



Peachstate Region Porsche Club of America Driver's Education Manual



PORSCHE

Written by John Krzymuski (radvan@bellsouth.net) for Peachstate Region, PCA. Feedback to the author is sought in an effort to improve this guide.

Photo by David Wilks, www.pixxbytango.com

“Smiley” symbols - ☺ ☹ - indicate a warm (or cold) ‘feeling’, an attempt at humor, or even irony. Comments followed by a “smiley” are not always intended to be taken seriously.

© 2011

Table Of Contents

1. Introduction	6
2. What Is Driver Education? (The 'Officialese')	7
...In other words	7
3. DE – Frequently Asked Questions	8
Is My Car Eligible?	8
What about my Cayenne?	8
Am I Eligible?	8
Can I Participate If My Car Has An Automatic Or Tiptronic Transmission?	8
Will A DE Event Harm My Porsche?	8
Will I Be Able To Keep Up With Everyone?	8
Is My Car Insurance Valid On The Track?	9
Do I Have To Make Any Modifications To The Car?	9
Do I Need A Helmet?	9
Do I Get Instruction?	9
What are Run Groups?	10
What Happens If It's Raining?	10
Can both myself and my spouse drive at an event?	10
Can Family Members Or Friends Ride With Me?	10
How do I find out about Peachstate DE events	11
4. DE Event Administration	12
General schedule	12
Registering For A Peachstate DE Event	12
Sharing a Car	12
Acceptance	12
Cancellation	12
Event Organization	13
Road Atlanta	13
Quiet Times	13
5. Mandatory Safety Equipment	14
Helmet	14
6. Pre-Event Preparation	15
Accommodation	15
Spectators	15
Technical Inspection	15
Car Number	15
What Do I Need To Bring?	16
7. At Last	18
Getting To The Track	18
When You Arrive At The Track	18
Registration	18

Entering the Paddock.....	19
Preparation for Trackside Tech.....	19
Car Number.....	20
Trackside Safety Inspection – “Tech”.....	20
Rogues Gallery.....	21
Drivers Meeting.....	21
Classroom Sessions.....	22
Evaluation Forms.....	22
Preparation For Driving.....	22
Clothing.....	22
The Weather.....	22
Seating Position.....	22
Mirror Adjustment.....	23
Windows.....	23
Tire Pressure.....	23
Staging.....	24
Communicators.....	24
It’s All In The Mind.....	24
On The Track.....	25
Flag Signals.....	25
Passing Zones.....	25
Overtaking Signals.....	25
End Of Run.....	26
Condition Of Your Car.....	27
Your condition.....	27
8. Miscellaneous Tips.....	28
Your Well-Being.....	28
Lug Nuts.....	28
Engine coolant.....	28
Sneaker Whitener.....	29
Removable Car numbers.....	29
Keys in car.....	29
9. Safety And Performance Modifications.....	30
Harness, Seat and Roll Bar/Cage.....	30
Brake Pads.....	31
Brake Fluid.....	31
Brake Rotors.....	31
Driving Shoes.....	32
Driving Gloves.....	32
Driving Suit.....	32
Head and Neck Support device (HANS).....	32
10. Resources.....	33
Car Numbers.....	33
Helmets.....	33
Internet.....	33
Performance Driving Books and Articles.....	33
DE Insurance Web Resources.....	34

11. Flag Descriptions - READ...UNDERSTAND...AND MEMORIZE	35
12. Run Groups and Advancement Policy	37
Group 1	37
Group 2	37
Group 3	38
Group 4 (Advanced and Instructors)	38
Group 5 (Expert and Instructors)	38
13. Personal Checklist	39
14. Driving Directions and Local Hotels	40
From I-85	40
From 985	40
Local Hotels	40

1. Introduction

Welcome!

You are probably reading this Peachstate PCA Driver Education Guide as a result of a visit to our Web site, maybe as a result of wondering what "DE" is all about. This text is intended to help you in your preparations and to provide information about what to expect once you get to the track. If you are considering, or if you have already made the commitment to a Driver Education (often abbreviated to 'DE') event, please take the time to read this Guide. The better you are prepared, the more you will get out of the event.

So what's contained in this Guide?

Chapter 2 explains the aims and objectives of the DE event – the 'mission statement' if you like – both in the official language and a personal, unofficial interpretation.

Chapter 3 gives answers to frequently asked questions from beginners about DE events

Chapter 4 explains how to register and how a typical day is organized.

Chapter 5 explains about the safety equipment required to participate at an event.

Chapter 6 takes you through pre-event preparation such as what to bring to the track, accommodations near the track and getting your pre-event technical inspection.

Chapter 7 covers your arrival at the track, what to expect and where, how to prepare your car and yourself. This chapter also covers important information that you need to know when you are on the track, such as the hand signals you may give.

Chapter 8 is a gathering place for some miscellaneous tips.

Chapter 9 is aimed at more advanced drivers and discusses some of the safety and performance related changes you may consider making to your car.

Chapter 10 provides a short list of various other resources that may prove useful, including local suppliers of equipment, Internet sites, companies offering specialist DE insurance and books on performance driving.

Chapter 11 contains important information about the flags you will see on the circuit. As a student driver you must know and understand the meaning of and expected actions for each of the flags.

Chapter 12 explains the run group system in detail; What is expected of drivers in each group, and the club policy for advancement from group to group.

Chapter 13 contains a summary of the personal checklist (from Chapter 6) of items you may want to take to the track.

