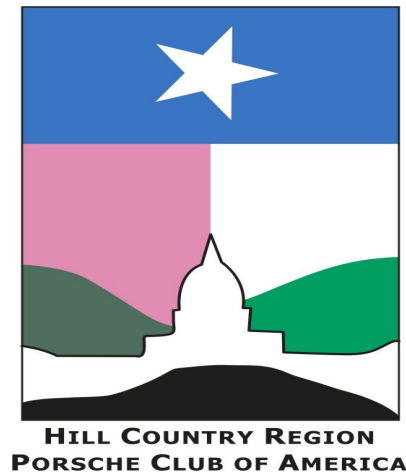


Texas Regions PCA Drivers' Education Event Handbook[©]



**Lone Star, Hill Country & Maverick Regions
of the
Porsche Club of America**

June 2011

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The purpose of this Handbook is to assist all our High Speed Driver Education participants in understanding the rules and procedures by which they will be asked to abide. Safety is our primary concern, and our rules and procedures reflect this concern.

This form of the DE Handbook was originally written for and by the Lone Star Region in 2001, superseding an earlier handbook. It has been continuously enhanced over the years. In October 2007, Lone Star, Hill Country and Maverick Regions of the Porsche Club of America decided to develop a comprehensive DE Handbook for all DE events hosted by our Clubs in the State of Texas. This Handbook is the result of that effort.

In addition to the material in the Handbook, we suggest you visit the individual Region web sites for additional valuable information. These sites are:

Lone Star Region - www.lsrpca.com/DE/DE.html

Hill Country Region - www.hcrpca.org

Maverick Region - mav.pca.org/Events/DE.asp



List of Revisions

Revision Date	Description
December 2007	Multi-Region Handbook issued.
October 2008	<p>General editorial update to add / revise information specific to Hill Country and Maverick Regions, for example updated track maps in section 4. Also:</p> <p>Section 2.3 – Workers, as well as participants, are required to submit Emergency Contact Forms.</p> <p>Section 2.4 – The following has been added to the section on Technical Inspections:</p> <p style="padding-left: 40px;">“Driving on a track may place greater demands on a car than “normal” street or highway driving. It is the entrant’s responsibility to make certain that his or her car is safe to drive on the track.”</p> <p>Section 3.3.2 – While previously prohibited four-point restraint systems are now permitted under certain conditions.</p> <p>Section 5.9 – Restrictions on entering the hot pit are emphasized.</p> <p>Section 5.12.3 – A caution has been added about the maximum cold tire pressures.</p> <p>Section 5.12.5 – Information about the availability of fuel has been updated for the tracks.</p> <p>Section 6.6 – A grid diagram is provided for ECR.</p> <p>Section 6.8.2 – A point has been added regarding the blend line when entering the track.</p> <p>Section 6.9.2 – Passing zone information is updated for ECR.</p>
May 2009	Section 2.2 – Revised cancellation policy
June 2011	<p>Section 2.8 – Added language about legibility of numbers.</p> <p>Section 3.3.3 – Included recommendation to use a head and neck restraint system when using harnesses.</p> <p>Minor Editorial updates</p> <p>Reorganization to consolidate track-specific material in to separate appendices</p>

If you have suggestions for improving this Handbook, contact the Lone Star Region DE Chairman by e-mail using the link on the “Contacts” page of the LSR web site at www.lsrpca.com

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Lone Star, Hill Country and Maverick Regions Drivers' Education Event Handbook

**It's not
just the cars...**

It's the people!

1 INTRODUCTION

1.1 General Information

The Texas PCA Lone Star, Hill Country and Maverick Regions promote Driver Education as an opportunity for members to begin to safely explore the full potential of their Porsches and their driving skills. As the name implies, this is an opportunity to learn, not to race.

Since the early 1980's, PCA's Lone Star Region has held its High Speed Driving Events at the historic venue, the Texas World Speedway (TWS - www.texasworldspeedway.com) located about 1 hour north of Houston just south of College Station, Texas.

In the late 1990's, Maverick and Hill Country Regions began hosting DE events at MotorSport Ranch Cresson (MSRC - www.motorsportranch.com) located about 45 minutes south of Ft. Worth. In late 2007, Maverick Region began hosting events at Eagle Canyon Raceway (ECR - www.eaglescanyon.com) located about 1 hour north of Fort Worth as an additional DE venue, and Hill Country Region decided to move its DE events to TWS. In 2009, the Hill Country Region began hosting events at Harris Hill Road.

The three Regions have put together a weekend of on-track experience with seasoned instructors and classroom sessions that are similar to those found at professional driving schools.

This Handbook should cover many of the questions participants will have about the Driver Education Events in Texas. In the event we have missed something that concerns you, the DE organizations in each Region are always here to serve the participants and look forward to questions and comments, whether by email, phone, or at the track.

1.2 Commitment to Safety

You will hear this word over and over again - SAFETY. It is the main concern of our Texas Regions and PCA. We want you to feel as strongly about it as we do. With your safety and the safety of the instructors and track workers in mind, the following policies will be enforced each weekend on every person and car at the track:

- Anyone deemed to be conducting themselves or operating their vehicle in an unsafe manner, either on track or off, is subject to removal from the remainder of the event without reimbursement.
- Any driver who causes damage to another participant's car will be removed from the remainder of the event without reimbursement.

- NO ALCOHOL OR CONTROLLED SUBSTANCES CAN BE CONSUMED BY ANY PARTICIPANT, OR BY ANY PERSON AT THE SITE OF THE EVENT DURING THE HOURS OF EVENT OPERATION (generally 6:30AM to 5:00PM). 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.
- This is not a competitive event. Any race style driving is strictly prohibited.

Part of the following information summarizes requirements from the PCA national Drivers Education Minimum Standards, found at <http://www.pca.org/Activities/DriverEducation/MinimumStandards.aspx>. Those Minimum Standards are updated more often than this Handbook, so there may be some differences, with the Minimum Standards applying. PCA allows regions to go beyond these Minimum Standards in safety-related areas, which these three Texas PCA regions do. If you find a significant difference between the following and the Minimum Standards, contact the regions' event and/or safety officials for clarification.

2 LOGISTICS

2.1 On-Line Application

We accept applications for all PCA Texas Region events on-line through www.ClubRegistration.net. This allows for instantaneous registration with payment via PAYPAL or credit card. The system allows you to apply, reserve a garage (if available), input your prior DE/track experiences and create mandatory "IN CASE OF EMERGENCY" contact forms ("ICE").

Each Region has its own policies for the DE Events that it conducts as to when applications may be submitted and by what criteria they are accepted, if any. Consult the sponsoring Region's website for the relevant policies.

ALL PARTICIPANTS MUST APPLY ONLINE AT www.ClubRegistration.net AND PROVIDE PAYMENT THROUGH PAYPAL OR CREDIT CARD. YOUR APPLICATION WILL BE ACCEPTED ONLY WHEN PAYMENT IS RECEIVED. THIS MEANS THAT, IF YOUR RUN GROUP SELLS OUT BETWEEN THE TIME YOU APPLIED ONLINE AND THE TIME PAYMENT IS ACTUALLY RECEIVED, YOUR APPLICATION IS NOT ACCEPTED, AND YOU WILL BE PLACED ON THE WAITING LIST.

Once you have applied on-line, a confirmation email will be sent out sometime prior to the event. With the on-line system, you can always check on your status.

Applications made after the closing date of registration may be assessed a late fee.

2.2 Cancellation Policy

The regions incur significant costs in having a High Speed Driving Event. These costs include the track rental, corner workers, etc. These are generally non-refundable costs. Consult each region's web site for specifics.

LSR has the following cancellation policy relating to DE participants (effective as of May 6, 2009)

- IF you cancel prior to 10 days before the DE (prior to noon on the Wednesday one week before the event), we will refund your monies in full.
- IF you cancel within 10 days before the event (after noon on the Wednesday one week before the event) and we are unable to substitute another participant in your place prior to 5 days before the event, all funds will be forfeited by you.
- IF you do not show up for the DE on the first day of the event, all funds will be forfeited by you.

In the situation where we cancel the DE, all participants will receive credit for a future DE event. We do not anticipate this type of cancellation; however, in 2008, Hurricane Ike, which struck the upper Texas Gulf Coast, caused that weekend's DE at TWS to be cancelled.

2.3 In Case of Emergency ("ICE") Contact and Medical Information Forms

Each entrant and worker in a DE event must submit Emergency Contact Information at the time of application at www.ClubRegistration.net.

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In addition, there is a non-mandatory Medical Information Form. Due to various HIPPA laws (federal laws dealing with the confidentiality of medical information), you are not required to fill this out. However, the purpose of this form is to make medical services personnel aware of any pertinent conditions that would impact your well being, in the event medical attention is required during the event. This form will only be provided to emergency services or Emergency Room personnel for their use. We recommend you use this form.

2.4 Technical Inspections:

At www.ClubRegistration.net, as well at the Region web sites listed in the front of this Handbook, you will find a Technical Inspection Form listing several important items, which must be inspected on your vehicle. A number of tech inspection stations, where these inspections can be performed, are listed on the web sites.

All items must pass inspection before your car will be allowed on the track. A completed and signed form must be submitted in order to receive your event packet at Event Check-in.

All regions use the same or a substitutable form.

At this time, we have no ability to complete technical inspections at the track.

Driving on a track may place greater demands on a car than "normal" street or highway driving. It is the entrant's responsibility to make certain that his or her car is safe to drive on the track.

2.5 Insurance:

2.5.1 Car Damage

Each entrant assumes all risk of damage to his car during the event. This includes those times, when an instructor may be driving your car. Your regular automobile insurance may or may not provide coverage. It is your responsibility to ensure that you are adequately insured.

Since you are assuming the risk, it is your right to be satisfied with the manner in which an instructor drives your car. If you have any apprehension about your instructor's driving, please discuss this with your instructor, Team Leader and / or Chief Driving Instructor.

