



## Written Driver's Meeting Notes

### September 12 & 13, 2020

Due to COVID-19 Las Vegas Region is conducting this written Driver's Meeting. This is due to the Social Distancing requirements of the State of Nevada.

This meeting is designed to give you the information you need to safely have fun at your event.

There are no instructors available this weekend due to social distancing. Since there are no instructors, no person, other than you, will be allowed in the car.

The following instructions, guidelines, and tips will ensure that you are able to successfully participate on track in the Novice, Intermediate or Advanced groups. Take this seriously, take notes and re-read these meeting notes as many times as you need.

#### **1. This is not a race.**

Plain and simple, Driver Education events are all about having fun, enjoying your car and the track. Driving that is aggressive toward other drivers, out of control, or that puts yourself or others at risk will not be tolerated. There is no timing, trophies or money at the end of the day. It's just for fun.

#### **2. Be considerate.**

At the track, keep your equipment and stuff in one place, keep the drive lanes clear, throw away trash in the trash cans that are provided, and be sure to put a board under your jack so you don't tear up any asphalt. Park your car will at least 8'-0" away from any adjacent cars. When you fill your gas tank from gas cans, drive to the concrete slab near the gas pump adjacent to the paddock. DO NOT fill your tank on the asphalt.

The maximum speed in the paddock is 10 mph. Stay in first gear.

### **3. We are all part of the same team.**

The best way to think about your on-track experience is that you, everyone else on the track, the flaggers, and officials are on the same team. The team goal is to have fun and be safe. Being a good teammate means checking mirrors, giving space, having some patience, and generally looking out for one another.

### **4. Equipment to bring to the track facility and things you need to do before entering the track:**

You need to have your car checked at the Tech Station. Bring your filled-out and signed Tech Form along with your helmet (a full-faced 2010 Snell SA rated) to Tech. Motorcycle helmets are not acceptable. If you do not feel competent to complete the form go to a PCA approved shop and have them complete it. Shoes need to be full foot closed-toed with a flat smooth sole (less tread is better) and socks. No heels or boots. Gloves would help. Long sleeve shirts are required. Long pants are required. No shorts. Clothing will be of natural fibers. No synthetics are allowed except approved fire-resistant material.

Drivers with mustaches, beards or long hair extending below the helmet must wear a fire-retardant head-sock.

The use of water-cooled safety clothing (such as a cool suit) is allowed and encouraged in hot weather.

Check your tire pressure and lug nuts prior to each driving session. Bring a tie gauge and torque wrench with you to the track.

Make sure all loose items are out of your car, including the truck. In car video cameras are allowed, if they are properly attached and may not be touched by the driver during a run session. Turn the camera on before you leave the pits and turn them off after you exit the track.

Make sure you have at least a half a tank of gas before each session. You do not want to run out of gas on the track. That eliminates track time for everyone as you are towed off the track.

As you enter the Hot Pit lane, look for the Grid Marshall. He is the one that will signal to you when to leave the lane and join the track. As you enter the track you will notice a solid white line on the asphalt track. This is the "Blending Line". Do not cross this line. Stay to the right of this line until the end of the line. This is the place and time you increase your speed to properly blend into the track traffic.

Vehicles shall have car numbers including minimum height of 8" with 1" stroke/width minimum that can be legible at a distance of 100 feet on both sides of the car and is also recommended for the front of the car. The car's rear requires a 4" high minimum number. These numbers need to be of a contrasting color. Which means you cannot use blue painter's tape on a blue car.

### **5. Passing Rules:**

All passes are by point-by and only within the marked passing zones. Passing zones are marked by orange cones at the beginning and end of the zones. There may also be orange cones making the entry and exit of the turns. See the attached map to view the passing zones. Look at your rearview mirrors to see if some wants to pass you. Also, watch the course workers and the flag light system to see if they are showing the passing flag (Blue with yellow diagonal stripe).

