

HPDE Track Rats Pack
Palmer Motorsports Park Clockwise
June 19, 20, 21 2026



Welcome to the NER Palmer Motorsports Park HPDE Event (Clockwise – CW)! This event is run in accordance with the National PCA Guidelines for HPDE Events and PCA Event Liability Insurance Program and our Region’s Guidelines. To ensure a safe event, you, your guests, and your car must comply with the rules and regulations. We are committed to making this a safe and fun event, so put your head in gear, drive safely, learn to be an even better driver--and have a blast!

Please read this document in its entirety. It contains important safety information and on-track procedures. We send this out in advance to streamline the morning meetings.

Event Specific Documents, including schedule and work assignments, can be found on the [Motorsportreg page for NER 2026 Palmer CW](#) Please bring any information you will need. We will not have copies to hand out at the track.

Tech Inspection requirements have changed for 2026. Make sure you [read the updated requirements](#).

Onsite Registration: After signing the Track waiver at the gate, proceed into the paddock and park your car. Then, come to PCA registration with the following:

- The [first page of this document](#), signed and completed
- Your SpeedWaiver on your phone
- Vehicle tech form(s)

At registration, check your name off on the work assignment sheet and get your wristband. You only need to register on your first day but keep your wristband for the whole event.

Instructions: [Print out this document, sign it and bring it to registration on your first day.](#) Your signature indicates that you have read the entire document and understand the policies and procedures. Each driver is responsible for the safety of our events and needs to understand passing zones, flags, flagging stations, pit in/out procedures and the rest of the information in this document.

I, _____, have read and understand the Track Rats Pack.

Signature: _____ Date: _____

Mobile Number: _____ Car Number: _____

Tech Inspection: After you've registered, proceed with your car to the Tech Line for the daily tech inspection. You must bring your tech form to registration before going to Tech.

Drivers in the Red run groups are allowed to complete the daily tech inspection themselves. Review the tech inspection requirements linked above.

Guests are welcome at our events. Everyone attending the event, including your guests and family, must wear wristbands to indicate that they have signed the documents. *Specific Minor Waivers* must be signed in the presence of a witness (at the track). It's your responsibility to ensure your guests sign the waivers to keep our club in compliance.

Pets may be welcome, depending on track rules. See the supplemental info below.

Parking: There will be an area marked off with cones and flagging for track committee members. Please do not park there.

Track Maps: Study the maps in the supplemental info below to learn about staging, track entry, flag locations, and passing zones. We will emphasize the passing zones at the Driver's Meeting. NER Track Maps, links to videos and other track information can also be found [here on PorscheNet.com](#)

Worker Assignments: All attendees are expected to help make our event safe and enjoyable. Everyone should check for their names on the *Worker Assignment List* posted on the MotorsportReg page for this event. Assignments usually include the Tech Team and the Control Team. Please take a moment to understand when and where you are expected to be. If you are assigned to work the Tech Line, please be at the track when the Tech Line opens. Refer to the event schedule on MotorsportReg.

In-car instruction: Instructors are expected to have a device and speaker/mic booms to communicate with students. The [Trac-Com](#) is by far the most common device, and students can consider purchasing their own [in-helmet headset](#).

Web Site: The NER PCA website is at <https://PorscheNet.com>, and has lots of useful information, including:

- [What to Bring](#)
- [New Driver FAQs](#)
- [Driving Terminology](#)
- [Flags](#)
- [Student Manual](#)
- [Tech Inspection Process](#)
- [Run Group Info and Advancement](#)
- [Track Maps](#)
- [Contact Info](#)



Driving On Track

A DE / HPDE 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. It is 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.

That said, HPDE (a.k.a. Drivers Ed) is an instructional speed event characterized by continuous lap driving with passing permitted as allowed by these rules. 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.

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 assigned to assist new student drivers, or those wishing to improve their driving skills. Solo Signed-off drivers are encouraged to seek out instructors to ride with and mentor them at least once per event. Blue Run Group drivers, signed off as Solo Students, should do this once daily if possible. Instruction is delivered through several methods, including: (a) verbal discussion, (b) by the Instructor driving your car on the course with you (the student) in the passenger seat, and/or (c) through onboard instruction of the student-driver (instructor in the right seat). Depending on Instructor availability, Solo drivers will be assigned an instructor. Our expectation is that this instructor will ride with blue run group drivers once per day, and with white or black run group drivers once per event. Please take advantage of this opportunity to have someone observe and share feedback with you.