2.5.2 Medical Insurance

We provide secondary medical insurance for all participants at our events through PCA. In order to be eligible for this coverage, you need to be sure that you have signed PCA WAIVERS prior to entering the track facilities. At our events, there is a person at the front gate for check-in. When entering the track, there may be 2 waivers to be signed (see section 5.1).

If you have not signed a PCA WAIVER as you entered the track, locate the Registrar, Event Chairman or Chief Driving Instructor immediately. THIS IS FOR YOUR BENEFIT.

YOU MUST SIGN THE PCA WAIVERS.

2.6 Times & Places:

These events run on complex schedules. The specifics of an event at any given track, such as where and when things occur, appear in the Appendix to this document pertaining to each specific track.

2.7 Drivers' Education Event Handbook

Each new entrant should review this Drivers' Education Event Handbook in detail. If you have not reviewed the Handbook recently, copies may be downloaded from the Drivers' Education web pages at www.lsrpca.com, www.hcrpca.org and www.mav.pca.org.

2.8 Car Numbers:

When you apply online, you will have a car number assigned to your car for our events, if you do not already have one. That number will be your permanent number for the particular Region for whose DE you have applied. These numbers may not apply for other events, including other PCA events.

Car numbers are essential for the workers to identify you; therefore, all drivers are required to place their assigned number on their car. Numbers can be ordered on the ONLINE system.

All car numbers must be a minimum of 10" high and 1" wide stroke (each digit) **and in a color that contrasts with the color of your car**, regardless of the medium used. Car numbers must be legible by corner workers at a distance while you are at speed. **If your numbers are not legible you may be prevented from going on track or removed from the track until they are corrected.**

The following are acceptable materials for numbers:

- Permanently or temporarily painted on (shoe polish may not be used).
- Decals
- Magnetic (leading edges should be taped)
- Vinyl
- Tape (e.g., 3M type plastic or paper / painters tape).

Numbers must be located on:

- Drivers side door (or side / back window]
- Passenger side door (or side / back window)
- Front hood

2.9 Event Check-in at the Track

See the Appendix to this document relating to the specific track you are visiting to determine where and when to check in.

2.10 Event Check-in Event Packet at the Track

At each DE, you must bring your completed, signed Tech Inspection Form and a current Driver's License. You may also provide a Medical Information Form, which is strongly encouraged but entirely optional.

After providing your Tech Form, you will receive your event packet. Inside you will find:

2.10.1 Window Sticker

Each car will be assigned a Run Group color. A window sticker denoting the color of your Run Group will be in your Event Check-in packet. Place it in the center of the outside of your windshield. You are required to run your car in your designated Run Group only, unless your instructor is driving your car for educational laps (see the following section).

2.10.2 White Label:

A white label with your name and Team Number assigned to you. Place it on or next to your colored window sticker. You will bring your car to the grid area marked with your team number, when your run session is called (see Gridding and Staging Section). In some cases, this label may also contain a checklist of items such as "tire pressure", "wheels torqued" and "loose items removed from car". Check these items and initial the sticker before going to grid for your first run session each morning.

3 VEHICLE AND DRIVER REQUIREMENTS

3.1 Prohibited Vehicles

Each Region reserves the right to prohibit any type of cars from its events.

The currently prohibited cars include:

- Open-wheel cars

- Cars with only one seat in the Green and Blue Run Groups
- Convertibles without a proper roll bar installed
- Any other vehicle deemed “unsafe” by the Region sponsoring that Event.
- Mini Coopers are prohibited from all events at TWS only

3.2 Cabriolet (convertible top):

All open top cars must have a roll bar installed.

- Any make of car delivered with factory-installed roll-over protection meets the minimum standards for PCA DE events.
- All open top cars without factory-installed roll over protection must have a roll bar installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield). All targa tops must be installed unless there is additional roll over protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory roll over protection.
- For all convertible or open cockpit cars in any run group, the soft-top must be in the up position or the hard top installed. However, the soft-top may be placed down if all riders have full arm restraints and 5 or 6-point safety harnesses.

3.3 Passenger Restraints

3.3.1 Equal Restraints

All vehicles must have EQUAL safety equipment for both the driver and the passenger seats. If your car has a stock seat belt for the driver, a stock seat belt for the passenger is allowed. All seat belts must be fastened securely and in good working condition.

IF YOUR CAR HAS A HARNESS SYSTEM FOR THE DRIVER, AN EQUAL OR BETTER (in type, style, and age) HARNESS SYSTEM FOR THE PASSENGER IS REQUIRED. IF YOUR HARNESS SYSTEM IS NOT EQUAL OR BETTER, A PASSENGER MAY NOT BE ALLOWED TO RIDE IN YOUR CAR. THERE ARE NO EXCEPTIONS.

3.3.2 Safety Harness Systems (effective 01/01/2008)

If the participant chooses to install a 5 or 6 point driving harness (4 POINT SYSTEMS ARE GENERALLY NOT SAFE AND WILL NOT BE ALLOWED AT DE EVENTS with the exception noted below), several changes to the automobile must be made to create a safe occupant restraint system. The Harness System must be used in conjunction with a seat, which has been supplied by the manufacturer with proper routing holes for the shoulder and the required anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.

The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means that the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe environment and is not a COMPLETE SYSTEM.

Four point systems are allowed if they meet the following requirements:

- Meet federal motor vehicle safety standard 209.
- Attach to the factory seat belt mounting points.
- Each belt is designed to work in specific applications and is tagged for that application.

An example of a system that meets the above criteria is the Schroth Quick-Fit System.

Due to UV degradation and wear, all harness belts must be replaced every 5 years. All belts have the date of manufacture sewn on them. For example, if the webbing states that the manufacture year is 2003, they will not be allowed at any time in 2008 or later.

3.3.3 Head and Neck Restraint Systems

PCA Club Racing rules require the use of a qualified head and neck restraint system.

For DE events, the Texas PCA regions **STRONGLY RECOMMEND THE USE OF A HANS OR OTHER SFI-38.1 OR FIA8858 HEAD AND NECK RESTRAINT SYSTEM IN CONJUNCTION WITH ALL 5-POINT AND 6-POINT HARNESS SYSTEMS.**

3.3.4 Open Cockpit Cars

Open Cockpit Cars must have full arm restraints and 5 or 6-point safety harnesses for the driver and any passenger.

3.4 Clothing

3.4.1 What NOT TO wear, while in the car:

Prohibited items include shorts, tank tops, sandals, or shoes with open toes or open heels.

We do not require that you wear a driver's suit on the track. This is an educational event, not a competitive event. All drivers are expected to keep their car in control at all times. We do recommend a driving suit, if you are driving a race-prepared car in one of the higher run groups.

3.4.2 What TO Wear:

It is mandatory that a helmet with a Snell rating of M2005, SA2005, M2010, K2010, SA2010, or SAH2010 be worn. Other helmets are acceptable if they are approved for PCA Club Racing. Snell M2000, SA2000 or earlier versions are not allowed.

It is mandatory to wear long pants while on track. **THERE ARE NO EXCEPTIONS.** It is recommended that pants be of natural fibers, such as cotton. Synthetic materials melt in a fire and will stick to your skin. All synthetic materials should be avoided as a safety hazard.

It is mandatory that rubber-soled, closed-toe shoes be worn. Inappropriate shoes or boots will not be allowed.

It is recommended that you wear long or short sleeve shirts of natural fibers, such as cotton. Synthetic materials melt in a fire and will stick to your skin. All synthetic materials should be avoided as a safety hazard

3.4.3 Race Prepared Cars:

Drivers' Education is not a competitive event. However, it is recognized that in the higher (Yellow, White, and Red) groups, drivers may be using "race-prepared" cars with roll cages and racing harnesses, and they will be working on perfecting their racing/driving skills. Also, some experienced persons from outside the Region participating in our DE for the first time may also be driving a race-prepared car, but may be in a lower (Green or Blue) groups for their initial track sessions.

WE SUGGEST THAT PERSONS DRIVING RACE-PREPARED CARS SHOULD WEAR ADDITIONAL SAFETY EQUIPMENT (SUCH AS DRIVING SUIT, GLOVES, RACING FOOTWEAR, ARM RESTRAINTS FOR OPEN COCKPIT CARS AND OTHER APPROPRIATE SAFETY EQUIPMENT) AND MEET OTHER REQUIREMENTS FOR PORSCHE CLUB RACING EQUIPMENT.

3.4.4 Notice for Beginning and Novice Drivers:

Because instructors may be driving in other run groups and may have just been on the track prior to your run group, they may be wearing full safety gear when they instruct during the Green and Blue runs.

4 TRACK FACILITIES AND PRECAUTIONS

4.1 Waivers

As you enter the track, you will be asked to sign TWO (2) liability waivers at TWS and ECR and ONE (1) at MSRC. These waivers affirm that each person is responsible for themselves and their vehicles during the event and holds the Region, PCA, and the track harmless.

You will receive a wristband indicating that you have completed the waivers. Place it on your left wrist (not on your hat) and wear it the entire weekend.

4.2 Speed Limits:

THE SPEED LIMIT IN THE PADDOCK AREA IS 10 MPH. THERE ARE NO EXCEPTIONS.

4.3 Garages: moved

4.4 Trailers - Moved

4.5 No Parking Areas

There are several "no parking" areas at every track. Please observe all posted signs. Fire hydrants are coned off. Please do not remove or rearrange these or any other cones.

4.6 Damage to the track:

Should you be involved in causing damage to track property, you are financially responsible for the repair. This includes clean up of oil spills.

4.7 Minors:

Minors are permitted with adult supervision. Children should not play or walk directly through the grid while vehicles are staging. There are many moving vehicles in the paddock and paddock area and many open gates to the track. Please monitor your children's activities and whereabouts at all times. Minors must be covered by the insurance waiver for minors as observers, which requires the signature of both parents or guardians

4.8 Pets

No pets are allowed.