Finally, chapter 14 provides driving directions to Road Atlanta and a list of local hotels.

2. What Is Driver Education? (The 'Officialese')

The mission and purpose of the Porsche Club of America Peachstate Region's Driver Education Program is to provide a safe, structured and controlled teaching environment in which participants can learn advanced car control techniques. The Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Peachstate Region Driver Education events are **not** racing, preparation for racing, or a competition of any kind. No times or placings are recorded and no awards or prizes are received by the participants at Peachstate Region Driver Education events. Any conduct considered by Peachstate Region to be either unsafe or inconsistent with the spirit or purpose of the Peachstate Region Driver Education Program will not be permitted. The Peachstate Region Driver Education Program is designed to afford participants the opportunity to experience first-hand the capabilities of high performance automobiles in a controlled environment and to acquire skills that will improve their driving abilities on the street as well as on the track.

...In other words

Driver Education events allow us to learn more about our Porsches, to learn more about ourselves and, above all, to have fun. You'll learn the rudiments of performance driving in a safe, controlled, and non-competitive environment and be able to use the experience to improve your safety and driving ability on the street. In fact DE events are one of those rare enjoyable things in life that aren't illegal, immoral or fattening ☺. You'll learn, at first, that the limits to how you drive are yours and not your Porsche's. You'll find you have to push yourself harder to approach the limits of the handling of the car and, with your instructor beside you, you will learn to recognize these limits and to control the car as it approaches them at relatively low speed.

Many of the lessons learned from a DE experience can be carried over to street driving and you should end the day with an increased confidence level in your own and the car's abilities.

The events are organized with safety as the paramount consideration and with the aim of providing enjoyment for all. Driver Education events are not races. By requiring a signal from the driver in front to permit a pass - and taking cars off the track if they fail to obey the rules - the competitive element is eliminated. Your ego and pride should not be dented if another car passes you. On the contrary, you should help the other driver get around you while you concentrate on driving your car totally accurately. Remember: the only prize you can win is to get to drive your car home in the same state in which it arrived.

If you want a competitive event then why not try your hand at other Peachstate events that are competitive in nature, such as the Autocross, Concours or Rally.

3. DE – Frequently Asked Questions

This section attempts to answer some of the questions that many beginners ask about doing a DE event. Don't worry if you don't understand all the terminology in the answers – the terms will become clear as you read through this Guide.

Is My Car Eligible?

Any make of car delivered with factory installed roll over protection meets the minimum standards for PCA DE events. In these cars the soft top must be in the up position or the hard top installed.

If a car does not have factory installed roll over protection, a roll bar must be installed, which meets the "broomstick" rule: The driver's helmeted head is below a bar placed on top of the rollbar and windshield. The windshield alone is not considered to be factory roll over protection.

Soft-top Porsches without roll bars are not eligible. All targa tops must be installed, unless there is additional roll over protection. All sunroofs must be in the closed position. Hard-top Porsches do *not* require a roll bar.

What about my Cayenne?

Cayenne's have run successfully in events. If you are interested in doing a DE event in your Cayenne, please go ahead and register as normal.

Am I Eligible?

If you are over 18 years of age, have a current drivers licence and are a member of the Porsche Club of America (PCA), then, yes, you are eligible. If you are a Porsche owner but are not yet a member of PCA, you may read about membership at the PCA Web site www.pca.org where you may also download an application form. PCA membership allows you to nominate a family member or friend to be a member at no extra cost.

Can I Participate If My Car Has An Automatic Or Tiptronic Transmission?

No problem. A manual shift is not a pre-requisite for a DE event. In fact, as a beginner, learning may be simpler as you do not need to be concerned with shifting on the track. Come along and give it a try.

Will A DE Event Harm My Porsche?

Porsche's have followed a long tradition of over-engineering its components and as a beginner it is unlikely you'll be stressing any of its mechanical components. The old saying that "Every Porsche Built is a Race Car" has a solid foundation. They are built to be driven and are in their element on the track. Cars used for DE are often better maintained than street-only cars with owners ensuring they are in tip-top mechanical condition. A pre-event technical inspection ensures it is in safe and suitable condition for your DE event.

Some people may be concerned about stone chips or other cosmetic damage. A good coat of wax, along with judicious use of a bra and/or racers tape can all but eliminate any cosmetic damage. That said, if you are overly concerned about an occasional stone chip, DE may not be for you. Come and join in our Concours events instead!

Will I Be Able To Keep Up With Everyone?

You should have no trouble whatsoever because you'll be driving with other drivers with the same experience as you; You *won't* be on the track with faster, more experienced drivers.

In other words novices are only on the track with other novices, and all students have an instructor in the car with them.

Is My Regular Car Insurance Valid On The Track?

The short answer is 'probably not'. This is a constantly evolving area and one of the noticeable trends over the last couple of years has been the addition of clauses in standard insurance policies that effectively exclude coverage at DE events. In the past, most policies excluded competitive events (such as autocross and racing) but because Driver Education is not competitive, it was generally covered.

However, in the last few years, clauses excluding accidents on any sort of "racing surface" or "Used in a high performance driving or racing instruction course or school" started appearing in the exclusions section of policies.

