or in your car until the previous run group finishes their cool down laps and bring their cars into the hot pits. Each run group will be announced in plenty of time so you are not rushing to staging. **BEFORE** entering the HOT PITS, a Safety worker will **CHECK YOUR RESTRAINTS, WRISTBAND** and **HELMET CHINSTRAP** – only then may you proceed to the Hot Pits. The Hot Pits speed limit is 20mph.

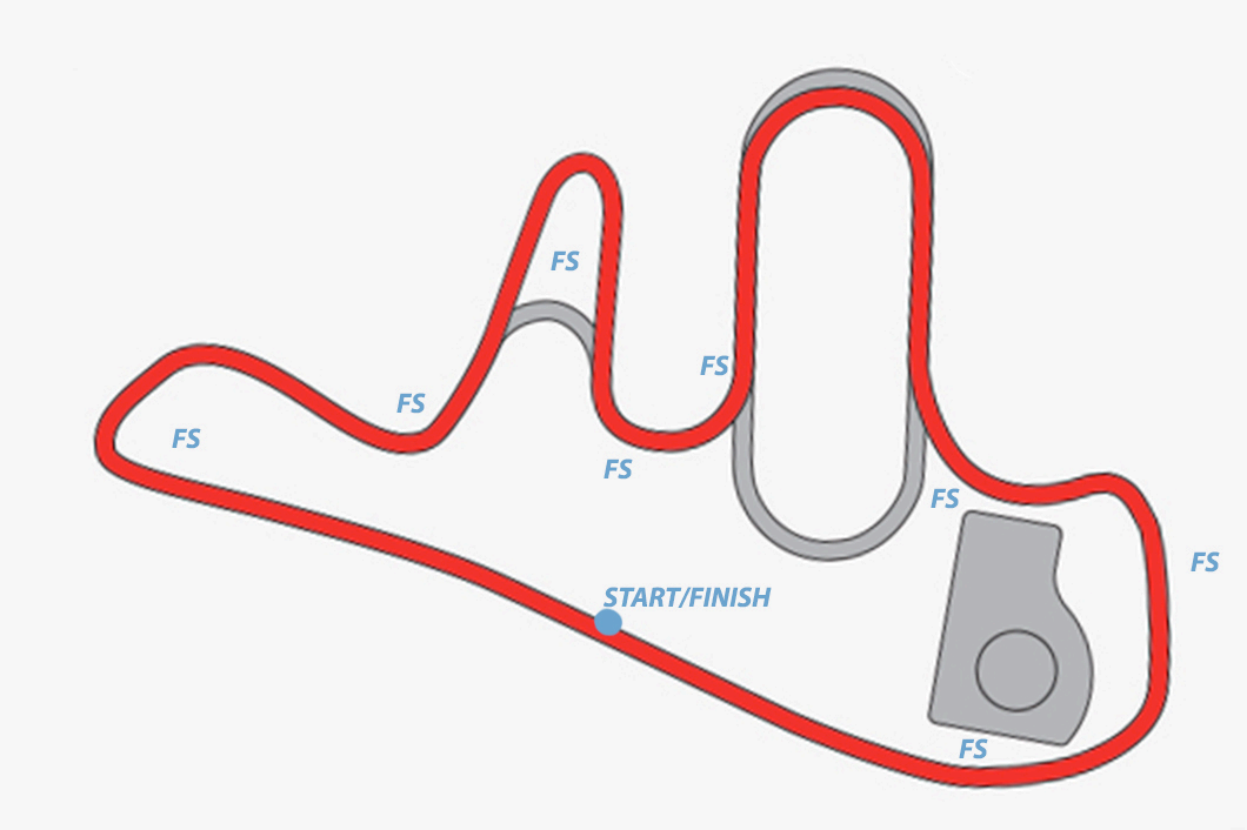
When the track opens for your session, go out single file on the track worker's signal and stay within the blend line – which at Thompson – **IS THE APEX OF TURN 1**. The first lap or two will be run under the yellow caution flag, so there is no passing. Use this time to warm up the tires and get yourself mentally prepared for the track and learn where the flaggers are located.