4.9 Hot Pit & Cold Pit

No person under 18 is allowed into the cold pit area. The cold pit is open to persons over 18.

Access to the hot pit is highly restricted due to safety. The Chief Steward, Chief Driving Instructor and Grid personnel are the only persons normally allowed to enter the hot pit, and they control access to it. Check with one of these people, if you feel you need to be in hot pit area. If you do not know for certain that you are allowed in the hot pit due to your role at the DE, check with the event officials before entering the hot pit.

4.10 Emergency Vehicles

We employ an ambulance service and a flat bed tow truck at the track at all times. Ambulance services are at no expense to you, as are trackside-towing services. Let's hope you don't need one of these, but if you do, they are available to you at the track.

However, to have a vehicle transported outside the track, you will have to arrange for an outside service.

4.11 Professional Shops / Repair Services

Several professional shops or repair services may have trailers or other facilities at the track. They are available to provide repair, setup, or other services to drivers and their vehicles on a commercial basis. These shops or service providers are not connected in any way to TWS, MSRC, ECR, Lone Star, Hill Country or Maverick Regions or PCA. All services, the cost of services, and payment for services are to be handled between the driver requiring services and the shop or service provider.

4.12 Vehicle Safety

4.12.1 Tow Hooks

Please install your factory-supplied TOW HOOKS. If you choose not to install the TOW HOOK, please have it on-board in the car, so it might be quickly installed, if needed. It is quicker, easier and safer to tow your car using the proper tow hook. If you do not have your tow hook, your car will be at the mercy of the safety vehicle operators. In addition, you will incur the wrath of your fellow drivers for the track time lost while your car is moved.

4.12.2 Lug Nuts

Torque your lug nuts at least daily before beginning your first track session. You should know the torque requirements for your car in ft-lbs or Newton-m. Determine these values before you get to the track by consulting your car's operating manual or by contacting your dealer or one of the many tire services centers where you live.

If you do not have a torque wrench, other drivers at the event will have them and will be glad to assist you.

4.12.3 Tire Pressure

Check your tire pressures when the tires are cold. Know your recommended tire pressures for both front and back tires. Recommended tire pressures vary from car to car, and individual drivers may have their own preferences. Recommended tire pressures are not those written on the side wall of the tire; these are maximum cold tire pressures. The recommended pressures are usually found in the owner's manual, on a label inside one of the door jambs, or on the back of the fuel filler door.

Generally, for the track sessions with "street" tires, your tire pressures should be increased slightly above the normal recommended driving pressures. Ensure that you do not exceed the maximum cold tire pressures, when filling the cold tires. These are the values on the tire sidewall.

If you are unsure of the required tire pressures, consult an instructor with a similar car and tires; his or her recommendations may be helpful.

4.12.4 Fluid Levels

Check your fluids - and your car's fluids, too! This includes brake, steering, and transmission fluids, and oil. You personally should drink plenty of water during the event. One 16, 20, or 24 oz bottle between each track session is not excessive.

4.12.5 Fuel

Arrive at the track with a full tank of gas each morning. Most tracks provide some fuel either on-site or close by. Consult the Appendix pertaining to the track you are visiting for specifics.

4.12.6 Loose Objects Inside Your Car

Empty everything from the inside of your car, including loose objects in the trunk, glove box, center console, back seat, door pockets, under the seats, or clipped on the visor, etc. Remove the floor mats, unless they are screwed (not Velcroed or clipped) to the floor.

Objects flying around inside your car create an unsafe condition. They can jam under the pedals or cause an unnecessary and dangerous distraction, while on the track.

4.12.7 Loose Objects Outside Your Car

Before each session, please check the exterior of your car for loose items. Objects flying off your car pose a safety hazard to other drivers and track workers, who may be hit by them or must remove them from the track.

We have had magnetic car numbers (which should have the leading edges taped down), trailer hitches, wheel caps, tools and a myriad of other car parts falling off vehicles at high speed. To repeat, this is unsafe for all involved.

Protective “bras” may be used, but each driver must ensure that they are securely fastened to the vehicle.

5 TRACK OPERATIONS



5.1 Run Groups

Drivers are divided into five Run Groups taking into consideration driver experience level, the number of DE events in which you have participated, and your vehicle. Your Run Group is indicated by the color of sticker in your Event Check-in packet.

The Run Groups are as follows:

- Green – Beginning Drivers.
- Blue – Novice Drivers
- Yellow – Intermediate/Experienced Drivers.
- White – Experienced Drivers.
- Red – Instructors teaching during the weekend

Prior to the event, we will assign you to a particular Run Group. We do our best, based on the information we have, to match you with others of similar experience and driving style (e.g., speed). You will be informed of your Run Group prior to the event. If you feel you have been assigned to the wrong Run Group, please bring it to our attention as soon as possible and before the event. The best time to deal with that is before the event,

If, at the event, you feel you are in the wrong Run Group, discuss this with your Instructor and Team Leader.

Remember, we assign Run Groups based on the information we have about you. This information includes prior DE Events and what you have provided us in your profile on www.ClubRegistration.net. Please keep this information up to date. The objective is to place you in a Run Group with the concern for the safety of you and your fellow drivers.

5.2 Classroom Sessions

In general, we offer classroom sessions and braking exercises (at TWS only) to help you understand the concepts of high-speed driving and vehicle dynamics. These skills will be practiced during on-track run sessions.

If offered, Green, Blue, Yellow and White participants are required to attend the scheduled classroom sessions, which will address topics appropriate to each Group. Also, at TWS, Green participants must attend the braking exercises.

We encourage anyone at the track to attend any of these sessions.

Check with the Classroom Instructor if you are unable to attend or have any other special considerations.

5.3 Before You Go Out

Take a moment before each session to check the outside and inside of your car.

5.3.1 Before Entering The Car:

- Visually inspect each wheel for tire wear, adequate tire pressure, and the condition of all lug nuts.
- Make a final check of the exterior for loose objects.
- Check fluid levels - yours and the car's.

5.3.2 Once Inside The Car:

- Put both windows down. That is the driver-side and the passenger-side windows.
- Close your sunroof, if you have one,
- Check that the brake pedal is still firm.
- Adjust the seat and mirrors.
- Adjust your helmet and restraints.
- Make a final check of the interior for loose objects.
- Set goals for the upcoming session. You'll have much more fun, and a much more productive run, if you've thought about and work on specific skills you want to address in that session. Simply trying to "go faster" often results in frustration, not fun.
- Take a deep breath and relax.
- Signal the grid worker, when you (and the instructor) are ready to begin the track session.

There is always someone at the track to help you with any tech question you may have. Ask your Instructor, Team Leader, the Chief Instructor, or the Chief Steward.

5.4 Two Spin Rule:

A spin is defined as a loss of car control during which the car rotates about its vertical axis. It can occur off or on the track. For the purposes of this rule, it also applies to driving off the track, whether or not a spin occurs, and whether or not the car was intentionally driven off or not.

If you come to a complete stop as a result of a spin and you cannot immediately resume motion, make some obvious gestures that the closest track workers can see so we know you are OK. A thumbs-up is good. Under no circumstances should you (or your instructor) get out of the car while the track is hot.

If you go off the asphalt and are ready to reenter, try to position your car so you can see a track worker. The worker will point to a car, which you should follow, when it is safe for you to reenter.

If you are not close enough to a track worker, be patient and exercise caution reentering the asphalt. If you spin or go off the asphalt, you are expected to report to the Black Flag Station in the Hot Pits immediately, whether or not a black flag was thrown.

These rules apply each day to all drivers equally; from 1st time Greens through the Chief Driving Instructor. There are no exceptions.

5.4.1 First Spin – Come Into The Hot Pit.

If you spin, you will be required to report to the Black Flag Station (located at the entrance to the track). You do not even have to wait to be black-flagged, just head for the pits at your normal track speed, if possible.

The driver (and instructor) will discuss the spin at the Black Flag Station in the hot pit. If you have gone off the track, the driver will get out and inspect the car for any possible damage. The condition of the car is the responsibility of the driver!

If time remains, the participant and instructor may be allowed back on track to complete their run.

5.4.2 Second Spin Within The Run Session – Terminate The Run.

Following the second spin in the same run session, the participant (and instructor) are to meet with the Chief Instructor or the Chief Steward at an appropriate out-of-car/off-grid location to determine what is happening and to discuss the options to resolve whatever issues are raised.

5.4.3 Third Spin Of The Day –Terminate Driving For The Day.

If there are three spins in one day, the participant will meet with the Chief Driving Instructor or the Chief Steward to discuss the problems that resulted in the spins and the limited options available at this point.

Anyone deemed to be conducting themselves or their vehicle in an unsafe manner, either on track or off, is subject to removal from the remainder of the event without reimbursement.

5.5 Impaired or Disabled Vehicles

If your car is damaged in a spin, exercise extreme care.

5.5.1 Impaired Vehicles

If a spin results in damage to a degree that requires your return to the Black Flag station to be at significantly reduced speed, stay off line to the extent possible and hold your hand out the window with your clenched fist up. This disabled signal allows other cars to pass you (or you to pass cars displaying such a signal) outside normal passing zones, as long as such passes are done safely.

5.5.2 Disabled Vehicle

If your car is disabled such that it cannot be driven, do three things –

1. Signal to the track workers that you are OK. Lack of motion or signals is taken to indicate a medical problem, and medical personnel will respond.
2. Stay in the car – it protects you from other cars.
3. Keep your helmet and other safety equipment on – if you could get your car there, another driver can get his there as well.

Be patient, we will be coming for you. Depending on the situation, we may shut down the session immediately, or we may finish the session. In all situations, follow the directions of the track workers promptly.

5.5.3 Emergency On-Track

If a situation arises on-track that you think requires your stopping before you can get back to the pits, pull off in the protected area immediately down-track and behind the next manned corner station. The track workers there will do their best to assist you, although their priority remains on track operations.