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 – **DO NOT POST** that recording in a public forum, online 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 Passing Zones and only after receiving a pass signal (point-by) 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 re-entering 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.** It is your responsibility to understand and react to all flags on the track. Flags are the only way we can communicate with drivers, and we cannot tolerate missed flags. **Please review the [flags on PorscheNet.com](#).**

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 (e.g., on track, classroom and exercises, any work assignments).

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 a cause for not driving the rest of the day or ejection from the event.

Attitude Adjustment: Anyone deemed to be unsafe and discourteous will be ejected from the event with no refund. Safety is our primary concern throughout the course of the event. This is NOT a timed event and it is NOT practice for racing.

Mechanical Issues: 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.

Staging and Track Entry – All participants will grid in ONE of the following (3) areas prior to their run group sessions. See Track Facility Map.

- (1) On the left side of the Main Track Entrance Road. Do not drive into the Hot Pits until signaled to do so.
- (2) Cold Pit Northeast Side (Carport Side) Line up against the Jersey Barriers. This is on the driver's right side of the Cold Pits. Do not drive into the Hot Pits until signaled to do so.
- (3) Cold Pit Southwest Side (Control Hut Side) Line up in orderly fashion leaving room for cars coming off the track to park. Do not drive into the Hot Pit until signaled to do so.

A lane must be kept clear for cars to enter/exit. Wait in your car until the previous run group finishes their cool down laps and bring their cars into the hot pit and exit the track. Enter the track from the Cold Pit/paddock and stay to the right driving on to the track from the Pit Out area. 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. You should also always check your own gear prior to entering the track. Note that 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 TO THE RIGHT SIDE OF THE TRACK UNTIL **THE APEX OF TURN 14**. 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.



Passing

Proper passing is essential at NER HPDE events, and is a skill that all drivers should strive to perfect. All passing must be completed by the end of the passing zone. **There shall be no passing in 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 consider the Zones of the track for passing and may restrict certain passing zones to advanced run groups.

There is no passing under red flag, full course black flag, or checkered flag conditions. There is no passing under yellow flag conditions, except for slow moving vehicles whose drivers have signaled that their vehicles are disabled.

Passing Signals and Procedures: All passing in the designated Passing Zones requires hand signals (point-by) to direct the passing car safely around the car being passed. It is preferred that the car being passed remains on the Line allowing the passing car to pass safely. Passing signals (point-bys) should be 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.

If you GIVE A PASSING SIGNAL, expect the pass to happen!

If you receive a passing signal, and you do not want to take the pass – **stay behind the lead car so the driver can see you** and know that you are not planning to take the pass. Don't hang out in the blind spot!

Palmer Motorsports Park

NER PCA Event Supplemental



Noise Limit: At no time may engine noises be in violation of PMP's 95 dB limit. Palmer Motorsports Park has a strict noise limit of **95 decibels (dB)**, measured at 50 feet from the track edge. Vehicles exceeding this limit will be black-flagged and may be excluded from the track after a second infraction. PMP also has acoustic barriers and baffle inserts available to help reduce noise.

Paddock Speed: should not exceed 10 mph, and direction of traffic is counterclockwise.

Garage and Carport: All Garage and Carport Reservations must be made directly through PMP. In an effort to make this process as convenient as possible, they will be accepting reservations on their website: [PMP Garage and Carport Rentals](#). Click here for more info about the [Palmer Facilities](#).

Camping: Overnight camping for the event is available Thursday, Friday and Saturday.

Fuel: The fueling station is along the main paddock road, adjacent to the dining tent. Sunoco 93 unleaded and 100 unleaded gasoline is available for purchase.

