

Porsche Club of America – First Settlers Region

High Performance Driver Education (HPDE) Virginia International Raceway Full Course

Drivers, Instructors, and Volunteers, Welcome to the PCA First Settlers Region's Driver's Education (DE) Event at Virginia International Raceway (VIR)!

This information packet should provide you with everything you need to participate, including the required forms. Please review all the information carefully, as you will be held responsible for it and the information on the event pages on motorsportreg.com.

Thank you to everyone for supporting our return to our annual tradition of VIR in the Spring and Fall. Our goal is to offer an educational, fun, and safe driving experience and this event will surely meet those expectations. ***If this is your first HPDE with the First Settlers Region we appreciate your participation and hope you join us again in the future.***

If you have questions about our HPDE—feel free to contact us directly. Please remember—the answer to most questions is actually in the event registration text or in this document.

- **Registration questions**, billing questions, or instructor pairing requests should be directed to the Registrar at de@fsrpca.org
- **Technical Inspection** and Safety questions should be directed to our Chief Technical Inspector at cdstanley@yahoo.com
- **Instructor specific questions** about required credentials/references, instructor courses, etc. should be directed to the Chief Track Instructor cti@fsrpca.org
- **Volunteer questions** can be directed to our volunteer chair at volunteer@fsrpca.org
- All other Event questions can be routed to our DE Chair at dechair@fsrpca.org

Forms: You will need the following for Tech Inspection and Registration at the track:

- **Valid Government issued Driver's License**— you must be 18 to drive
- **FSR Technical Inspection Form** – Completed/signed by you and a mechanic.
 - Inspected no more than 30 days PRIOR to the event
 - Accomplished by a dealer, shop, or club/region approved tech inspector.
 - Everyone driving DE sessions including DE Intro drivers and Instructors
- **Medical Information Form** – if info is not already in motorsportreg.com profile
 - Provided on digital media to the VIR Emergency Services
 - After the event, the media is erased to protect personal information.
- **Evaluation Form (Blank)** -- Green and Blue students and Instructors

Track Entry, Tech Inspection, and Registration:

Gates will open for trailer/equipment drop-off the evening prior, at approximately 5:30—6:30 PM. If there is another event happening in the North Paddock, you will not be allowed to enter early and will need to wait in the VIR directed Raceplex staging area.

While in the staging area or whether coming directly through the front gate, VIR Security will require you to sign a VIR Waiver. This is just for VIR. Additionally, all event attendees must come to the PCA FSR registration site in the North Paddock (this includes drivers, adult and minor family members, and volunteers) to sign the PCA FSR waiver and receive and wear an event wristband.

Note: When entering through the VIR gate, make sure VIR security understands you and your guests are participants in our PCA FSR HPDE. They may attempt to charge you a spectator fee. You are all “event participants”—not “spectators”.

VIR Policies are at this link <http://virnow.com/about/policies/>

Track Tech Inspection

Full Course event track Tech Inspection will be available for all participants at the “Tech shed” on the evening prior to the event. **We highly recommend getting this out of the way Thursday evening if possible. Tech Inspection is a daily requirement**

- **See event schedule for daily Registration and Tech times**
- Bring your completed and signed (by the inspector and you) FSR Tech Inspection Form
- Ensure your car is “track ready” when you show up for Track Tech Inspection.
- Tire pressures, lug nut/bolt torque, etc.,
- Remove all loose and unnecessary/unsecured gear (i.e. luggage, floor mats),
- If not, you will be turned away to remedy the infractions.
- **Non-Instructor Drivers** (Green/Blue/Yellow/White/Black drivers - except Intro to HPDE) **PCA FSR requires a daily Tech.**
- Upon successful completion, you will receive a tech sticker for that day. Without the requisite daily tech stickers, the Grid Stewards will not let you on the track.
- **Instructors require initial Track Tech Inspection**, then peer Tech Inspect on subsequent track days

Registration Process

Initial Registration: Please proceed to Registration in the North Paddock Media Room (upstairs in the building with the classrooms and the control tower). Please line up single file as our registration process has multiple steps in a production line style.