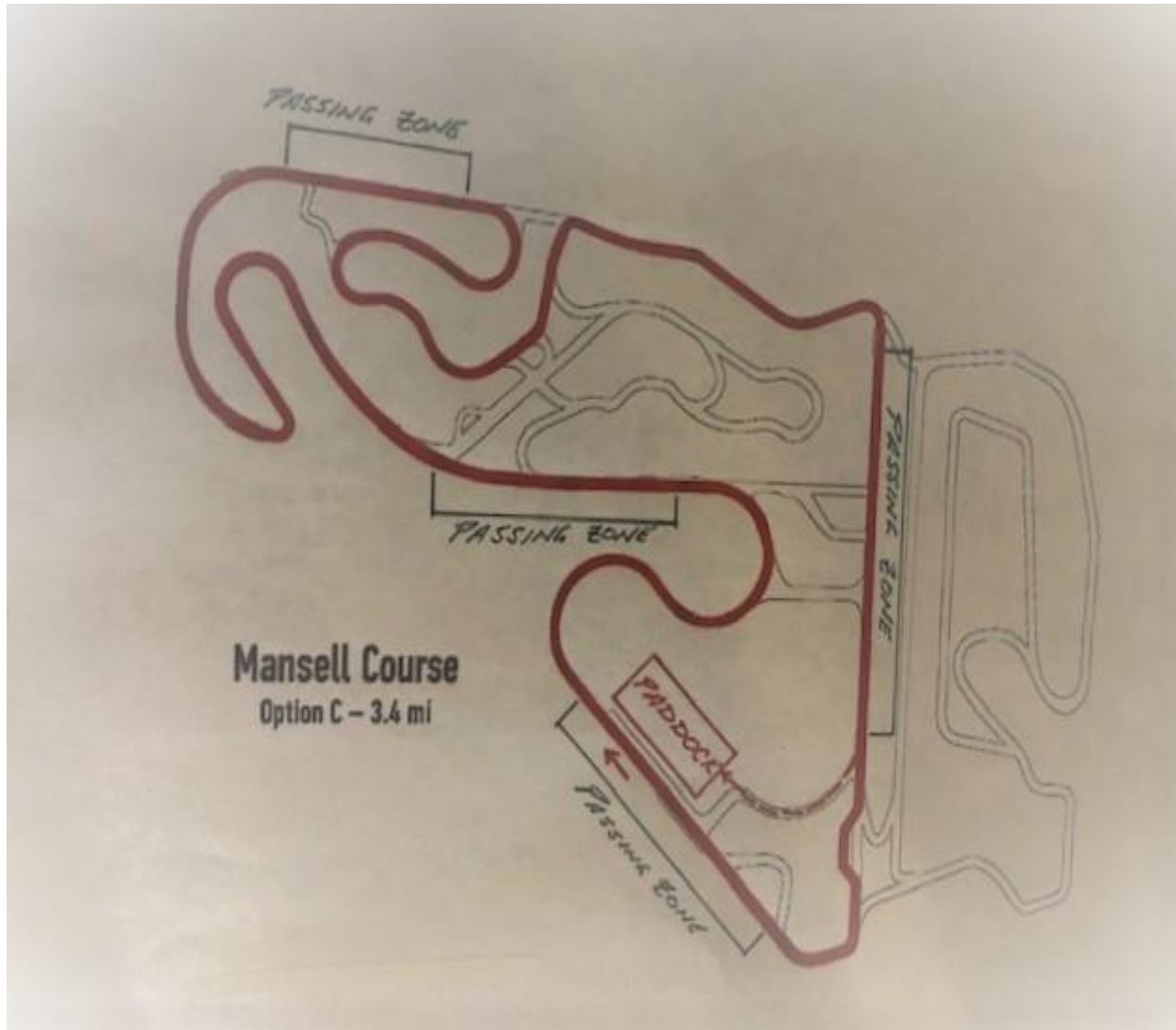
Point-bys are a form of communication. They are best when intentional and direct. It is essential that all point-bys be done out the window, and there should be one for each car passing. Keep in mind, a

point-by requires the participation of two extremities— your arm fully out the window and your foot coming off the throttle.

Point-bys are always given to your right. Please ensure that you are pointing across the roof. As you are signaling for the passing car to pass, you are to remain in the “on-line” position. The passing car must track “off-line” as they pass your car.