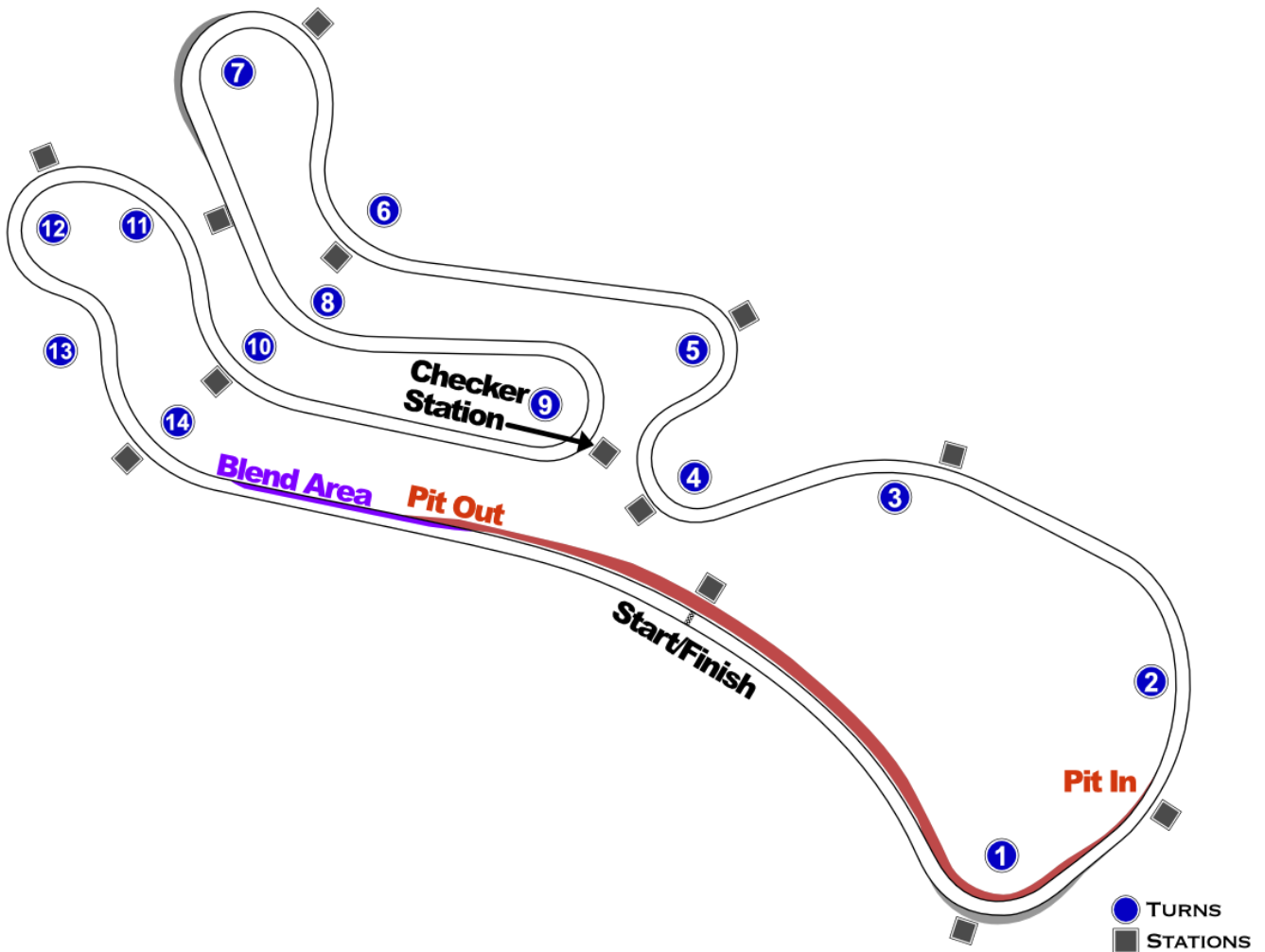
Pets are allowed at PMP. All pets must be leashed and cleaned up after.

PMP Rules and Regulations: To ensure that everyone has a safe and enjoyable event, all drivers and guests must conform to the [Palmer Track Rules](#) and posted signs at the track.