You would be well advised to read the exclusions page of your policy to confirm there isn't language that would exclude DE events (for example, excluding any event on a track). If you don't find such language you may be happy to leave it at that, Or you may wish to talk to your agent but if you do so make sure to get the answer in writing from the head-office underwriter. Answers from agents may be wrong! Don't assume that insurance companies know anything about DE. Be sure to understand and explain that DE isn't racing, is a non-competitive non-timed event with no prizes, no placings etc. etc. And be aware that there have been cases where just asking the question has caused an insurance company to drop a motorist, even from their regular coverage!

However, all is not lost! Nowadays it is possible to get physical damage insurance specifically for DE events. PCA has a relationship with "[Lockton Affinity](#)" for DE insurance at preferred rates. The program can be tailored to your DE activity, allowing you to choose insurance for a single event or multiple events in an annual policy. You can get a quote and purchase the policy on-line. Just click on the link above.

You may also seek coverage from other providers, if you choose. See the 'Resources' section at the end of this guide.

Do I Have To Make Any Modifications To The Car?

If you are a beginner attending your first few DE days the answer is "No". Once you graduate to higher "run groups" (see the "*Event Organization*" section in Chapter 4) you may want to add various other safety or performance enhancements. If you are thinking of installing harnesses, please read Chapter 9 for information about PCA rules for such modifications.

Do I Need A Helmet?

Any driver or passenger on the track **must** be wearing a helmet. You may have friends who can lend you one, or you can purchase a helmet. See Chapter 5 for more detail about helmets.

Do I Get Instruction?

As a beginner you will receive both classroom instruction and on-track instruction. In the classroom sessions you will be briefed on the terminology that will be used by your instructor, basic performance driving concepts, safety and flag meanings etc.

An instructor is assigned to you for the day and they will write up your log book at the end of the day, noting your progress. There is no extra charge for instructors.

What are Run Groups?

The Event Chair and the Chief Instructor work together to assign drivers to a run group based on your track driving experience. You will wear a wristband that indicates your run group, and your car has a sticker that also indicates your run group.

The run groups are:

Run Group	Basic Description	Instructed
1	Beginner driver with little or no track driving experience	Yes
2	Beginner driver, still learning technique	Yes
3	Intermediate driver; Drives solo	No
4	Advanced drivers and Instructors	No
5	Expert and Instructors	No

You start in run group 1, and move to a higher run group as your skill improves. There is no pre-defined schedule for how long it takes to progress to the next run group. That depends purely on your abilities your skill and your experience. You will receive check rides from senior instructor to advance from one run group to the next. Please read chapter 12 for full details of the standard expected for drivers in the various Groups.

What Happens If It's Raining?

The event is run come rain or shine although if conditions are extremely poor the Chief Instructor may cancel run sessions. Of course, when it is wet you will be driving somewhat slower as your tire grip will be reduced.

Can both myself and my spouse drive at an event?

If you are going to share a car you will need to be in different run groups. Of course if you have 'His' and 'Her' Porsches you have no such problems ☺. Also, read Chapter 4 for more information about registering with a co-driver.

Can Family Members Or Friends Ride With Me?

Only registered drivers are permitted on the track and if there is a second person in your car they must be an instructor. So you won't be able to go out with your spouse or with friends. Once you have progressed out of the beginner's group why not share your car with your spouse and both experience Driver Ed?

However, on Sunday mornings, charity "Track Touring" rides are possible. Cars, vans and SUV's drive in low-speed convoy around the track and you are welcome to drive your friends and family around in your Porsche, SUV, or any other vehicle. The Touring sessions are used to raise money for a local 'good cause' and a minimum charitable donation of \$20 per car is requested.

How do I find out about Peachstate DE events

If you would like to be informed of upcoming Peachstate PCA Driver Education events, simply email DEList@peachstatepca.org with the following information: Name, Address, Home Phone Number, your email address. Your email address should be one that is checked frequently! Of course, you can also check the website www.peachstatepca.org

4. DE Event Administration

The following sections deal with the general administration of DE events. Learn about how events are organized and how to register for an event.

General schedule

In general, Peachstate region run four events per year in April, June, August and October. Obviously the specific schedule dates vary slightly from year to year so check the Region web site, www.peachstatepca.org or ***Peachstate Presse*** for information. As the time approaches for registration to open, you will also be able to see event details on the registration site, www.clubregistration.net

Registering For A Peachstate DE Event

All registration is done through the mentioned web site. Peachstate events are popular and tend to fill up fast so it is important to act promptly. The first day that registration is open is not too early! Some run groups have been filled within a few hours, and the entire event within a couple of days. Porsches will be running alongside other marques and a full event may have 130 or more cars. In the event your run group becomes full, the date and time of your registration and payment will determine your priority for entry.

You will need to check on the web or with the mailing list (see previous section) to find out when registration for a specific event is opening. It typically opens some six weeks before the event. If you do not have a profile with www.clubregistration.net, it is suggested you create one in advance. Then all you need to do is log in, register, and pay via PayPal once registration opens. You don't need a PayPal account as you can use your regular credit cards through PayPal.

Please be sure you also complete the event options selection, such as t-shirt size, as well complete the online 'In Case of Emergency' or I.C.E. form. This replaces the previous medical form used at Peachstate events.

Sharing a Car

You may share your car with a co-driver if you wish. The co-driver needs to be a PCA member or PCA family or affiliate member. Each driver needs to fill in their own form and the drivers will be in different run groups. For this reason sharing a car is not recommended if both drivers are beginners. Each driver pays the event registration fee.

Acceptance

Once registration has opened and once your registration processed and has been accepted (you did log in and register real early didn't you?!) you will receive an email confirming the event.