5.6 Gridding & Staging

You will bring your car to the grid area marked with your team number, when your run session is called

Each track's grid layout is slightly different, as show in each track's Appendix. You will have been assigned to a Team for instruction purposes (for example, 1 – 6 at TWS and 1-4 at MSRC and ECR). As you approach the grid, line up behind or next to the signs marking your Team number. It will be easier for your Instructor to find you.










5.7 Flags

A flagging protocol has been established to ensure the SAFETY of all drivers. Our Drivers Education Events will use the protocols established for PCA racing.

Flags are used to communicate with you while on track. This is for your safety.

The following general practices will be followed:

Examples of Flags Used at DE Events

<p>Green Flag</p> <p>Start of Session</p> 	<p>Red Flag</p> <p>Safely Stop on Track</p> 	<p>Checkered Flag</p> <p>End of Session</p> 
<p>White Flag</p> <p>Slower Vehicle Ahead</p> 	<p>Blue Flag</p> <p>Passing Flag</p> 	<p>Black Flag</p> <p>Proceed to Pit</p> 
<p>Yellow Flag</p> <p>Caution, No Passing</p> 	<p>Surface Flag</p> <p>Debris on Track</p> 	<p>Mechanical / Meatball Flag</p> <p>Proceed to Pit</p> 

- Acknowledge every corner worker station by a hand wave to the corner workers on the first lap and final lap of each run session. This will help you establish where each station is located, and it will assure the corner workers that you are aware of them.
- Watch and respond to flags during the session. Physically acknowledge flags with a hand wave, when they are thrown anywhere near your location.

5.7.1 Green - Start of Session

The GREEN FLAG will usually be displayed after other flags that indicate limits on track activities have been withdrawn. A GREEN flag means that the course is clear.

- Usually, at TWS, we do not have a flag person on the front straight; however, on the first lap of the session, if the last flag station before the front straight (for example, Corner #13 at TWS) does not display a YELLOW flag, you should assume that the track is now GREEN.
- At MSRC and ECR, a green flag is normally shown on the straight preceding the Start/Finish.
- When entering the track under the GREEN flag (for example, if you have had reason to pit during the session or were just late for your session), stay inside the blend line THROUGH THE ENTIRE FIRST CORNER, when entering the track. This is for your safety! When entering the track inside the blend line, please try to accelerate quickly and get up to speed quickly; please do not drive slowly since there may be other faster cars approaching the first corner

5.7.2 Yellow – Caution / Danger

The YELLOW FLAG may be displayed at one or more corner stations or at all stations (two flags will be displayed in this case); they may be held stationary or be waving. A waving flag indicates a more serious or immediate hazard or danger. There are three types of YELLOW Flag situations:

- STATIONARY YELLOW FLAG – stationary hazard ahead. Generally, this means that the incident ahead is off the track. You should not need to take evasive actions, if you were to continue on line. But slow down and proceed with caution.
- WAVING YELLOW FLAG – immediate danger ahead. BE PREPARED TO STOP. Generally, this means that there is an incident ahead on the track surface. You will need to slow down immediately and take evasive action to avoid the incident. You may have to come immediately to a complete stop. Slow down immediately.
- DOUBLE YELLOW FLAG – full course caution. This flag signal will also be shown during the first lap of each run session. No passing.

The actions for any caution flag are as follows:

- Acknowledge the corner worker(s) displaying the flag with a hand wave.
- Do not pass any other car.
- Be prepared to reduce speed safely; under some circumstances, it may be necessary to reduce speed expeditiously and in a controlled manner.
- Look ahead and be prepared to respond to the situation that has resulted in the Yellow Flag.

Passing is **ONLY** allowed after the next flag station that is not displaying a Yellow (or other) Flag.

A note about YELLOW FLAGS: There may be several incidents on various sections of the track. It is extremely important that you do not pass until you see the next station that is not displaying a YELLOW Flag or another Flag.

5.7.3 White – Emergency or Slow Moving Vehicle on the Track

The WHITE FLAG is not the sign for last lap. It is displayed in the event the ambulance, a tow truck, or another slow-moving vehicle is on the track. In this event:

- Acknowledge the corner workers displaying the flag with a hand wave.
- Watch out for and avoid the emergency or other vehicles

5.7.4 Blue / Yellow Diagonal Stripes – Passing Information Flag

The BLUE FLAG (sometimes a blue and yellow diagonally striped flag) indicates that a fellow DE driver desires to pass. This is an Advisory Flag. In this case:

- Acknowledge the corner workers with a hand wave.
- Check your mirrors to determine the position of the car(s) behind you.
- When in a passing zone **AND IT IS SAFE**, make the appropriate signal (see Passing section, below) for the overtaking driver to pass, indicating the side on which he is to do so.
- The car being passed should stay on line and let the passing car go off line to complete his pass.

5.7.5 Yellow / Red Stripes - Surface Hazard or Debris Flag

The YELLOW AND RED STRIPED FLAG indicates that there is a slippery surface (e.g., oil or coolant spill) or that there is debris on the track (e.g., gravel, cones, car parts, animals). The actions are to:

- Acknowledge the corner workers displaying the flag with a hand wave.
- Safely reduce speed in the affected area(s).
- Watch out for and avoid the surface hazard.

This flag will be displayed until the situation is cleared but for no longer than two laps.

After two laps, the drivers are expected to recognize the existing hazard and to have adjusted their driving to accommodate it.

If another surface hazard occurs, a subsequent YELLOW AND RED STRIPED FLAG to be displayed,

5.7.6 Black Flag – Car or Driver Problems

The BLACK FLAG indicates a problem with your driving or the car. **If you think it might be for you, it is for you.** It requires your immediate attention and response.

- BLACK FLAG is furlled and pointed.
 - Yes, this flag is for you! It may also be displayed with number board. Take the following action:
 - Acknowledge the corner workers with a hand wave.
 - Pull into hot pits immediately and enter slowly. Report to the Hot Pit Steward at the Hot Pit/Black Flag Station in the hot pits.
- BLACK FLAG - Open at all corners:

When an open Black Flag is displayed at all corner stations, the session is halted.

 - Acknowledge the corner workers with a hand wave.
 - Do not pass another car,
 - Reduce speed safely,
 - Pull into hot pits and follow the directions of the workers in the pit.

A final word on BLACK FLAGS:

If you see a BLACK FLAG aimed somewhere in your direction - **YES- it's for you.** If you miss a BLACK (or RED) FLAG, you may be asked to end your session.

Some (but not all) of the reasons you might see a black flag are:

- Mechanical problems (the “meatball” - orange disk on black background – see below) flag may also be displayed).
- Windows are up
- Someone’s arm out the window
- Hood or trunk open, objects hanging or falling off your car (the meatball flag may also be displayed).
- Spinning
- Passing problems
- Following too closely
- Race style driving
- Failure to observe flags

5.7.7 Black / Orange Disk – Mechanical Problem with Your Vehicle

The BLACK AND ORANGE DISK FLAG is often called “the meatball flag” and will be displayed at the black flag stations. It means that the corner workers have identified a mechanical problem with your car. Your actions are to:

- Acknowledge the corner workers with a hand wave.
- Pit and see the steward at the wall.

5.7.8 Red – Emergency on the Track

The RED FLAG indicates that there is an emergency on the track that makes further movement of the cars on the track unsafe. Take the following actions:

- Acknowledge the corner workers with a hand wave.
- Pull slowly and safely to the side of the paved surface of the track and STOP OFF LINE AND IN A SAFE PLACE. Do not go off the asphalt surface. Await instructions from the corner workers.

If you miss a RED FLAG, you could cause serious damage to others on the track. Watch the stations carefully.

5.7.9 Checkered - End of Run Session.

The CHECKERED FLAG/BLACK FLAG is displayed when the run session is over. This Flag may be first displayed at Start/Finish or at another designated worker station on the track. Instructions and locations will be discussed in the morning Drivers' Meeting.

- Acknowledge the corner workers with a hand wave at each corner.
- Do not pass under the checkered flag.
- Continue to drive the racing line, minimizing the use of your brakes, while you allow your car to cool down.
- As you approach the pits, signal your intention to pit (any time you are going into the pits) with the appropriate hand signal (hand in fist).
- Enter the pits slowly and safely at the next opportunity

Do not take an extra lap under the checkered flag. Your cool-down period will be from the Checkered Flag Corner to the entrance to the pits (Pit-in). If cars ahead of you are entering the pits under the checkered flag, follow them in, even if you have not seen the checkered flag. **If you take an extra lap, you are taking run time from your fellow participants!**



5.7.10 Purple or White Furled Flag

Sometimes a Purple Flag or furled White flag is displayed. This is an advisory flag that informs Instructors that there are 5 minutes left in that run session.

5.8 Other Signals

5.8.1 Fire Extinguisher

If the corner worker notices that a car is on fire, in addition to any flags, he will signal to the driver by holding up a red or silver fire extinguisher in the direction of the vehicle. The driver should, as conditions allow:

- Acknowledge the corner worker with a hand wave.
- Decelerate
- If possible, drive to the nearest worker station (he has a fire extinguisher) and stay on the asphalt surface.
- Make a controlled stop.
- Exit the vehicle and get clear.
- Allow the corner worker to address the fire. The fire is HIS job, not yours. If your car has a fire extinguisher or a fire suppression system AND IT IS SAFE TO DO SO, you may assist the corner worker.

5.8.2 "Pit-Out" Corner Worker

A "corner worker" may be stationed at the end of the hot pit at the entrance to the track.

- If the track is clear to enter, the worker will signal the approaching vehicle by making a circular motion with his arm or with a stop/go sign.