Palmer Blend Line & Checkered Flag Location

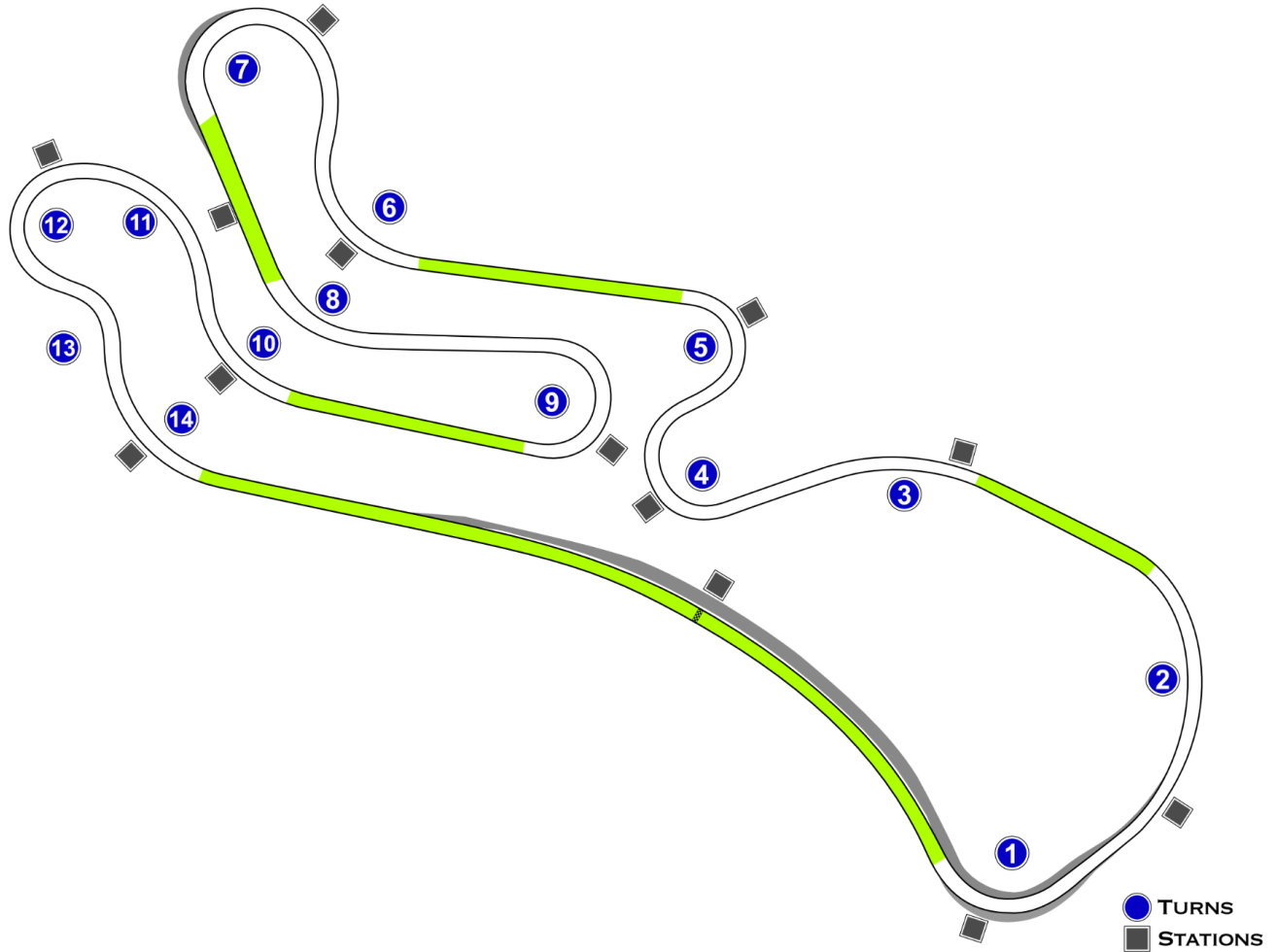
Blend Line at Palmer CW: When entering the track you must stay to the **right side of the track**, which is the blend area. The blend area continues to the apex of turn 14. If you leave the blend area as you're entering the track, you will be black flagged. There is no reason to move to the left as you enter the racing surface. You can pick up the line as you go through Turn 14 and continue your first lap.

The Checkered Flag will be thrown at the start/finish line, and usually also thrown at the entry to Turn 9. Anytime you see the checkered flag, you should exit the track the next time you come to Pit In. If you see the flag at turn 9, complete the rest of that lap and come into the pits.