Cancellation

Cancellation policy allows for a 50% refund for cancellations RECEIVED IN WRITING after acceptance and before 3 weeks of the event. There is a link to email the Registrar with your cancellation at www.clubregistration.net, under 'Event Info'. Within 3 weeks of an event, ANY cancellation received is ineligible for refund. Administration fee for returned checks will be \$50.

Event Organization

The track at a typical DE event opens at 6:00AM. Trackside tech inspection is usually open from 6:15AM to 7:45AM. A drivers meeting at 8:00AM is followed by the first run group getting on the track around 8:30AM. We stop for an hour at lunch (actual times depend on run group) and continue until 5:00PM.

All DE entrants are divided into "Run Groups" according to experience and ability. Group 5 is for instructors, Group 4 is for advanced drivers (some instructors may be in group 4), Group 3 is for intermediate drivers, Group 2 is for advanced students and Group 1 is for beginners. Instructors are always assigned to drivers in both Groups 1 & 2. (In the Group 2, advanced students may be "signed-off" and allowed to drive solo). Each run group gets 20-25 minute sessions on the track, typically 4 per day. When you register at the track you will be given a timetable. Keep it handy so you know when you are due to drive, and pay attention to the Public Address announcements for schedule changes.

Road Atlanta

Peachstate region is fortunate to have access to this great circuit originally constructed over 35 years ago. Road Atlanta is world famous among competitors and fans as one of the finest road circuits in the world. This great road course was refined in 1998 and 1999 and most recently in 2007, providing many challenging driver training areas. Our events utilize the Grand Prix layout with the twelve turns and numerous elevation changes. This 2.52-mile circuit has something special for every driver no matter what your skill level.

Quiet Times

There are several local churches and communities with earshot of Road Atlanta. As track users we need to respect the local community. As a beginner with a street-muffled car (less than 85dB) you won't have to worry about the noise regulations, but they are as follows:

SATURDAY	ABSOLUTELY NO UNMUFFLED ENGINES STARTED PRIOR TO 8:00 AM
SUNDAY	ABSOLUTELY NO UNMUFFLED ENGINES STARTED PRIOR TO 8:00 AM BETWEEN 10:00 AM AND 12:30 NOON ABSOLUTELY NO UNMUFFLED ENGINES ARE TO BE STARTED

5. Mandatory Safety Equipment

The following section covers the only mandatory safety equipment – a helmet.

Helmet

A helmet is a mandatory safety item for Peachstate events and all helmets must carry the Snell Foundation's certification. The helmet safety standards are updated every 5 years, the current standard for auto-racing helmets being SA2010. Helmets made to the older SA-2000 and SA-2005 standards are also acceptable. 'M' rated helmets for motorcycles are not acceptable. Read about these standards at the Snell Foundation Web site: <http://www.smf.org/>

It is **not** recommended that you purchase a pre-owned helmet; if the helmet has been dropped it may be ineffective, despite looking OK externally.

It is often asked, "How much do I need to spend on a beginner's helmet?" to which the answer is, "How much is your head worth?" ☺ Seriously though, price isn't always a good guide. The helmet must have the appropriate certification but after that you may be paying more for a lighter helmet, or a helmet with a nice paint job etc.

The fit of your helmet is very important and a very personal choice. You will spend a bit of time inside it – some of it in unpleasantly hot weather. Although the Internet does have various fitting guides and you may get a better price, it is recommended that you look at local suppliers where you will be able to try on various helmets and get good advice as to selection. Not all same-sized helmets feel the same and by trying them on, you will be able to make a much better choice. Various styles are available and, again, a local supplier will be able to help you choose. For example, some helmets are designed primarily for open cockpit racing and have a small eye port, others have a larger eye port to take account of eyeglass wearers (if you are an eyeglass wearer, don't forget to take them with you when you go to buy a helmet), some have full-face protection, others are open-face, some have a visor, others don't, etc.

Modern helmets can be a little claustrophobic if you are not used to wearing one. Your first track event is not the time to find you are uncomfortable. It is suggested that you practice wearing your helmet at home before coming to the event. (People do tend to stare if you wear your helmet on the street – although, arguably, it may not be out of place on I-285 ☺)

6. Pre-Event Preparation

So, you've registered for an event. Congratulations for taking the plunge! Now read about other topics and items that will aid your preparation.

Accommodation

Once you have booked for your event, don't forget to settle your accommodation. Depending on where you live, the event may require you to travel on the day or evening prior to the event and with a two day event you will probably need to stay overnight near the track. See chapter 14 for details of local hotels.

Spectators

Spectators are welcome at Peachstate DE events. If you want to bring along a spouse or a friend please feel free to do so. The track management will typically require each person entering the track premises to sign a waiver of liability at the track entrance.

Technical Inspection

Your Porsche needs to go through the pre-event technical and safety inspection before each and every DE event. This is an important part of your preparation.

The registration web site contains the Tech form that you need to complete. Print or photocopy the form, fill-in the top section, and present it with your car at the inspection station. Each event requires a separate form and the car must be inspected no more than 2 weeks prior to the event.

You can check many of the items yourself; look at the tech form and see what you can check yourself. Virtually all the items on the interior and exterior checklist can be easily verified, as well as the engine and trunk components: Check your brake lights, inspect your tires for wear, learn to determine how much brake pads you have left, keep records of when the brakes were last bled and when the brake fluid was last changed and so on. Note that you cannot do the checks yourself and sign the form – you must have the car inspected at an approved shop.