The Blend Line & Checker Flag Location

BLEND LINE at Thompson: When entering the track you must stay to the right of the blend line. **THE BLEND LINE CONTINES TO THE APEX OF TURN 1 – IF YOU GO OUT OF THE BLEND LINE YOU WILL BE BLACK FLAGGED**. There is no reason to move to the left as you enter the racing surface. You can pick up the line as you go through turn 1 and continue on your first lap.



FLAGGING STATIONS - LOCATIONS



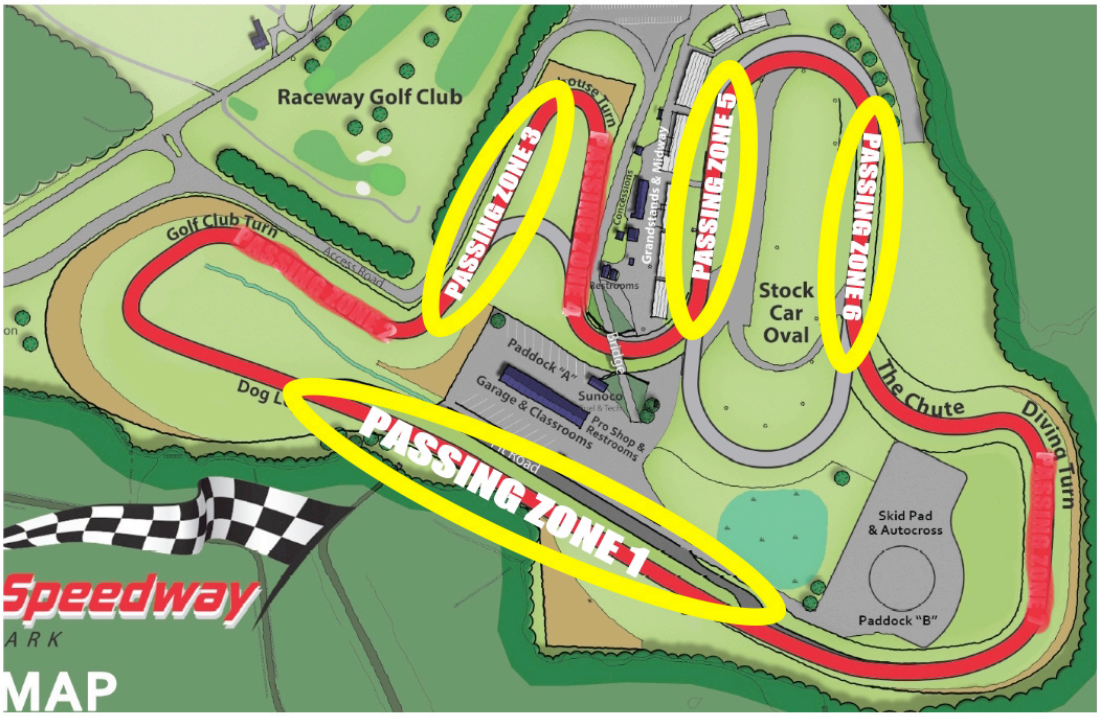
PASSING PROCEEDURES FOR ALL RUN GROUPS

Passing Zones: All passing must be completed by the end of the passing zone. **There shall be no passing in any turns except as allowed by the Expanded Passing Program.** Kinks in a straight area of the track will not be considered turns unless specified by the Event Chairman. The Event Chairman shall take into consideration the areas of the track that are preferred for passing, and may restrict certain passing zones to advanced run groups.

THERE WILL BE NO PASSING UNDER RED FLAG OR FULL COURSE BLACK FLAG CONDITIONS. THERE IS ALSO NO PASSING UNDER YELLOW FLAG CONDITIONS EXCEPT FOR SLOW MOVING VEHICLES WHOSE DRIVERS HAVE SIGNALLED THAT THEIR VEHICLES ARE DISABLED.