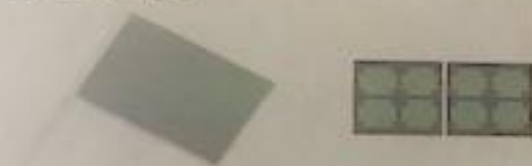
All passing must be completed by the end of the passing zone. There will be no passing in any turns or corners of the track. There is no passing under the Yellow or Red Flag conditions. The only exception to this rule is if there is a slow moving car whose driver has signaled that their car is disabled or a car is off line and exiting the track at the track exit lane.

Here is an important issue— some cars are fast in corners and not-so-much on straights. Then there are the cars that might not be the easiest thing to handle in a turn, but go very fast in a straight line. You know who you are. So, if someone catches you in the tricky parts of the track, let them by in the next passing zone. If you really are faster than them, they will point you by at the next one.



## FLAG & LIGHT DESCRIPTIONS

### GREEN – GO



- Indicates the beginning of an open group session/race.
- Waved after a caution to tell the drivers that the session/race has been restarted.
- Indicates the course is clear of any obstacles or debris.

### YELLOW – LOCAL CAUTION



- Stationary: Indicates there is a problem ahead, usually in one corner or a series of turns off line or off track surface.
- Waving: Indicates there is a problem ahead, usually in one corner or a series of turns on line or on track surface. *Intensity of flag waving indicates level of severity.*
- Drivers must check mirrors, slow down and not pass. Racing resumes at the next green flag/light.

### DOUBLE YELLOW – FULL COURSE CAUTION



- Indicates that a more serious situation has occurred and a full course caution is required.
- Drivers must check mirrors, slow down and not pass. Racing resumes at the next green flag/light.
- During a race, a pace car will gather field.
- The track light equivalent does not flash.

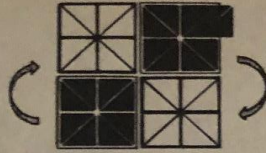
### RED – CHECK MIRRORS AND STOP



- Indicates there is a serious situation on the track that calls for closure.
- Drivers must check mirrors, quickly slow down, pull to the right side of the track and Stop safely within view of Light or Corner Marshall.
- Emergency vehicles may be deployed at this time.
- You may proceed to the pits with caution only when instructed either by a track employee or the lights flash yellow.

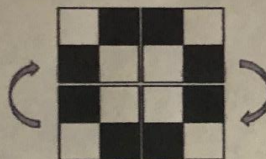
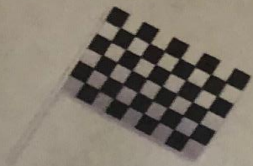


#### WHITE – SLOW VEHICLE ON TRACK



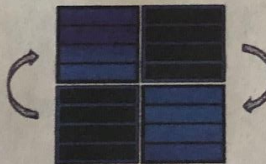
- Indicates a slow vehicle is on course. It may be a tow truck, an ambulance, or a disabled vehicle.
- Use caution; do not pass until waved by.

#### CHECKER – END OF SESSION/RACE



- Indicates finish of a session/race.
- Waved for all vehicles on track.
- Complete the lap at a slightly reduced pace and exit the track.

#### BLUE – CHECK YOUR MIRRORS



- Indicates there is a faster car approaching from behind.
- » Open Session: wait for designated passing zone and give a point-by to acknowledge pass.
- » Race Session: advisory flag only; monitor your mirrors and do not block.
- A blue flag/light may indicate your vehicle is on fire; check your mirrors.

#### YELLOW & RED – SURFACE PROBLEM



- Debris flag/light: indicates there is a problem with the surface of the track ahead.
- Generally displayed for two laps, then lowered, but the surface problem could still be in effect.
- The track light equivalent is alternating flashing yellow and red.

### BLACK – INFRACTION



- Furlled and pointed; indicates that an infraction has been made, but do not exit the track; warning only.
- Stationary; indicates that an infraction has been made and to exit the track.
- If ignored, the driver is subject to being penalized or disqualified.
- The track light equivalent will also indicate driver number.