- At Registration, bring your **valid driver’s license and helmet**
- If your medical info is not already on Motorsportreg.com, bring the filled form.

- Sign the PCA waiver and get checked in. (this is different than the track waiver)
- Receive your wristband--**Wristbands must stay on the entire event.**
- Bring all required forms and a printed copy of the schedule with you – we will not have copies to distribute.
- Once your registration is completed, if you have not been through Tech please take your car and **signed FSR Tech Inspection Form** to Track Tech Inspection at the Tech shed area in the North Paddock.
- **All Visitors**, including minor visitors entering the PCA FSR event areas (North paddock, grid/pit, garages, buildings, etc., **must have a visitor wrist band and sign a PCA waiver at registration.** Registration will have specific waivers for minors.
- Late Registration will also be at **North Paddock during the Friday, Saturday and Sunday portions of the event**, (see schedule for times).
- The Registrar may be found in a garage after normal registration hours.

INSTRUCTORS:

- **Initial Registration:** Please register in the **North Paddock upstairs media room**, as described above (it does not matter whether you Tech or Register first)
- **Ensure you get your Instructor Packet** – Instructors will wear a Silver band
- Proceed to Tech with your “track ready” car. **An initial Track Tech Inspection is required for all instructors**, so the tech procedures for your first day (or night before) are the same as non-instructor drivers.
- **During the event:** On subsequent days, you are responsible for your own track tech inspection. We highly recommend a peer inspection for these follow-on inspections. You will receive your tech stickers during your initial inspection.

Intro to DE Drivers (Saturday)

- Your classroom and driving session will occur after lunch on Saturday.
- Please show up at the track in order to report in your car to the Tech area at the North Paddock at the time specified in the schedule, with **completed Tech Form** and a track ready car as described above.
- Combined Tech Inspection and Registration will be in the North Paddock Tech Shed
- While your car is tech inspected, provide **all of your forms, driver's license, and helmet to the Registrar.** You will need to sign the waiver, get a wristband, and get your T-shirt before you proceed to the classroom. Find an empty spot in the paddock to park before heading to the classroom
- After the required classroom session, an instructor will meet you and you will proceed to your car to the paddock and then you'll drive to the grid when called.
- Your track session will begin at the time specified. See schedule for specific times and listen for announcements. Please follow the instructor's guidance.
- Its best to arrive at the paddock early to avoid rushing to meet all the necessary scheduled events and to properly prepare yourself and your car.

HELMETS: All participants must have a helmet with a minimum safety rating of SA2010 or SA 2015 (NO “M” rated helmets). **All participants must bring their helmet to Registration for verification.**

CAMPING at VIR: Arrangements can be made through VIR’s reservation office. Please see the VIRnow.com website for details. Electrical power in the Paddock is also available through VIR for a fee. We do not reserve paddock spots—please leave spots near electrical boxes for trailers and campers if possible

VIR gate: Opens before 6:30AM each day. **All participants (except DE Intro) must be present for the DRIVERS MEETING each morning of the event - instructors included!** Being late for Registration and Tech leads to both you and volunteers missing track time—please be on time.

GENERAL EVENT & TRACK RULES

This HPDE is NOT a racing school: Objectives are to have fun, be safe, and learn. Overly aggressive or reckless driving will result in expulsion from the event without refund and suspension from future events.

At Registration, you will receive a wristband only after you sign the PCA FSR event waiver. Guests and family members will also receive a wristband when they sign, so please ensure those attending with you come to registration to sign and receive (and wear) a guest wristband. This applies to children as well. A waiver specifically for minors is at Registration. Because of both VIR and PCA rules, nobody associated with the event will be walking around without a PCA FSR event wristband.