You can save yourself some stress by arranging your tech inspection in good time, and by getting any remedial work done early. Don't leave yourself open to disappointment by leaving the inspection till the last minute, only to find you need some work done which may mean you miss the event.

Tip: Always have your brakes bled, not just the brake fluid topped off.

Car Number

When you register for your Peachstate event you request a car number for the event. All car numbers need to be unique, unless the same car is being used for multiple drivers. The registration site, www.clubregistration.net will tell you if you request a duplicate number, and you can see a list of numbers in use from the "View roster" link., If you request a number that has already been assigned the Event Registrar will assign you an alternate number. Please try to avoid this process, as the Registrar will not know what you think is a good alternate.

Once committed to doing several events you may want to consider acquiring some detachable numbers (see "*Miscellaneous Tips*"). On the other hand, beginners may not want to go to this expense and may use masking tape, painters tape or 'no lift' racers tape etc. to form the numbers on either side of the car. The tapes all have less adhesive than duct tape (for example) and will not damage the paintwork of your car.

What Do I Need To Bring?

A summary of this list is given in Chapter 12. You may want to print it as a checklist.

- Driver's license and PCA membership card
- Completed Tech Inspection Form
- Completed helmet and insurance forms
- I.C.E. form completed online at clubregistration.net
- Your car numbers or materials to create them (minimum 8" high, 1" stroke)
- Maps and directions to the track and hotel
- Paper towels – useful for window cleaning, mopping up oil drops etc.
- Window cleaner – you'll pick up a few bugs during the day!
- Tire pressure gauge – essential to get the maximum grip from your tires
- Duct tape – for covering headlights and protecting them from stone chips
- A penknife or similar to cut the tape
- If you don't have pre-made numbers, some low-adhesive tape to form the numbers on your windows
- A quart of oil and a funnel. (A rolled paper plate can be used as a standby funnel)
- White shoe polish for checking tire rollover
- Plastic bags for storing the contents of glove compartment, door pockets etc.
- A tarpaulin, ground sheet or large garbage sacks for placing your belongings on and to cover them if it rains. Also useful on wet days for keeping rain off everything.
- Helmet
- Sun protection such as a wide-brimmed sun-hat, sunscreen and an umbrella for shade
- Rain protection such as a poncho or waterproof outer clothing. An umbrella.
- A folding chair.
- Appropriate clothing: The clothing you wear is intended to keep you safe and comfortable. For driving, a long-sleeved shirt and long pants, both made of natural fibers such as cotton or linen, are **required**. (Jeans work well) Shoes should also be made of natural fibers and should have a flat sole. Tennis shoes or leather driving shoes are ideal (not jogging shoes with their thick soles). Shorts, short-sleeved shirts, sandals or other loose fitting shoes are **not** acceptable driving attire. Bring a change of clothing for when you are not driving – whatever is comfortable and suitable for the prevailing weather.
- Cooler with drinks and ice – You *will* get dehydrated at the track so you must drink plenty of liquid. No alcoholic drinks are permitted at the track for either drivers or spectators until the end of the day - but remember that alcohol can affect your judgment for up to 24 hours so at a two day event be careful.
- Food & snacks. Road Atlanta has a canteen open at lunchtime. There are plenty of alternatives nearby, outside the track.

More advanced drivers may also consider:

- A torque wrench, jack, jack pad, jack stand etc., if you will be changing tires at the track
- A can of brake fluid and spare brake pads
- Air tank

7. At Last.....

The day of the DE event has arrived. Read about what goes on and what you'll need to do. The sections are presented in more-or-less chronological order.

Getting To The Track

Check chapter 14 for details of how to find Road Atlanta. If you are going to your hotel first, don't forget directions to it as well.

Remember that we all enjoy the use of our host track. Please obey speed limits and other traffic directions so that we may continue to have the support of the local communities. It is not unknown for the local constabulary to post speed traps when they know the club is at the local track!

