

# Online Drivers' Meeting for Lime Rock Park

**You must print out this cover page and bring the completed signed page and turn it into registration on your first day. Your signature indicates that you have read and understand all policies, procedures, flags, flagging stations and passing zones for your run group.**

**This document does not allow you to skip the drivers' meeting each morning at the track, but you will have an abbreviated meeting if you read, understand, sign, and turn in this document during registration.**

**Print your name:**

**Your signature:**

**Date:**

**Do you have a Worker Assignment?      Yes   No (circle one)**

**What is the speed limit in the paddock?**

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## **Welcome to our Driver Education (DE) event.**

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

A DE event is not racing, nor is it preparation for racing. No times or finishing order are recorded, and no awards or prizes are received by the participants of a PCA DE, just a lot of fun and camaraderie. All drivers are expected to show courtesy to other drivers. Any conduct considered unsafe or inconsistent with the spirit or purpose of the Driver Education Program will not be tolerated and may be grounds for ejection from the event without a refund. This approach keeps the event safe for all participants. One of the primary tenets of the DE program is that we're all here to learn more about ourselves and our cars. As such, instructors are available to assist new student drivers, or those wishing to improve their driving skills. Signed off drivers are encouraged to seek out instructors to ride with and mentor them at least once per event. Blue drivers, who are signed off students, should do this once per day if possible. Instruction can be done through discussion, by the instructor driving his or her car on the course with the student in the passenger seat, or by the actual on-board instruction of the student-driver.

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. Passing at an apex or without a point by will get you a black flag and possible ejection from the event.

If you are using an in-car video recording device and witness an incident, do not post that recording in a public forum, on-line messaging service or other public areas. It's not in the spirit of what NCR and PCA believe Driver Education is about.

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## COMMON SENSE AND EVENT ETIQUETTE

Please read this section carefully. Safety is the MOST important aspect of this event.

- 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.

### Passing

Pass only in designated areas and only after receiving a pass signal from the driver being passed. One separate point by for each car. Do not attempt to pass at the end of a straight. Be sure you have the time and room before you attempt a pass. If you make a pass that is not approved for your run group, you will be black flagged.

### Be Aware

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

### 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.

### Tow Hooks

If you have tow hooks install them This will enable that track workers to quickly remove a disabled car and not cause delay with resuming the session.

### Paddock Speed

Speed in the paddock should not exceed 5 mph and is counterclockwise.

### Sound Limits

The track sound limits are 88db at 50 feet from the track. If you are black flagged for sound you will have the opportunity to correct this. If you receive a second black flag, you will be ejected from the event.

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## **STAGING AND TRACK ENTRY**

### **Grid**

Cars will be grid checked by a track worker before they enter the pit lane from the false grid area. You will be checked for loose objects, belts, helmet, run group wrist band, "Hans" device and tech sticker as you wait to be released. As you enter the pit lane look to your left for cars exiting the track then safely proceed to line up on the left side of the pit lane and wait to be released by the worker at the end of the pit lane. We will be making run group announcements over the PA system in the main paddock. Print and bring a schedule with you to make sure you are ready to go on the track at your appointed time.

### **Start of Session**

When the track opens for your session, go out in a single file on the track worker's signal and proceed onto the track staying right until you exit turn one. The first lap or two will be run under the yellow caution flag, so there is no passing. Use this time to warm up the tires, get yourself mentally prepared for the track and learn where the flaggers are located as well as safe run off areas.

### **Session Underway**

As you enter the track, watch your mirrors for oncoming traffic and give them a point by acknowledging that you know they are coming as you leave pit lane.

### **Off Track**

If you have a mechanical or other problem that prevents you from continuing on the track, try to pull offline, then off track, safely. Do not remove your safety gear or get out of your car unless the car is on fire or instructed to do so by a track worker. Give the corner workers a thumbs up sign indicating you are all right.

## **CHECKER FLAG LOCATION**

The checkered flag will be thrown from Start/Finish line on the main straight and at the exit of turn 4. Please acknowledge the flag when you see it. Reduce your speed to 75% to cool your brakes for the remainder of the lap. Do not over slow down so the track can be cleared for the next run group. There is no passing once the checkered flag is shown.