### BLACK – FULL COURSE INFRACTION



- When all corner workers are displaying a black flag, the entire group is being called to exit track.
- The track light equivalent will display three zeros.

### BLACK WITH ORANGE CIRCLE – MECHANICAL



- Indicates a mechanical issue that requires exiting the track.
- If ignored, the driver is subject to being penalized or disqualified, and is endangering fellow drivers.
- The track light equivalent will also indicate driver number.

Corner workers and lights are positioned in various key places around the track. Be sure to look for them during your warm-up lap or ask a track official where they are positioned for the current course.

## 6. Get to know your flags.

See the attached Flag Sheet.

**Green** - This means the session has begun. However, the first lap of the session will be run under the Yellow flag so your tires get warmed-up and you as the Driver are ready.

**Yellow** - Typically means a car has spun or crashed and for our Driver's Education events it will mean that there is something on the track you need to worry about (water, oil, sand, rocks, cars parts) — waving means it is on the track, stationary means it is off the track. In either case, lift a little off the gas peddle and be prepared to alter your line. Two waving yellow flags shown simultaneously indicates the entire track is under caution. A **Yellow flag with red stripes** means there is some debris on the track ahead. When you see a Yellow flag, decrease your speed slowly to about 60% of your speed until you pass the incident and see a Green flag.

**Blue with Yellow Stripe** - The blue flag is a friendly reminder to check your mirror and let the train of cars behind you pass at the next passing zone. Failure to take the hint and the blue flag will turn into a black in a few corners.

**Black** - The message is simple— pit, now. If it is waving, it is for everyone to come into the Hot Pit lane. If it is stationary, it is just for you. You will know because the flagger is pointing at you, or because you just did something wrong. You are to finish that lap and return to the Hot Pit Lane to discuss the issue. The Pit Marshall will not only discuss the issue with you but will also inspect your car for debris in the wheels and brakes or body damage. If there is a **black flag with a red or orange dot** in the middle, this means you have some mechanical issue and you need to proceed to the Hot Pit lane for an explanation.

**Red** - This one means, look in your rearview mirror to see if anyone is directly behind you. Then slow down, smoothly and safely pull to the side of the track (still on the asphalt) but as soon as possible. Make sure you are in visual contact with a corner worker or the light system. Wait to move until further signals are given by corner workers or other officials. This flag would only be used in very serious situations where there is track blockage or a rescue vehicle is needed at the scene of an incident.

**White** – Slow down and beware, there is emergency, service or slow-moving vehicles are on the track.

**Checkered** - Slow down for a cool down lap to allow your brakes and tires to cool, wave at the corner workers as you go by. This is the way to acknowledge you see the flag and to thank the worker.

## 7. Five Easy Steps to Avoid a Black Flag

As mentioned, a stationary black flag means that you should pit, the driving coach would like to have a conversation with you. These conversations are generally friendly but, it will cost you track time. By following these simple steps you can stay on track for your whole session:

Step 1- Keep all fluids and parts within and/or attached to your vehicle at all times.

Step 2- Keep all four wheels on the track surface for the duration of your session.

Step 3- Keep your front wheels in front of your rear wheels (no end swapping!).

Step 4- Check your mirrors regularly.

Step 5- Establish and maintain an appropriate level of situational awareness.

## **8. Zero Tolerance Policies**

The following will result in the premature ending of your on-track experience and expulsion from the track. Depending on the severity of the issue you may be banned from future DE weekends:

- Contact with another car.
- Consumption of drugs, alcohol, or other impairing substances.
- Unsportsmanlike conduct or gross negligence.
- Disrespectful behavior or language.
- Three incidents that result in black flags.
- Not Social Distancing.
- Not wearing masks.

## **9. Correct Attitude**

No amount of rules, regulations, or meetings can substitute for the right attitude. We want to have fun; we want you to have fun. Let us be smart, stay within the laws of physics, and the bounds of good sense and we can make sure everyone has a great experience.

**Thank you.**

You have now completed your drivers' meeting.

SH/8/7/20