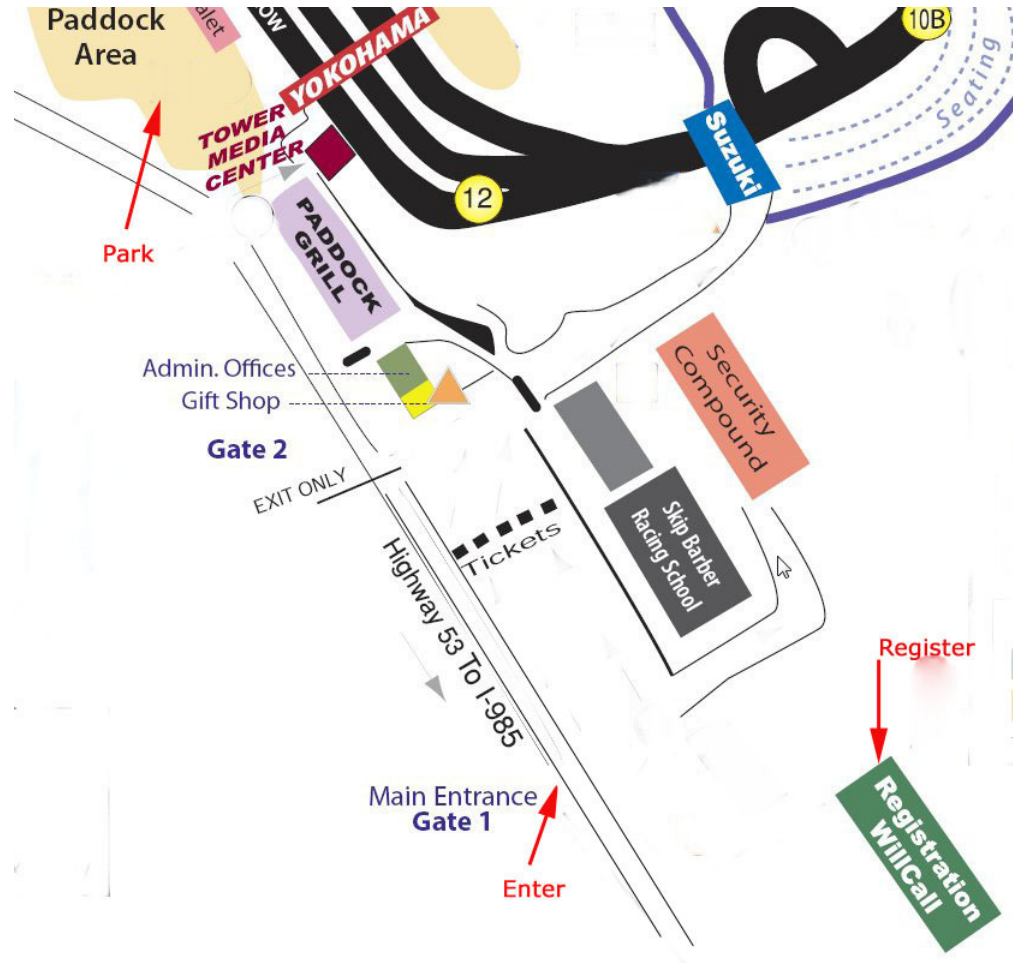
When You Arrive At The Track

Get to the track early and with a full tank of fuel (you'll use it a lot faster than on the highway and you wouldn't want to get towed off the track on your first day, would you?). The track typically opens at around 6:00AM and shortly after is a good time to be there.

Registration

(See the map overleaf) Before entering the track parking area (the 'Paddock'), go to the Registration hut located to the right of the entrance to Road Atlanta (in the "Will Call" ticket office). There you will:

- Sign the Peachstate insurance waiver
- Sign the Road Atlanta waiver
- Show your driver licence
- Receive the timetable for the day, the event rules, a track map and list of your fellow DE drivers
- Receive a colored wristband identifying you as a driver. Wear it on your left wrist. It is waterproof and should be left on overnight for the second day
- Receive your event T-shirt



Entering the Paddock

Enter the track paddock area and find a parking place. Just look where other cars are parked. Leave adequate room around the cars to allow for trailer loading, belongings on the ground etc.

Preparation for Trackside Tech

Now attend to your car and empty it – empty it of everything. You don't want that old coke can under the seat rolling under your pedals on the first lap do you? Or that old kids toy on the back seat hitting you the first time you brake hard? Check the trunk(s), the door pockets, glove compartment, remove your radar detector, seat covers and any other loose items. Double check under the seats! If you have detachable floor mats they, too, should be removed – both at the front and rear.

Use your duct tape to cover the headlights and fog lights to protect them from any stone chips or debris on the track. Some people also tape the leading edge of the hood and the side view mirrors. You may have a "bra" on the front of your car for debris protection when on the street. At high speed bra's can sometimes flap around and actually cause more damage than debris. It is advisable to tape down a loosely fitting or a magnetic bra.

Car Number

Place your pre-made numbers on both sides of the car, or use masking tape to form your assigned number. Make sure they are as large as possible (and at least 8 inches high and 1 inch wide) so flag marshals can easily identify your car.



Car numbers must be displayed on the left and right side body panels. The numbers must be in a contrasting color to the body panel color.

Trackside Safety Inspection – “Tech”

Place your pre-event Tech form under the windshield wiper, put your helmet on the passenger seat, leave the trunk and engine lid unlocked and drive slowly to the Tech line. Here the trackside tech inspection crew will greet you, descending on your car to check the torque of your wheel nuts, the state of your brake pads, that your car is empty of junk, that it has its numbers, that you have an appropriate helmet etc. You will probably be asked to use the brake pedal so they can check your brake lights and also ‘blip’ the throttle so they can check the throttle return is working correctly. A small sticker will be placed on your windshield indicating you have passed Tech. Return to your parking place and check that your engine lid and trunk are locked closed.

You only need to present your car to trackside tech on the first morning.

Rogues Gallery

Have you seen these people? They are not 'wanted', but you may well want to meet them, or at least know who they are as they are responsible for the efficient running of the event.



First off we have our Driving Committee: Paul Phillips (left) and Dick Kjellsen (right). They are responsible for the overall DE program from A to Z. Paul or Dick will hold the Drivers Meeting (see later) and you'll often see them busily attending to all manner of details to ensure the smooth running of the event.



Last, but by no means least, our Chief Instructor – Bill Crumley. Bill looks after all aspects of your training and is responsible for your instructor assignment. If you have questions about the instruction arrangements find Bill and talk to him.

Drivers Meeting

You may have a few minutes to spare to have a quick breakfast, but check your timetable for the Drivers Meeting. Don't be late – it is embarrassing to have 100+ pairs of eyes on you as you stroll up late! All drivers gather and you will be told about the track, any special conditions on the day, the location of the passing zones, how the flags are to be used, etc.