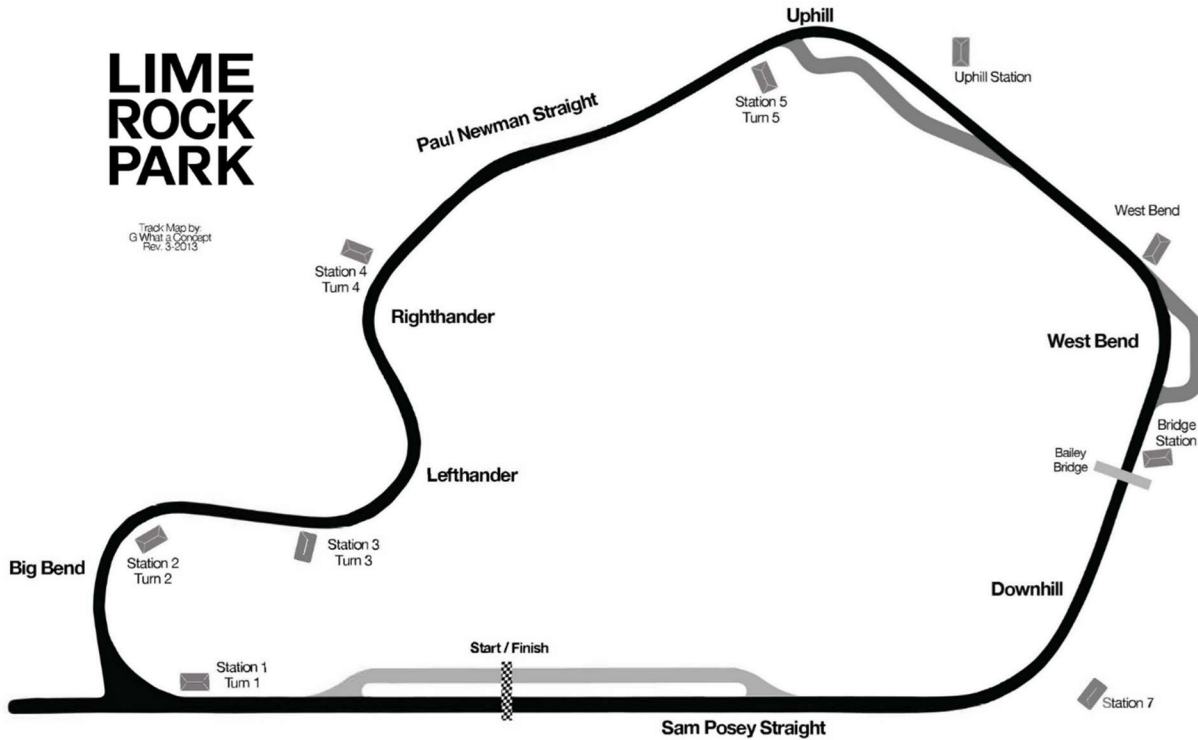
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## PASSING ZONES

**Green & Yellow & Blue** run groups may pass on the front straight and on the Paul Newman straight.

**White** run group may also pass after the uphill on the back straight.







**Black and Red** Run groups may pass on any straight portion of the track with a point by signal.







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## Flags are critical for track safety.

Please review the definitions in this document. They will also be reviewed before the event and in class. Note that each flag has specific rules to follow when that flag is displayed.