Firearms: Firearms and/or ammunition are not permitted in your car in the paddock, grid, or on track during any PCA FSR HPDE event.

Car Prep: No special equipment is necessary to participate in DE events. A fire extinguisher is recommended, but not required.

Convertibles: The driver and instructor of the convertible must pass the “Broomstick” test with their helmets on in seats, and both driver and passenger’s helmets must be below both the windshield frame and the roll bar/roll hoops. ***VIR does not consider “factory pop-up roll bars” in cabriolets safe to run on their track.*** Convertible tops must be up while on track to avoid the requirement to use arm restraints.

Car Numbers: Numbers must be a minimum of 8 inches tall and of a contrasting color, securely attached on each side of the car on the left and right-side doors/quarter windows or C-pillar. Shoe polish and painter’s tape are acceptable but must be bright enough to be visible by the flaggers from a long distance. **Drivers are responsible for providing their own numbers** and they must match the number the car is registered with. If you want to impress the corner workers/flaggers—also add numbers to the front and back of your car to make it look like a real race car! Remember, the numbers on

your car are not for you or for the Grid stewards, they are for the Corner workers/flaggers to identify you specifically while on track. If you have a hood latch partially open and a flagger sees it but your number is not readable, Race control will not know who to have flagged for a potentially dangerous condition on track.

Clothing: At a minimum, **long pants and long sleeve shirts of natural fiber are mandatory when on-track at VIR.** VIR also recommends that drivers in modified or race prepped cars wear an appropriate fire protective racing suit.

Gasoline: North Paddock Self-Serve gas pumps with both Premium unleaded (93) and race fuel are available during the event. These pumps require use of a credit or debit card.

Track Damages: Drivers are financially responsible for any and all damages they make to a facility and its parts, including those that result from any on-track incident such as contact with barriers, guardrails, etc. If FSR is billed for your damages please be aware we will bill you for that full amount.

Safety:

- **Speed limit in the paddock is walking speed (15 mph).** Access road limit is 20 mph. Please remember the paddock is a very busy space with cars coming and going, guests, children and pets may also be wandering around.
- **No consumption of alcohol or non-prescribed drugs** will be allowed during the track/driving portion of the event.
- Smoking is prohibited in the pit area, near the gas pumps and in any buildings.
- Dogs are allowed in the paddock area but must be on a leash and supervised at all times.

- No one under the age 18 is allowed in the hot pits or on track (except during parade laps). All minors must have their parents or guardians sign a PCA waiver and wear a wristband. No children should be unsupervised and wandering around the paddock.

- Drivers participating in the event must have any camera equipment rigidly and securely mounted, metal-to-metal. The event coordinator, *Tech inspectors and instructors have the discretion to ask for cameras and other equipment be removed if they feel it is a distraction or causing unsafe driving.*

- Track and liability insurance regulations prohibit the timing of vehicles and competitive driving during this HPDE. If you use a data acquisition device for personal driver analysis, ensure the display is not a distraction.

- PCA sponsor Lockton Affinity offers HPDE insurance via a link on the pca.org website. Please understand—your normal auto insurance policy will not cover your car on race tracks. It's a personal decision whether or not to purchase HPDE insurance.

- Driver and Passenger windows must remain completely down at all times when that seat is occupied—even when it is raining. Rear windows and sunroof shall stay closed.
- Only participants and instructors are allowed on the track. **No ride-alongs are allowed except during the daily Parade/Charity laps during lunch.**
- Never exit a car on track/off the side of the track unless directed to by a corner worker/flagger, unless your car is on fire.
- Install the tow eye that comes with your car in the appropriate spot on your front bumper. Understand that if your car needs to be towed, the track Emergency crew will hook up to the most convenient place—typically that is the tow eye.