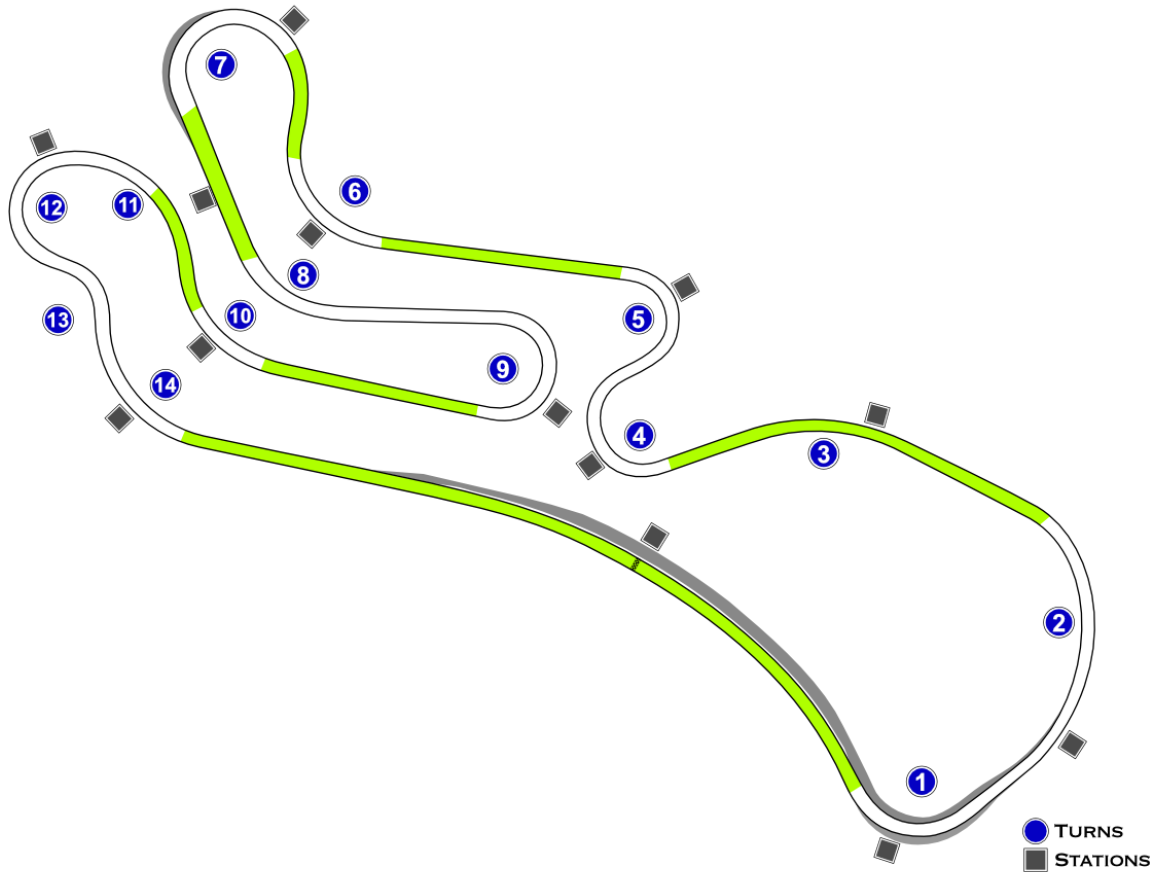
Green, Yellow & Blue Run Groups Passing Zones

- On the front straight
- Between T10 & T9
- Between T8 & T7
- Between T6 & T5
- Between T3 & T2



White & Black Run Group Passing Zones

- On the front straight
- Between T11 & T10
- Between T10 & T9
- Between T8 & T7
- Between T7 & T6
- Between T6 & T5
- Between T4 & T2



The **White Run Group** will use different passing zones depending on which group they are paired with:

- **White/Blue:** Use the **Blue Run Group** passing zones
- **White/Black:** Use the **Black Run Group** Passing Zones