Passing Signals and Procedures: All passing in the designated areas will be with the use of hand signals to direct the passing car safely around the car being passed. It is preferred that the car being passed remains on line allowing the faster car to pass safely. Passing signals should by clear to all (including the corner workers). There must be one passing signal for each car that you want to let by. If a car catches you in the twisty bits, the driver is faster than you even if you have a car that can pull away on the straights.

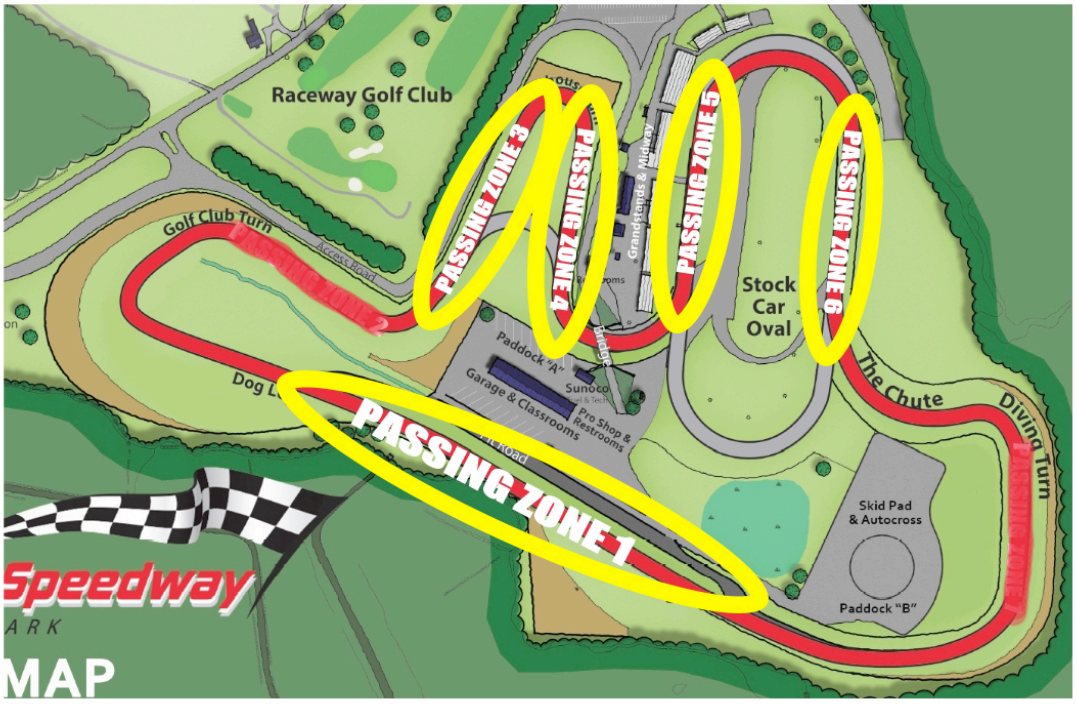
PASSING ZONES FOR GREEN, YELLOW & BLUE:
Zones 1, 3, 5 & 6 ONLY



Typical MAX Passing Limits: **Zone 2 - ONE CAR** **Zone 3 - TWO CARS** **Zone 4 - ONE CAR**
Zone 5 - TWO CARS **Zone 6 - TWO CARS** **Zone 7 - ONE CAR**