Paddock Rules:

- Do not pound stakes or make holes in any asphalt surface. Offenders will be held liable for all damages and may also be asked to leave the facility.
- Do not work on, fuel, or leave cars unattended on any area of the hot or cold pit/grid.
- Do not jack vehicles on the asphalt surface in the pits/paddock area. If you must temporarily jack a vehicle on asphalt as a last resort, YOU MUST HAVE WOOD or METAL UNDER THE JACK/JACK STANDS to prevent indentations and holes in the asphalt. Damage to the asphalt as a result of jack/jack stands will be billed to you by PCA FSR and VIR.
- Do not paint any asphalt surface.
- It is mandatory that waste materials be disposed of in the correct drums, (antifreeze, oil, brake fluid, etc.) located in the paddock. Spillage may result in ejection from the facility. Participants are to remove all used tires, batteries, and unwanted parts.
- Refueling on the paddock asphalt surface requires a drip pan. If you spill fuel on the asphalt contact the roaming VIR security personnel immediately so they can neutralize the spill and prevent it from damaging the asphalt. You are responsible for and will be billed for any damages you create.
- Absolutely no bedding of new brakes and/or testing of vehicles on the track's roadways.

Driving Rules :

Please read these rules carefully. Safety is the MOST important aspect of this event. Anyone driving in an unsafe manner will be expelled from the event without a refund.

- Listen and react to all PA announcements from track or PCA Region event officials.

- 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. Low visibility and lightning may cause a track session(s) to end early or be canceled.
- 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 for excessive wear, tire pressures and condition, oil, and lug nut torque throughout the event.
- A high-temperature brake fluid, such as Castrol SRF, Motul 600 or ATE Super Gold, is recommended. Use of this fluid won't affect your warranty and is street legal. You should also consider bringing extra fluid and brake pads.

Passing Procedures:

The VIR full course track provides plenty of passing opportunities, and they will present themselves as participants become more comfortable and smoother in their driving. With many flavors of cars with varying performance levels, occasionally a line of traffic (train) occurs. Because of this, everyone must follow the passing rules.

Getting Passed:

Check your mirrors and be aware of the Blue flag. When it becomes apparent someone wants to pass you, stay on line, give a CLEAR, SPECIFIC signal out of the driver's side window (a point of the INDEX finger) and **LIFT SLIGHTLY OFF THE THROTTLE** as the passing car moves over to initiate the pass. Do not resume full acceleration until the car has passed. Give a clear signal to each and every car. The driver being overtaken must GIVE A SEPARATE, CLEAR HAND SIGNAL FOR EACH AND EVERY PASSING CAR. The overtaking car will always pass off-line. DO NOT, UNDER ANY CIRCUMSTANCES, RACE A CAR TO THE CORNER!

If a train, or line, forms behind you, it is your responsibility to "clear your rear" by safely allowing cars behind you to pass or pitting in and re-entering the track after a pause.

Passing:

After receiving the appropriate signal, **CHECK YOUR MIRRORS**, pull off-line and accelerate past the car you are overtaking. Be sure to make a clean, complete pass and do not come back online until the lane is completely clear. Ensure you have received your own separate passing signal from the car you wish to pass. If in doubt, don't pass. Pass only in designated passing zones and only after receiving a pass signal from the driver being passed. Be sure you have the time and room before you attempt a pass.

The driver being overtaken must give a separate hand signal for EACH AND EVERY PASSING CAR. If you did not get a pass signal, be patient, and back off. Do not ride the bumper of the slower car. If they are overwhelmed--you riding their bumper won't help.

Passing Zones are determined based on safety and run group experience/ability.

No Passing without a Clear Passing Signal:

If someone is not letting you by, do not get frustrated and do not tailgate. Be patient. If a pass-signal is never given, pull into the pits, drive through slowly and wait at pit out for signal from the Pit Control worker to re-enter the track.