- If traffic is approaching, such that merging might otherwise be required, the hot pit corner worker will signal the car approaching in the hot pit lane to STOP by holding up his hands or holding up a STOP SIGN. Stop short of the pit worker, so that you have room to accelerate onto the hot track. Do not proceed until the hot pit corner worker has signaled you to proceed onto the track.
- When entering on a track with a blend line (TWS and ECR) stay on your side of the blend line until it ends. Higher speed traffic may be on the other side of the blend line. When entering the track inside the blend line, please try to accelerate quickly and get up to speed quickly; please do not drive slowly since there may be other faster cars approaching the first corner
- As a general rule at TWS, if you are in the hot pit lane accelerating to the track AND you can see a car on or entering the front straight behind you, you will not have enough time to enter in front of him. Remember he is going up to 120 mph while you are just accelerating. Plan to blend in behind him or others on the front straight. Remember to stay within the Blend Line.
- While the MSRC and ECR blend is at slower speeds, the same premise is in effect - IF YOU CAN SEE A CAR APPROACHING, YOU SHOULD WAIT UNTIL THAT CAR PASSES.

5.9 Passing

5.9.1 General Information

Drivers Education events are not races. Passing is allowed only with the permission of the driver in the car being overtaken and only in designated passing areas. Check your mirrors and look out your windows regularly. Do not try to out-drive a car closing in. He or she got there because that car is faster. It's more fun to keep up with a faster driver than having a frustrated driver behind you. Besides you might learn something by watching that car after it has passed you.

5.9.2 Where and When Passing is Permitted

Passing at speed will only be permitted in the designated passing zones, which are the major straights. These zones are discussed in each individual track's Appendix.

THERE IS NO PASSING ELSEWHERE OR IN CORNERS, UNDER ANY CIRCUMSTANCE FOR ANY DRIVER, except if the driver of a very slow moving car is giving the pit signal, indicating that they are slowly making their way to the pits due to a mechanical or other problem.

IF YOU PASS ON ANY OTHER SECTION OF THE TRACK, YOU WILL BE BLACK FLAGGED, AND YOUR RUN SESSION WILL IMMEDIATELY BE ENDED.

If other track configurations are used, passing zones will be identified for each situation.

ALL PASSING MUST BE COMPLETED AFTER THE CAR BEING PASSED SIGNALS FOR THE PASSING CAR TO ADVANCE AND WELL BEFORE ENTERING A TURN.

THE CAR BEING PASSED SHOULD STAY ON LINE. THE CAR PASSING SHOULD COME OFF LINE TO PASS AND IS RESPONSIBLE TO KEEP CLEAR OF THE CAR BEING OVERTAKEN. HOWEVER, THE VEHICLE BEING OVERTAKEN MUST ALLOW THE OVERTAKING VEHICLE TO GO BY, EVEN IF IT MEANS LIFTING OFF THE ACCELERATOR FOR A MOMENT.

IT IS THE RESPONSIBILITY OF BOTH CARS TO ENSURE A SAFE PASS!

There is no passing on Yellow, Double Yellow, Full Course Black, Red or Checkered "end of run" Flags.

5.9.3 When and how to signal a pass:

To signal a pass, get your arm out the window. The hand signals shown in the following illustration will be used to signal a car to pass.

- To signal that the overtaking car should pass on the left, the left arm is extended out the window and the hand points to the left.
- To signal that the overtaking car should pass on the right, the left arm is extended out the window and the hand is pointed to the right over the vehicle roof.

- Only the person in the driver's side will make passing signals.



5.10 Stopped Car on Track:

If you are either stuck as a result of going off the track or if your car stops on track, ALWAYS remain in your car (unless it is on fire). If your car is in an unsafe location, we will stop the event (Black Flag) to get you to safety.

If you can safely drive to a corner station, do so and park where directed by the corner workers.

DO NOT GET OUT OF YOUR CAR!

Follow the instructions of the corner workers. Remain in your car until the corner worker or the wrecker driver tells you to get out, and then follow his instructions. He is in charge!

5.11 Educational and Other Rides

Except for instructors and on parade laps at lunchtime, drivers may not carry any passengers. Instructors that are instructing for the weekend may take any registered participant in either the instructor's or the participant's car for the benefit of the participant's educational driving experience. Working instructors are identified by their Club white shirts.

NON-REGISTERED GUESTS WILL NOT BE PERMITTED TO RIDE IN CARS, except in the Parade Laps at lunchtime. DO NOT ASK FOR EXCEPTIONS. DO NOT WASTE THE TIME OF THE DE STAFF BY ASKING FOR AN EXCEPTION.

5.11.1 Instructor Drives

- Instructors may take participants in the instructor's or participant's car, preferably in the Red, White, or Yellow Run Groups. Generally, do not go out in the Green or Blue run groups; these people are working hard on specific driving skills.
- The passenger MUST be a registered driver at the event AND assigned an instructor by that Club's Team Leaders.
- Participant cars being driven by instructors must have their emergency blinkers on during the track session.

THE PCA DE EVENTS ARE NOT TO BE USED FOR INSTRUCTORS TO TAKE OUT "PRIVATE" PARTICIPANTS.

5.11.2 Parade Laps

As time permits during the period set aside for lunch, the track will be opened for “parade laps.”

If you wish to participate, please line up in the grid area approximately 10 minutes after the beginning of the lunch break. This session is usually 3 or 4 laps.

- These laps are driven at low speed (Speed Limit 45 mph). A designated DE instructor will lead the lap. No passing is permitted.
- Helmets are not required.
- Follow the instructions of the grid worker to enter the track.
- Complete the parade laps and return to the pit area following the lead car.

6 OUR TEAM OF INSTRUCTORS

A link to photographs of LSR and HCR DE instructors can be found on the DE page of the web site at <http://boxster.986.org/gallery/LSR-Instructors>.

Instructors are all volunteers committed to sharing their wealth of knowledge with you. All of them are qualified to answer any of your questions. If they don't know an answer, they will help you get the information that you need.

There are several different instructors who may be able to help in one area more than another. You might wish to talk to:

6.1 DE Instructors

There will be a large team of skilled instructors committed to instructing at our Drivers Education Events. Here's what they do for you:

- Attend the instructors' meeting on Saturday and Sunday morning for the track assessment.
- Report to the grid 5-10 minutes prior to all Green and Blue sessions. They will be at the designated team area for their Green and Blue participant assignments. All instructors come in on the “5 minute warning” (Purple or furred White Flag) in order to report to the grid early.
- Work with their assigned participants in and out of the car to achieve specific goals each session.
- Provide education laps in their or their participant's cars in higher run groups to further demonstrate specific skills.
- Complete participant evaluations at the end of each day. These evaluations are located on Team Leaders notebook.
- Arrange check rides with Team Leader for possible advancement to a higher group.
- Work with advanced instructors to continue improving their own teaching skills.

6.2 Team Leaders

Team Leaders have committed to coming to every event. Here's what they do for you:

- Attend instructors meeting each morning for track assessment.
- Meet with the Chief Driving Instructor for participant lists and evaluation forms.
- Report to the grid for Green, Blue, and Yellow run sessions to assign participants and instructors.
- Assist Yellow Run Group participants in setting goals prior to their sessions or assign advanced instructors as requested.
- Make participant reassignments, if necessary. Work with participants who are having difficulty maintaining control of their car.

- Provide educational laps for participants in Yellow or White run groups to further demonstrate specific skills (with blinkers on).
- Perform check rides for Green and Blue Run Group participants.

6.3 Advanced Instructors

There are 5 - 8 advanced instructors. Here's what they can do for you:

- Attend the instructors meeting each morning for track assessment.
- Meet with the Chief Driving Instructor for team and participant assignments.
- Work with assigned participants on specific goals in the White or Yellow Run Groups to further teaching skills (with blinkers on).
- Report to grid for Yellow and White run sessions to offer instruction or assist in setting goals prior to the session.
- Provide educational laps for participants in the Yellow or White Run Groups to further demonstrate specific skills (blinkers on).

6.4 Classroom Instructors

We provide classroom instruction for participants in the various Run Groups. They are available to help you master the skills necessary to drive safely and competently. In addition, at TWS, our instructors provide specific braking exercises for the Green participants.

7 SETTING GOALS

Each time you come to the track you should set a goal.

Do you want to work on a specific corner or a specific skill? Do you want to understand car dynamics better or move to a different group? Do you want to become an instructor on the track or teach a class? The list goes on and on...

7.1 Moving up:

You may be ready for a check ride to evaluate your readiness to move to the next Run Group, if you are Safe, Consistent, Comfortable & Courteous and you:

- Understand and drive the basic line consistently (green & blue participants)
- Use appropriate cornering techniques
- Recognize corner workers and flags
- Are open to instruction, listen & learn
- Watch your mirrors and signal appropriately
- Make smooth weight transfers while shifting, braking, accelerating, & steering-
- If you have any questions about moving up to a higher group, please discuss that with your Instructor or Team Leader.

7.2 Is Instructing Your Goal?

Each Region maintains its own group of Instructors. In addition, they use their own methods of developing their instructor group.

We are constantly looking for new talent to join our instructor teams. Each time you come to the track, we strongly encourage you to try a different view.

You *may be* considered if you:

- Regularly run in the Yellow or White Run Groups
- Regularly come to the DE events
- Have a good history of maintaining control of your vehicle
- Are a good communicator
- Drive with advanced instructors
- Assist with the classroom sessions
- Assist with the braking sessions
- Work the grid
- Assist in the hot pit

Teaching and driving well go hand in hand, but they have very different goals. As an instructor, not only will you be expected to maintain control of your own vehicle, instructing makes you responsible for maintaining control of a vehicle from the passenger seat.

If you feel you would like to take a look at what it takes to be on a team with some of the area's best DE instructors, contact the Chief Driving Instructor either at the track or at the email address on the our website. We're looking forward to working with you.

In addition, we suggest you read articles about instructing, such as this well-written manual provided by our friends at BMW - <http://www.bmwcca.org/files/dec/InstructorCandidateManual.pdf>.

The instructors, team leaders, advanced instructors, registrar, classroom instructors, braking instructors, grid persons, hot pit station persons, chief driving instructor, DE chairman, safety steward, corner workers, and many others are

Volunteers

who spend countless hours before, during, and after the events. And believe it or not, we really enjoy it!