PASSING ZONES FOR WHITE RUN GROUP

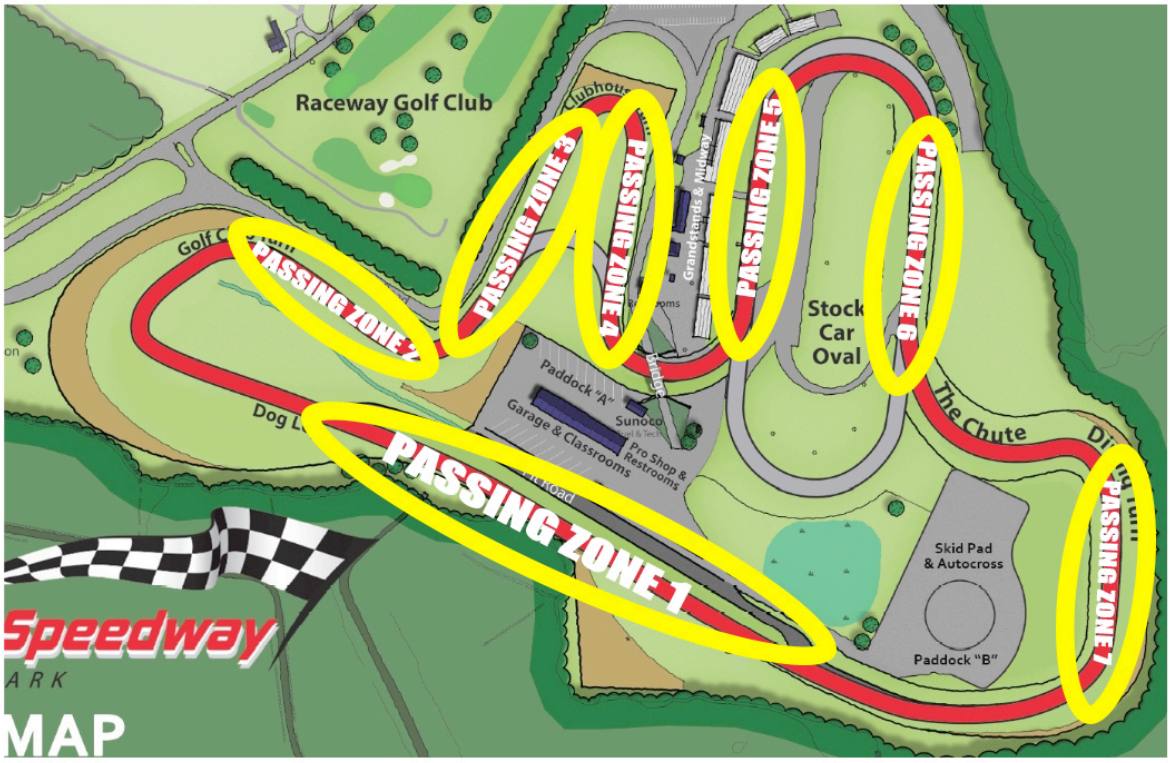
Zones 1, 3, 4, 5 & 6 ONLY



Typical MAX Passing Limits: Zone 2 - ONE CAR Zone 3 - TWO CARS Zone 4 - ONE CAR
Zone 5 - TWO CARS Zone 6 - TWO CARS Zone 7 - ONE CAR

PASSING ZONES FOR BLACK RUN GROUP

Zones 1, 2, 3, 4, 5 & 6 ONLY

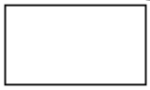


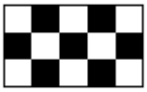
Typical MAX Passing Limits: Zone 2 - ONE CAR Zone 3 - TWO CARS Zone 4 - ONE CAR
Zone 5 - TWO CARS Zone 6 - TWO CARS Zone 7 - ONE CAR

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.

Green Flag	• Track is clear. • Session underway.
Standing Yellow Flag	• 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.
Waving Yellow Flag	• 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.
Yellow Flag with Red Stripes or "Slippery" Flag	• 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.
Blue Flag with Yellow Stripe or Solid Blue Flag	• 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.
White Flag 	• 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**!

Black Flag	• **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 (*Full-course Black*) indicates a problem on the track. Watch your mirrors and slow down safely, pull into the pits, and wait for further instructions.
Black Flag with Orange Circle or "Meatball" Flag	• 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.
Red Flag	• 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.)
Checkered Flag 	• 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!***

(Rev 3)