At Peachstate events, instructors and students are paired prior to the event. The type of car you drive is also taken into account and efforts are made to pair you with an instructor familiar with your type of car. At the end of the Driver Meeting, instructor and student names are called and you'll get to meet your instructor.

Classroom Sessions

You will have a couple of classroom sessions where a senior instructor will talk you through the theory you will be (or have been) practicing. Please ensure you are on time for these sessions.

Evaluation Forms

You will be given two forms, a student evaluation (to be filled in by your instructor at the end of the day) and an instructor evaluation for you to evaluate the performance of your instructor. You and your instructors will be able to record your progress as you do DE events and as you progress to "going solo". The entries will also assist your instructor(s) at subsequent events in understanding your progress thus far. *It is your responsibility to ensure that your student evaluation is filled in at the end of each event by your Instructor.*

Preparation For Driving

Let's now go through some topics in preparation for actually getting out the track.

Clothing

You have, of course, read the pre-event preparation section so will have brought the correct clothing ☺. Peachstate requires that you must wear a long-sleeved shirt and long pants made of natural fiber. Shoes should have a thin, flat sole with adequate grip so they don't slip off the pedals. Worn sneakers or 'boat' shoes work well for many drivers. Thick-soled shoes are *not* recommended. You 'communicate' with your car through the seat of your pants, your hand and the soles of your feet. You'll get messages from your Porsche more easily if your feet are not insulated from the car by big thick soles. Leather-soled shoes tend to be too slippery and are not recommended.

The Weather

Take account of the weather: If it is hot and sunny, as it invariably is at Peachstate events ☺, apply your sun protection *now*, before you get sunburned. Perhaps even more importantly, you need to keep yourself properly hydrated throughout the day. By the time you feel thirsty your body is already dehydrated and this can seriously impair your judgment and safety on the track. Remember to keep drinking liquid, even when you don't actually feel thirsty. *This cannot be stressed highly enough.*

There are still a couple more items that need attention before you get on the track. Depending on your schedule, you may want to do these earlier, as you prepare the car for trackside inspection.

Seating Position

The seat position you use for DE is unlikely to be the same as you use on the street. The majority of drivers position themselves too far back or with the seatback inclined too much. Do *not* imitate what you see on TV with either the NASCAR driver's position, upright and close to the wheel, or the F1 drivers who appear laid back with outstretched arms.

The correct seating position takes into account how you contact the seat, leg position and arm position. In order to get better leverage on the steering wheel and in order to get a better "seat-of-the-pants" feel of the car, it is usual to sit a little further forward and more upright, and perhaps a little lower than you may do for street driving. Try following the recommendations below.

Depending on your height (with your helmet on) and whether the car has a sunroof or not, you may find it necessary to lower the seat.

Sit in the seat by *pressing* into it so that you maximize your body area in firm contact with the car. Pressing down snugly will help you to feel the car communicating with you. Your back should be flat against the seat back, your backside firmly wedged in the right-angle between seat back and seat cushion and the underside of your legs should be in contact with the seat. Put on your seat belt and ensure it is a tight fit - you don't want to be sliding around the seat at the first sharp corner.

Adjust the forward/rearward position of the seat so that you can move your feet easily between the pedals with clearance under the steering wheel. There should be a moderate bend at the knees when you fully depress the pedals with the ball of your foot (not the toes).



Adjust the seatback angle so that with your arms extended and without pulling your shoulders away from the seat, your wrists should be able to rest on top (12 o'clock position) of the steering wheel. Your arms should be bent when your hands are placed on the steering wheel at the three o'clock and nine o'clock positions. This slight bend in your arms, even when being

fully outstretched during cornering, helps prevent the arms from getting tired through over-extension. This same position should also allow you to change gears without needing to lean forward.

Your seating position can best be tried in advance of the event.

Mirror Adjustment

Having, probably, changed your seating position, you now need to adjust all your mirrors to ensure they cover their areas properly.

Windows

The driver's side window and the passenger side window must be all the way down.

Tire Pressure

With the tires cold in the early morning, check the tire pressures all round. As a starting point ensure they are set to the recommended values given in the car's handbook. Air is available – just ask where it is.

Staging

"Staging" is designed to minimize the time between run groups by ensuring that the next group of cars is ready to get on the track as soon as the previous group is off. Cars are staged in the 'hot pits' area. There are separate entrance and exit ramps to the hot pits and you need to be sure you use the correct ramp. (The entrance - or 'down ramp' - is right alongside the roofed spectator area.) At the drivers meeting there will have been instructions on how and where to stage. Prepare for your run in good time. Go to the bathroom if you need and ensure you are at the staging point with several minutes to spare. Generally your instructor will meet you at staging, although he/she may have made arrangements to meet you in the paddock area - it tends to depend on their workload and number of other students.

Communicators

Your instructor may be equipped with a two-way communicator to help in-car communication. He or she will give you an earpiece attached to a boom microphone. Put your helmet on first, then take the earpiece and gently insert it inside your helmet between your ear and the helmet padding. The boom microphone will be naturally positioned in front of your mouth. At the end of the run, remove the communicator by grasping the earpiece. Do *not* pull the connecting wire - they do not last long if you do ☹. If your instructor doesn't have a communicator don't worry - you will still be able to hear their comments and instructions.

It's All In The Mind

So now you're ready for your first track sessions.... But as the TV detective Colombo made a habit of saying "Just one more thing, Sir.."