Volunteers are always welcome. Talk to your Instructor, Team Leader, Classroom Instructor, Chief Driving Instructor or Chief Steward – after all, they all were novice drivers once. See the DE sections of the websites www.lsrpca.com, www.hcrpca.com and www.mavpca.com to volunteer to help with these events.



Appendix A Items To Bring

Suggestions for Items to Bring With You to the DE Event

For the Driver	For the Car
Required Driving Helmet	Window Cleaner
Lawn Chair	Paper Towels / Rags
Hat & Sun Block	Motor Oil
Cooler	Brake Fluid
Snacks	Tire Pressure Gage
Collapsible Tent	Tire Pump
Drinking Water / Athletic Drinks / Soft Drinks	Duct Tape
Duffle bag for stuff you bring	Tools

Pre Run Session Checklist

Set Goals for the Session, then ...	
Before Entering the Car	In the Car
Visually inspect each wheel for wear, pressure, and lug nuts	Check interior for loose articles and remove any you find
Check exterior for loose items	Windows down
Check fluid levels - Brake - Steering - Transmission - Oil - Your own	Seat adjusted
	Mirrors adjusted
	Belts adjusted
	Brake pedal firm
	Helmet adjusted
	Take a deep breath and relax

Appendix B Reserved

This appendix is reserved for future information.

Appendix C Information For Texas World Speedway

C.1 Times & Places At TWS:

Texas World Speedway (TWS) gates open Friday night from 6:30PM to 10:00PM for access to the paddock and for those with trailers wishing to unload vehicles. In addition, on the evening prior to the event, the track permits entry for those persons wishing to park or camp overnight on the premises (and use the bathroom/restroom facilities). Currently, there is a charge of \$15 by the track and paid at the gate for access during this period. TWS provides security for the premises from Friday night throughout the weekend.

Event Check-in occurs on Friday night from 7:00PM to 9:00PM at the Manor House Motel on Texas Avenue in College Station. We urge you to pre-register on Friday night, since it will save you time on Saturday morning.

TWS's gates are open for our events from 6:30AM to 10:00PM Saturday and from 6:30AM to 6:00PM on Sunday. On Friday and Saturday nights, you will not be allowed into the facility for any reason after 10:00PM.

Event Check-in occurs on Saturday morning from 7:00AM to 7:30AM in the Drivers' Lounge / Classroom at the East end of Garage 1.

There is a mandatory Drivers' Meeting on both Saturday & Sunday mornings around 7:30AM. The usual location is near the East end of Garage 1 and near the gas pumps. The exact time and location will be announced approximately 5 minutes before the meeting through the public address system. If you do not attend the Drivers' Meeting each day, you will not drive in your first scheduled run session.

An Instructors' Meeting is held on Saturday & Sunday promptly at 7:30AM in the Media Room at the West end of Garage 1. This is for Instructors only.

C.1.1 Event Check-in

You must register either:

- At the Manor House on Friday night from 7:00PM to 9:00PM
- At TWS in the Drivers Lounge on Saturday morning from 7:00AM to 7:30AM.

C.1.2 Event Schedule

At the right is the schedule that is used at TWS. A copy of this schedule is available on the www.ClubRegistration.net website.

All participants are responsible for following the schedule.

At the entrance to the grid, there will be a signboard noting the NEXT group to grid. In addition, a colored flag is usually hoisted on a flagpole at the LSR trailer next to the entrance to the track. Note that although times for various events are shown on the schedule, the run group on the track governs the actual timing. In the example of a TWS schedule, the run groups on the track and the notional time that they will be on the track are shown in the first two columns. For the Run Groups, the schedule of classroom sessions and braking exercises (Green only) is shown.

LONE STAR AND HILL COUNTRY REGIONS - TEXAS WORLD SPEEDWAY					
On Track		Classroom Sessions in Drivers' Lounge			
Group	Time	White	Yellow	Blue	Green
Red	8:00				Classroom 8:00 - 8:45
White	8:23	On Track			
Blue	8:46			On Track	
Yellow	9:09		On Track		
Green	9:32			Classroom 9:30 - 10:15	On Track Braking Sat: new students
Red	9:45				
White	10:28	On Track	Classroom 10:30 - 11:00	On Track	
Blue	10:51				
Yellow	11:14		On Track		
Green	11:37				On Track
LUNCH		PARADE LAPS			
Red	1:00				Classroom 1:00 - 1:45
White	1:23	On Track			
Blue	1:46			On Track	
Yellow	2:09		On Track	Classroom 2:15 - 3:00	On Track Braking Sat: other students
Green	2:32				
White	2:55	On Track	Classroom 3:00 - 3:30	On Track	
Blue	3:18				
Yellow	3:41		On Track		
Green	4:04				On Track
Red	4:27				
COLD TRACK	5:00				

Regardless of the times shown in the example, the first classroom session for the Green Group begins at 8:00AM, immediately following the Drivers' Meeting in the Drivers Lounge.

C.2 Logistics

C.2.1 Garages:

There are approximately 25 covered garage spaces at TWS. Garages are assigned on a first come first serve basis during the online application process. They are currently \$50.00 for the weekend, and PAYPAL or credit card must be used to pay for a garage, once one has been assigned. If there is an oversubscription of garages, a waiting list will be kept based upon the time your application payment was received.

Garage assignments are sent out by email. **Please do not park or unload in a garage, if you have not received an assigned space.**

The garage reservation system will request payment after you have been assigned a garage, but if you have paid and are, for some reason, not assigned a garage, your payment will be refunded to you immediately after the event.

C.2.2 Trailers

If you trailer your vehicle, all trailers must be removed from the paddock areas to the outer parking areas after unloading.

DO NOT PARK TRAILERS IN, BETWEEN OR NEAR THE GARAGES.

If you wish to work out of your trailer, please park them either along the paddock perimeter fencing or at the north end of the paddock (north of Garage 3).

If you have a trailer that is not being used by you during the days of the event, place your trailer outside the paddock. You will see other trailers already parked there.

C.2.3 Fuel

Arrive at the track with a full tank of gas each morning.

Gas is readily available at several service stations between the tracks and College Station. In addition various grades of gas from premium to special racing blends are available at the track. Regularly available grades of gas are likely to be more expensive at the track.

C.3 Track Operations

C.3.1 Gridding & Staging

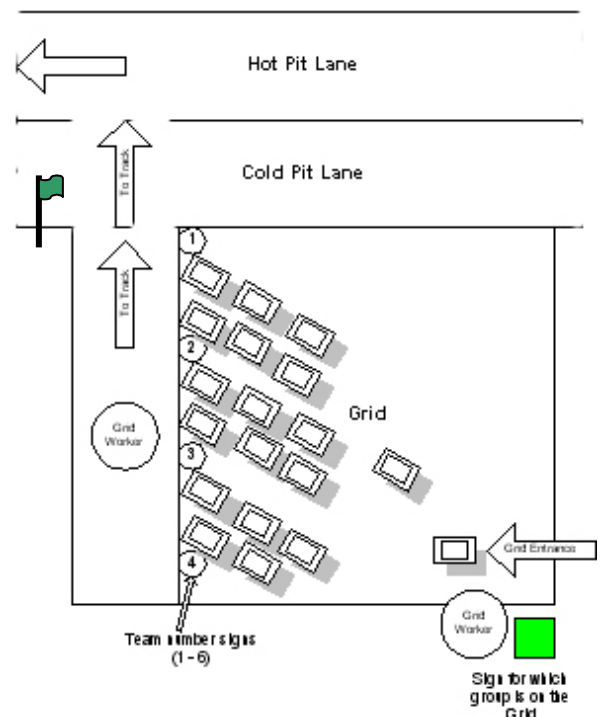
You will bring your car to the grid area marked with your team number, when your run session is called

We will run continuously during the day. As a result of any interruptions, the exact time schedule will change. There are methods to determine when you are expected to be on track:

- Look at the schedule provided to you
- Listen for announcements over the public address system.
- Watch the flagpole (next to the grid entrance or at the entrance to the track). It will display the color of the NEXT Run Group to be on track.
- Watch the grid entrance with the NEXT Run Group color posted.

Once one Run Group is on track, and the NEXT Run Group grid color is posted at the grid entrance and on the flagpole, cars in that group may begin lining up on the grid.

The NEXT Run Group will be called to stage 10 minutes prior to the start of the session.



C.3.2 Track Diagram

The LSR and HCR DE Events take place on the 2.9-mile 15-turn road course at TWS; the course follows the turn numbers shown on the map below.

The main straights are between turns 15 and 1 (front oval track section), turns 2 and 3, turns 4 and 5, turns 6 and 7, and turns 11 and 12. These are the only passing sections at TWS for DE Events for most run groups.

Different configurations of the track (as well as directions) may be run from event to event. The turn numbers and passing zones remain the same.



The garages are the three white, rectangular buildings inside the oval opposite the grandstand.

The grid is just below the garages (between Garage 1 and the snack bar / restroom buildings).

C.3.3 Where and When Passing is Permitted

Passing at speed will only be permitted in the designated passing zones, which are the major straights.

These straights and passing zones are those sections parallel to the front straight:

- The front straight between Turns 15 & 1
- The straight between Turns 2 & 3
- The straight between Turns 4 & 5
- The back straight between Turns 6 & 7
- The straight between Turns 11 & 12

Note: The passing zones listed above may be restricted or expanded on an event by event basis at the discretion of the Chief Driving Instructor and approval of the event Safety Chief. If you have questions about passing zones, make sure to ask for clarification from the Chief Driving Instructor and/or Safety Chief.

Appendix D Information For Motorsport Ranch, Cresson

D.1 Times & Places At MSRC

MotorSport Ranch (MSRC) gates open Friday night from 4:30PM for access to the paddock and for those with trailers wishing to unload vehicles. In addition, on the evening prior to the event, the track permits entry to those persons wishing to park or camp overnight on the premises (and use the bathroom/restroom facilities). Trailers may not be stored on the asphalt parking areas of the paddock, but may be stored on grassed areas adjacent to the paddock.