<p><b>Green Flag</b></p> 	<ul style="list-style-type: none"> <li>• The track is clear.</li> <li>• Session underway.</li> </ul>
<p><b>Standing Yellow Flag</b></p> 	<ul style="list-style-type: none"> <li>• There is a problem somewhere on the track ahead of you requiring caution.</li> <li>• Check mirrors and slow car down safely; do not slam on brakes.</li> <li>• Also displayed during warm-up laps.</li> <li>• No passing is allowed until in sight of the next corner station without a yellow flag and only in an approved passing zone.</li> </ul>
<p><b>Waving Yellow Flag</b></p> 	<ul style="list-style-type: none"> <li>• Problem that may require evasive action in your immediate area.</li> <li>• Slow car down; do not slam on brakes.</li> <li>• Be prepared to go offline safely.</li> <li>• Check behind you.</li> <li>• No passing is allowed until in sight of the next corner station without a yellow flag and only in an approved passing zone.</li> </ul>
<p><b>Yellow Flag with Red Stripes</b></p> 	<ul style="list-style-type: none"> <li>• Oil, debris, or animals on track creating a potentially hazardous condition.</li> <li>• Slow car down; do not slam on brakes.</li> <li>• Be prepared to go offline safely.</li> <li>• If the flag is not available, use waving yellow.</li> </ul>
<p><b>Blue Flag with Yellow Stripe or Solid Blue Flag</b></p> 	<ul style="list-style-type: none"> <li>• Car behind wanting to pass.</li> <li>• Check mirrors.</li> <li>• Give passing signal in, or if possible, before the next approved passing zone.</li> <li>• Lift off throttle and let car pass.</li> <li>• In some situations, a car will not be behind you, but you may be shown this flag to be aware that a car is closing in on you and will catch you in a few corners; so, start watching your mirrors more actively.</li> </ul>
<p><b>White Flag</b></p> 	<ul style="list-style-type: none"> <li>• Slow-moving or emergency vehicle in your immediate area (i.e., ahead of you).</li> <li>• Slow the car down and proceed with caution.</li> <li>• Treat this flag as if it were a Yellow Flag. No passing is allowed.</li> <li>• A waving White flag means the slow-moving vehicle is between you and the next flag station. Use caution!</li> </ul>

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<p><b>Black Flag</b></p> 	<ul style="list-style-type: none"> <li>• No passing is allowed during a Full-course Black.</li> <li>• Acknowledge and pull safely into pits.</li> <li>• When pointed at you, something is wrong with your car or your driving. Proceed cautiously to Steward at the Black Flag Station area in the pit area. If you are not sure if the Black Flag was pointed at you, come into the pits after displaying the pit signal, and proceed to the Black Flag Station.</li> <li>• Acknowledge to the Flagger that you have seen this flag. They need to know so they can report to Control.</li> <li>• A Black flag at all flagging stations indicates a problem on the track. Watch your mirrors and slow down safely, pull into the pits, and wait for further instructions.</li> </ul>
<p><b>Black Flag with Orange Circle or "Meatball" Flag</b></p> 	<ul style="list-style-type: none"> <li>• Often used to indicate a possible mechanical problem with your car.</li> <li>• Acknowledge the flag.</li> <li>• Slow down and get offline if you're leaking oil (oil is very dangerous on the line.)</li> <li>• Pull safely into the pits and proceed directly to the Black Flag Station.</li> <li>• While NCR does not currently use this flag, some other regions do, so pay attention in the drivers' meeting.</li> </ul>
<p><b>Red Flag</b></p> 	<ul style="list-style-type: none"> <li>• Indication of a serious problem on the track.</li> <li>• Shown at all stations.</li> <li>• Session is to be halted.</li> <li>• Check mirrors, pull offline (but not off the pavement), and come to a controlled, safe stop in view of and, if possible, within earshot of the next corner worker.</li> <li>• Do not stop around the other side of a blind corner; imagine that a driver behind you missed seeing this flag and is under power when he/she approaches where you're stopped.</li> <li>• Look to the flagging station for instructions on when to come into pits.</li> <li>• When you stop you are now under the control of the flagging station in front of you. Follow their instructions. Remain in your car.</li> </ul>
<p><b>Checkered Flag</b></p> 	<ul style="list-style-type: none"> <li>• End of run session.</li> <li>• Check mirrors, ease off throttle but maintain a reasonable pace, and commence cool-down lap.</li> <li>• Any variation will be explained at the track.</li> <li>• Absolutely no passing after Checkered Flag</li> </ul>