Expanded Passing

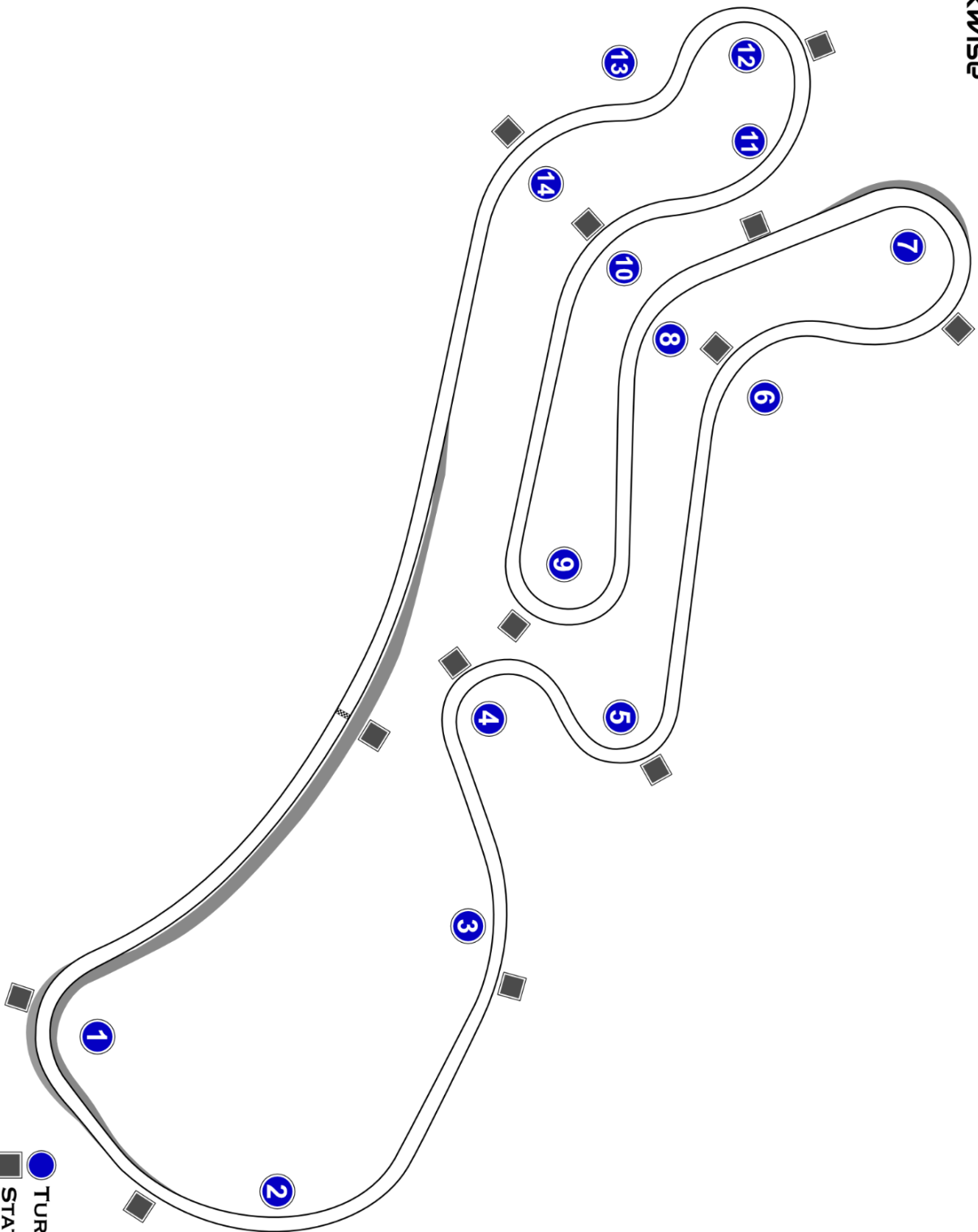
Red Run Group is using expanded passing for the entire event.

Black Run Group may be authorized to use expanded passing, and this will be announced at the drivers meeting.

Black and Red group drivers, please review the expanded passing rules in the [PCA National HPDE Minimum Standards](#), Section 8e on page 7.