Green/Blue/White groups:

PASSING MUST BE COMPLETED BEFORE THE BRAKING MARKERS AND BEFORE ANY CORNER. NO PASSING FOR THESE RUN GROUPS WILL BE ALLOWED IN THE CORNERS REGARDLESS OF YOUR ABILITY, SEAT TIME OR KNOWLEDGE OF THE TRACK. IF YOU DO SO, THE BLACK FLAG MAY BE DISPLAYED AND YOU COULD BE SENT HOME EARLY WITHOUT A REFUND.

Watch your mirrors! Don't group together. If a train, or line, forms, the first/lead car is responsible for "clearing their rear" by safely allowing cars behind them to pass or pitting in and reentering the track after a pause. Always be aware of 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.
- **Flags are critical to on track safety.** Please review the definitions in this document. They will also be reviewed before the event and in class.
- Spins. If you spin, both feet in. If in doubt, both feet out. This will be covered in the classroom sessions.
- The classroom instructor will go over a great deal of information on the dynamics of your vehicle. All Green, Blue, Yellow, and White run group drivers must attend these mandatory classroom sessions.
- Modifications. If you have modified your car, realize that changes to systems affect other systems (i.e. more horsepower requires more braking power. Please inform your instructor of any modifications to your car.

Reminders:

- Ensure your car is clear of any loose items in door pockets, behind/under seats, glove box, ashtray, armrest, trunk, etc. Remove hubcaps, lug nut covers and floor mats. This must be completed prior to track tech inspection or you will be turned away to remedy the infractions. Students should point out to Tech inspectors and their instructor of any intent to mount an action camera or lap timing equipment.
- **Please listen for announcements and keep to the schedule.** Be in the staging area, ready to run, as your group is called. Stage at the designated side of the grid single file and wait for your instructor (who may be out on the track in either his/her own

car or with a student). Get your helmet, belts, seat and mirrors ready to go before entering the grid. Follow the directions of the VIR & FSR Grid workers.

- The Hot Pits speed limit is 20mph. Be careful and pay attention to the VIR and PCA FSR Stewards and volunteers as they are there for your safety.

Grid Staging and Track Entry:

All participants will grid in the “Cold Pits” (grid) prior to their run group. The pit lane must be kept clear for cars to enter and exit. Enter the Cold Pits from the paddock and stay to the right moving up as far as you can. Wait with or in your car until the previous run group finishes their cool down laps and bring their cars into the hot pits. Each run group will be announced in plenty of time, so you are not rushing to staging. Your instructor will likely join you at this time if they haven’t already. A VIR or PCA FSR Grid Steward will provide a quick safety check to ensure you and your car are ready as well as check your wristband to ensure you are in the proper run group. Classroom attendance is required for Green/Blue/Yellow/White groups and your proof of attendance is a poker chip. Please provide the grid stewards your poker chip while on the grid.

When the track opens for your session, go out single file on the track worker’s signal and stay within the blend line (explained in the classroom). The first lap or two of the first session of the day will be run under the yellow caution flag, so there is no passing. Use this time to warm up the tires and brakes and get yourself mentally prepared for the track and to learn where the flaggers are located.

Pit In:

When you see the checkered flag waving to end your session, **drive through the checker** and then take that lap as a cool-down lap and give your pit signal as you exit the turn before the pit entrance. Come into the pit lane at 15-20 mph. Stay in line within the hot pit lane area and move along until you are stopped by traffic or come to the head of the cars in line on the designated side of the pit lane. There will be a track worker directing traffic. Exit into the paddock area and clear the paddock entrance. **BE ALERT AND DRIVE SLOWLY.** Cars will be heading to stage for the next session and there is often lots of foot traffic while you are returning to the paddock.

If a car is to go back out for the following session because it is a shared, two-driver car, circle through the paddock and pull to the end of the cold pit/grid. Be sure to clearly signal your intentions and move across the pit lane slowly. **DO NOT PASS IN THE HOT or COLD PITS** unless signaled to do so by a Grid steward.

If you are a solo driver, stay in the pit line and follow the traffic. Be patient as instructors get out and move between cars.