Vehicles and trailers parked overnight are left at the owner's risk.

MSRC's gates open for DE events at 6:30AM on Saturday and 7:00AM on Sunday.

Event Check-in occurs on Saturday morning from 7:00AM to 7:30AM upstairs in the Club House.

There is a mandatory Drivers' Meeting on both Saturday & Sunday morning around 7:30AM. The usual location is upstairs in the Club House. The exact time and location will be announced approximately 5 minutes before the meeting through the public address system. If you do not attend the Drivers' Meeting each day, you will not drive in your first scheduled run session.

An Instructors Meeting is held on Saturday & Sunday promptly at 7:30AM in the first floor Meeting Room in the Club House. This is for Instructors only.

D.1.1 Event Check-in at the Track

You must check-in in the upstairs room in the Club House on Saturday morning from 7:00AM to 7:30AM.

D.1.2 Event Schedule at MSRC

At the right is the schedule that is used at MSRC. Check the www.ClubRegistration.net website, since the schedule may change from time to time.

All participants are responsible for following the schedule.

A colored flag is usually hoisted on a flagpole next to the grid.

Note that although times for various events are shown on the schedule, the run group on the track governs the actual timing. In the example of a typical schedule, the run groups on the track and the notional time that they will be on the track are shown in the first two columns. The schedule of classroom sessions is shown.

Regardless of the times shown in the example, the first classroom session for the Green Group begins at 8:00AM immediately following the Drivers' Meeting in the Club House.

MAVERICK REGION - MOTORSPORTS RANCH AND EAGLE CANYON RACEWAY					
On Track		Classroom Sessions in Club House			
Group	Time	White	Yellow	Blue	Green
Red	8:00				Classroom 8:00 - 8:45
White	8:25	On Track			
Blue	8:50			On Track	
Yellow	9:15		On Track		
Green	9:40				On Track
---	10:05				
Red	10:10		Classroom		
White	10:35	On Track	10:15 - 11:00		
Blue	11:00			On Track	
Yellow	11:25		On Track		
Green	11:50				On Track
LUNCH	12:15				
White	1:00	On Track			
Blue	1:22			On Track	
Yellow	1:44		On Track		
Green	2:06				On Track
---	2:28				
Red	2:30				
White	3:55	On Track			
Blue	3:20			On Track	
Yellow	3:45		On Track		
Green	4:10				On Track
Red	4:35				
COLD TRACK	5:00				

D.2 Logistics

D.2.1 Garages:

There are no garages available.

D.2.2 Trailers

Trailers may not be stored on the asphalt and/or gravel parking areas of the paddock, but may be stored on grassed areas adjacent to the paddock.

D.2.3 Fuel

Arrive at the track with a full tank of gas each morning.

Standard blends are available at commercial gas stations nearby in Cresson. Some race grades are available from an off-site vendor, where you are not required to drive on public roads.

D.3 Track Operations

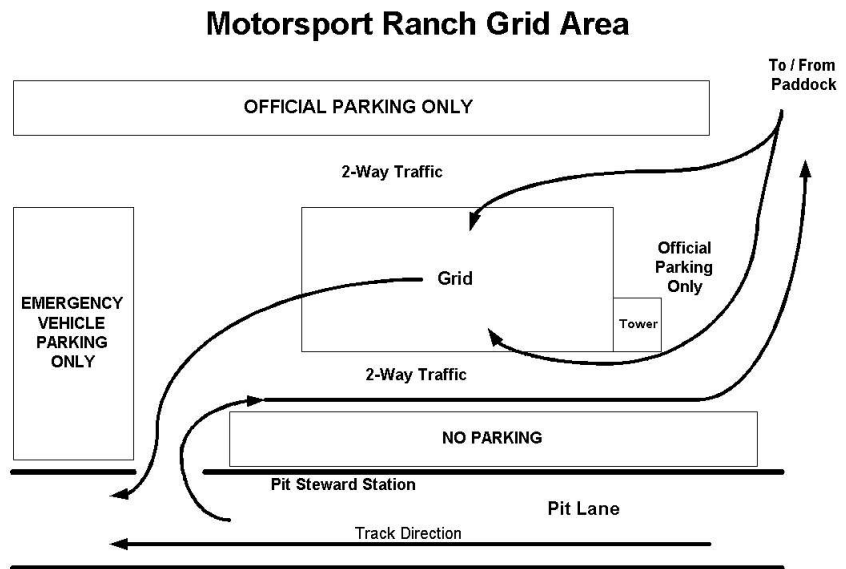
D.3.1 Gridding & Staging

You will bring your car to the grid area marked with your team number, when your run session is called

The grid is located under the awning at the control tower. Note that individual events may operate the Hot Pit Lane in either direction. Some events on the 3.1 mile circuit may require use of an overflow grid, with specifics posted in event information.

When your Run Group is called:

- Bring your car to the grid promptly to ensure yourself plenty of time for final preparations before going on the track.
- If there are any delays, follow the instructions of the grid workers and be prepared to begin your run session.
- Instructors will report to participants at the grid. If an instructor is running late, be prepared to go out once he or she arrives. That means you are expected to be in your car with your helmet and seat belt on. Don't worry - your instructor will recognize your car and join you!



REMEMBER, you can only drive in your assigned Run Group.

D.3.2 Track Diagrams

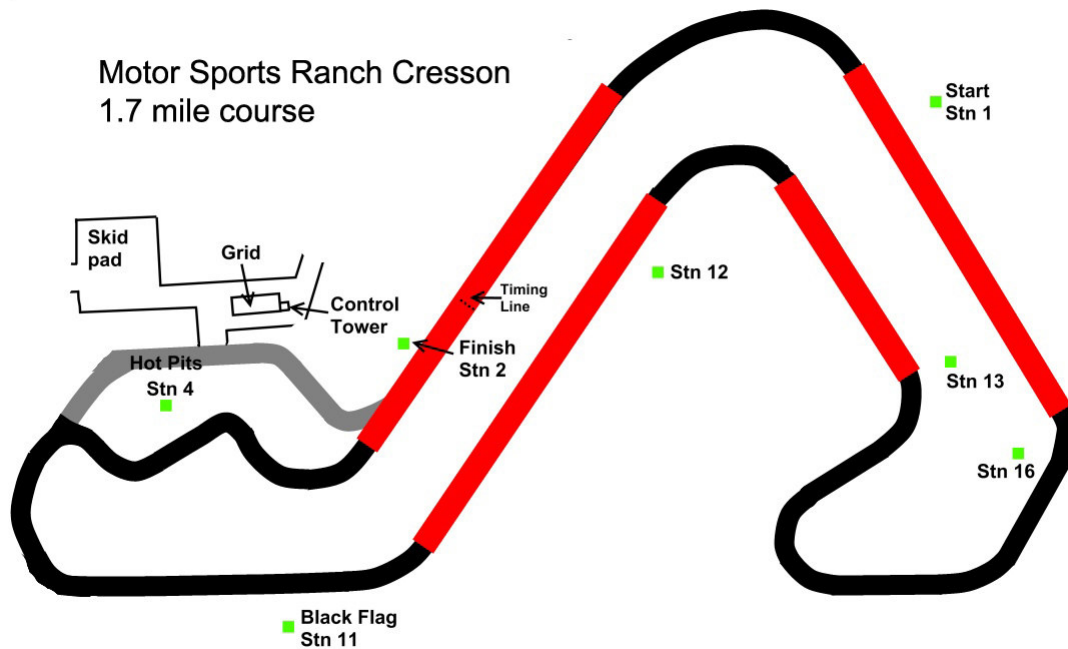
Two track configurations are used at MSRC.

- The first is the 1.7-mile course
- The second is the 3.1-mile course.

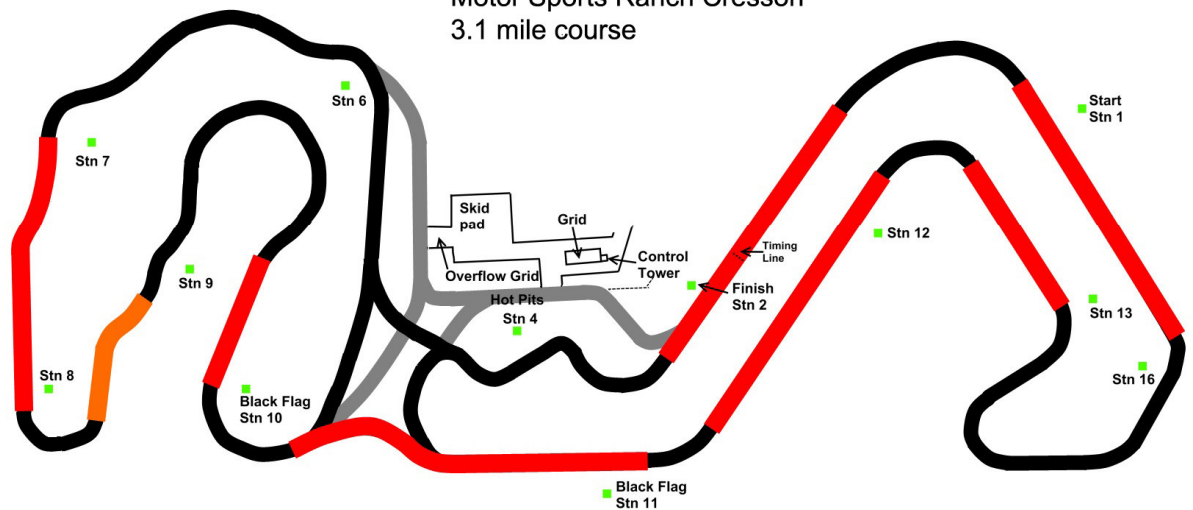
Both are shown on the maps on the next page.

DE passing zones are as indicated in red (light color). In addition, the Red Run Group (Instructors) may pass between track-out of turn 8 and turn-in for the blind crest at station 9.