Palmer

motorsportspark
clockwise

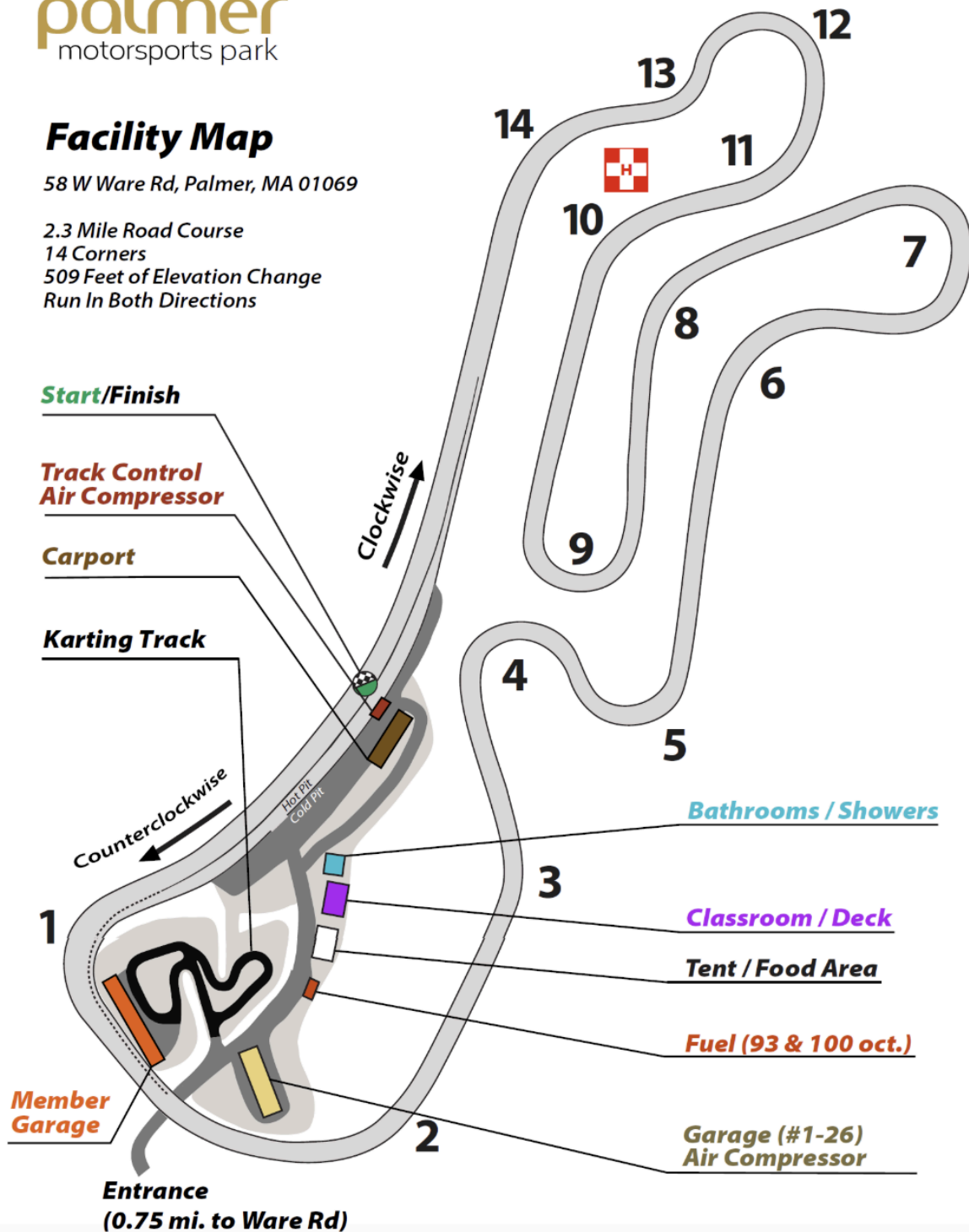


- TURNS
- STATIONS

Facility Map

58 W Ware Rd, Palmer, MA 01069

2.3 Mile Road Course
14 Corners
509 Feet of Elevation Change
Run In Both Directions



- » 2.3 mile, 40-foot wide
- » 14 turns
- » 190' of vertical elevation
- » 509' cumulative elevation change
- » 14 course marshal flag stations
- » 40 pitlane pit box stalls

- » Runs in both directions
- » Latex polymerized asphalt
- » Race control/timing
- » LED safety signal lights
- » Garages, showers, dining
- » 24/7 surveillance/security