Motor Sports Ranch Cresson
1.7 mile course



Motor Sports Ranch Cresson
3.1 mile course



D.3.3 Where and When Passing is Permitted

Passing at speed will only be permitted in the designated passing zones, which are the major straights.

The following are the passing zones. On the map above the passing zones are depicted in RED:

- The straight between Turns 1 & 2
- The straight between Turns 7 & 8
- The straight between Turns 10 & 11
- The straight between Turns 11 & 12
- The straight between Turns 12 & 13

Lone Star, Hill Country and Maverick Regions Drivers' Education Event Handbook

- The straight between Turns 16 & 1

Note: The passing zones listed above may be restricted or expanded on an event by event basis at the discretion of the Chief Driving Instructor and approval of the event Safety Chief. If you have questions about passing zones, make sure to ask for clarification from the Chief Driving Instructor and/or Safety Chief.

Appendix E Information For Eagles Canyon Raceway

E.1 Times & Places:

Eagles Canyon Raceway (ECR) gates open Friday night from 4:30PM for access to the paddock and for those with trailers wishing to unload vehicles. In addition, on the evening prior to the event, the track permits those persons wishing to park or camp overnight on the premises (and use the bathroom/restroom facilities). Trailers may not be stored on the asphalt parking areas of the paddock, but may be stored on grassed or gravel areas adjacent to the paddock.

Vehicles and trailers parked overnight are left at the owner's risk.

ECR's gates open for DE events at 6:30AM on Saturday and 7:00AM on Sunday.

Event Check-in occurs on Saturday morning from 7:00AM to 7:30AM.

There is a mandatory Drivers' Meeting on both Saturday & Sunday morning around 7:30AM. The exact time and location will be announced approximately 5 minutes before the meeting through the public address system. If you do not attend the Drivers' Meeting each day, you will not drive in your first scheduled run session.

An Instructors Meeting is held on Saturday & Sunday promptly at 7:30AM. This is for Instructors only.

E.1.1 Event Check-in at the Track

You must check-in on Saturday morning from 7:00AM to 7:30AM inside the ground floor of the General Purpose Building.

E.1.2 Event Schedule

At the right is a typical Schedule that is used at ECR. Check the www.ClubRegistration.net website, since the schedule may change from time to time.

All participants are responsible for following the schedule.

A colored flag is usually hoisted on a flagpole next to the grid.

Note that although times for various events are shown on the schedule, the run group on the track governs the actual timing. In the example of a typical schedule, the run groups on the track and the notional time that they will be on the track are shown in the first two columns. The schedule of classroom sessions is shown.

Regardless of the times shown in the example, the first classroom session for the Green Group begins at 8:00AM immediately following the Drivers' Meeting in General Purpose Building.

MAVERICK REGION - MOTORSPORTS RANCH AND EAGLE CANYON RACEWAY					
On Track		Classroom Sessions in Club House			
Group	Time	White	Yellow	Blue	Green
Red	8:00				Classroom 8:00 - 8:45
White	8:25	On Track			
Blue	8:50			On Track	
Yellow	9:15		On Track		
Green	9:40				On Track
---	10:05				
Red	10:10		Classroom		
White	10:35	On Track	10:15 - 11:00		
Blue	11:00			On Track	
Yellow	11:25		On Track		
Green	11:50				On Track
LUNCH					
White	1:00	On Track			
Blue	1:22			On Track	
Yellow	1:44		On Track		
Green	2:06				On Track
---	2:28				
Red	2:30				
White	3:55	On Track			
Blue	3:20			On Track	
Yellow	3:45		On Track		
Green	4:10				On Track
Red	4:35				
COLD TRACK					

E.2 Logistics

E.2.1 Garages:

There are a limited number of both covered spaces and enclosed garages available at ECR. Contact ECR track management for availability and reservations.

E.2.2 Trailers

Trailers may not be stored on the asphalt parking areas of the paddock, but may be stored on the gravel or grassed areas adjacent to the paddock.

E.2.3 Fuel

Arrive at the track with a full tank of gas each morning.

Premium and various race grade fuels are available at ECR. Regular and mid-range gasoline is available outside the track near Bolivar or Decatur.

E.3 Track Operations

Use of the upper paddock is reserved instructors and event staff only. Students should paddock in the General Parking area shown on the track diagram.

E.3.1 Gridding & Staging

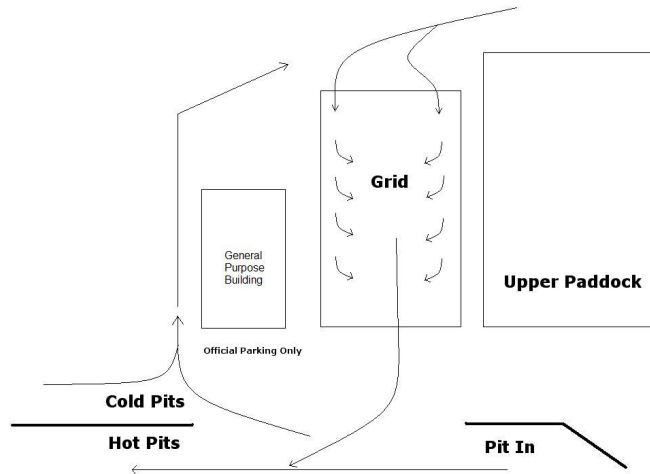
You will bring your car to the grid area marked with your team number, when your run session is called

The following diagram describes the flow of traffic onto and off the grid at ECR. You will bring your car to the grid area marked with your team number, when your run session is called

The grid is located next to the General Purpose Building. For events with large numbers of cars, grid may be moved into the cold pits, with specifics announced at the morning drivers' meeting.

When your Run Group is called:

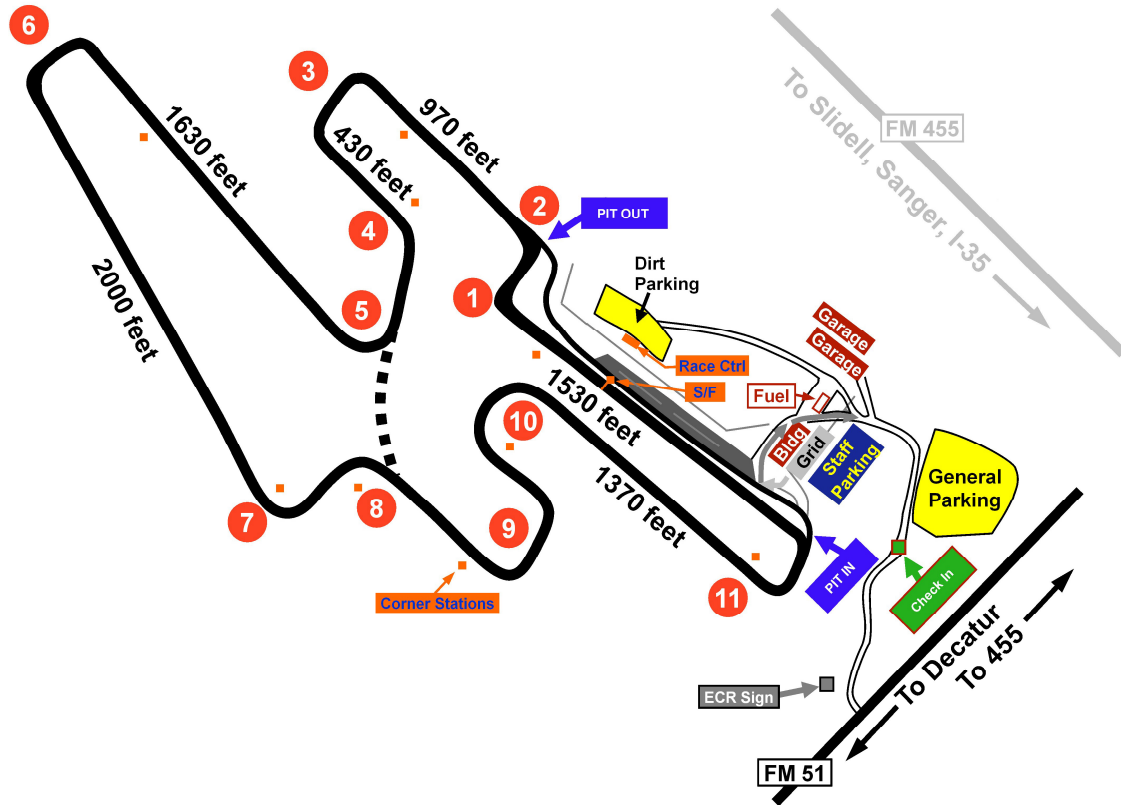
- Bring your car to the grid promptly to ensure yourself plenty of time for final preparations before going on the track.
- If there are any delays, follow the instructions of the grid workers and be prepared to begin your run session.
- Instructors will report to participants at the grid. If an instructor is running late, be prepared to go out once he or she arrives. That means you are expected to be in your car with your helmet and seat belt on. Don't worry - your instructor will recognize your car and join you!



REMEMBER, you can only drive in your assigned Run Group.

E.3.2 Track Diagram

A schematic layout of ECR is shown below.



E.3.3 Where and When Passing is Permitted

Passing at speed will only be permitted in the designated passing zones, which are the major straights.

The following are passing zones:

- The straight between Turns 2 & 3
- The straight between Turns 5 & 6
- The straight between Turns 6 & 7
- The straight between Turns 10 & 11
- The straight between Turns 11 & 1

Note: The passing zones listed above may be restricted or expanded on an event by event basis at the discretion of the Chief Driving Instructor and approval of the event Safety Chief. If you have questions about passing zones, make sure to ask for clarification from the Chief Driving Instructor and/or Safety Chief.

Appendix F Information For Harris Hill Road

Information is pending input from Hill Country Region.

Appendix G Information For Motorsport Ranch, Angleton

Information is pending Lone Star Region's return to this rather boring facility.

Appendix H Information For Circuit of the Americas

Information is pending completion of this facility and the determination of its operational parameters.