There are (at least) a couple of ways you can approach your first few track events. Let's call the first the 'male' approach. You've figured out a way to get to drive your Porsche on the track, you've only got a handful of sessions and you want to make the most of them. You want to get out there and you do everything you can't do on public roads: pushing the car's limits as much as you can, trying to squeeze every tenth of a second out of it that you can - full on the gas; full on the brakes; catch that guy in front etc. etc. On your first day at DE a guy can't help but think (however irrationally) that he's going to be the best and bravest, driver out there. A Schumacher or Senna in the rough, so to speak.

This is fine and may be a lot of fun, but it will only get you so far. It's like trying to lift the absolute maximum weight you can manage on your first trip to the gym, and then calling that a workout. It's utilizing the perpetually-12-year-old part of your brain. Before too long, you'll have 'pushed' the car as hard as it will go, and -- what the heck? -- guys in lower-powered cars are still overtaking you. You walk away scratching your head, or writing a big check for a new set of pistons and cylinders.

Or... you stumble on the second way of approaching a Driver Ed event; Let's call this the 'female' way, since women are often better learners at performance driving. It's linked to the 'you'd go a lot faster, if you'd just learn to slow down' school of thought which experienced drivers will be able to tell you about.

The smarter way of approaching a Driver Ed event in your first season is to leave your ego in the paddock and see what you can learn from your instructor - your mind as a blank slate, open to listening and learning. Learning the best possible line through each turn - long before you're carrying the maximum amount of speed through each turn - and getting a sense of the subtler relationship between driver inputs and the way the car reacts. It's a slow process. And you've got to accept the fact that the faster guys are faster because they've been doing it longer, and have taken the time to figure out the less fun parts of the

equation. Beginners always try to sort out the difference between fast and slow lap times based on the specifications of the cars involved. It's the Viper mindset. The more experienced guys know that horsepower doesn't matter very much -- that 90% of the journey is learning how to drive, and the other 10% is about having a fast car.

Hopefully, you'll soon realize that you're just starting out and there's going to be a long and fun road before you.

On The Track

It's quite simple really: Remember "Asphalt - good, Grass - bad" ☺ Seriously though, remember the aims of DE (learning about your Porsche and yourself and having fun), listen to and obey your instructor and enjoy yourself.

As this guide has tried to emphasize, the better you are prepared the more you will enjoy the experience. There are many books and articles as well as Internet sites that explain the principles of performance driving. Some are listed in the Resources section and the end of this document. If you have the opportunity, you are recommended to read some of these.

Flag Signals

It's no use cresting a hill, wondering why the flag marshal was waving a yellow flag! By the time you see the car stopped in the middle of the track just over the brow of the hill it will be too late ☹

Understanding the flags and knowing what action to take when you see one is vital. Please take a few minutes now to read Chapter 11 now, test yourself on the flags for a few minutes and then return here. As it says there: **Read, Understand and Memorize.**

Passing Zones

You are only permitted to overtake or be overtaken in designated passing zones, generally the long straightaways. Higher run groups are permitted to pass in additional areas. At the drivers meeting you will be informed where the passing zones are.

Generally, the car doing the overtaking must move off the 'line', with the passed car maintaining the driving line. Don't feel pressured into giving a passing signal when you are not ready - for example, after a turn, make sure you track out correctly before giving a passing signal.

Overtaking Signals

In DE events it is not permitted to pass a car without receiving a hand signal from the driver being overtaken. This applies equally in *all* run groups. The signals are as follows:



"Overtake me on the left" - point your left arm straight out of the window



"Overtake me on the right" - point your left arm over the roof of the car

Each of these signals indicates to a *single* car behind you that they may overtake. If there are more cars behind, wait until the first car is starting its overtaking maneuver, then give the same signal for each subsequent car. You may need to back off the gas momentarily to allow a safe pass.

If the car in front of you signals you to overtake, it is your decision as to whether to take the opportunity. You are not obliged to pass and you should not pass if you feel at all uncomfortable - for example, you may be nearing the end of the passing zone on the straightaway.

End Of Run

At the end of your run you will see the checkered flag. Slow down (but not to a crawl) and use your brakes as little as possible to allow them to cool during the remainder of the 'cool-down' lap. Keep your concentration up, even on the cool-down lap and continue to drive the correct line. Approaching the pit in turn-off clench your fist and hold your left arm straight up, out of the left window to indicate you are pitting. Use this signal if you need to pit-in during a run as well.



The "pit in" signal

Drive back to your parking spot, still trying to use the brakes as little as possible. The rotors will be very hot and you want to avoid transferring this heat to the brake fluid in the calipers. When you stop and switch off the engine leave the car in gear to prevent

it moving. **Do not engage the parking brake.** Your instructor will often want to sit with you for a couple of minutes to discuss the run.

Condition Of Your Car

After a run it is wise to check your car in preparation for your next outing.

- Tire wear - Check your tires after every session for nicks, punctures, or worn areas. If in doubt, show the area to your instructor.
- Tire pressure - Check tire pressure before each session. Tires typically increase more than 5 PSI during track sessions so if you tires have increased pressure this is normal.
- Oil level and temperature - Check the oil level every couple of sessions and add oil if needed. Get in the habit of checking the oil gauge on the track and monitoring oil temperature.
- Coolant temperature - As with oil, monitor your coolant temperature regularly while on the track. If you get a reading in the red zone or no reading (too little coolant), you should end your session early and let things cool down.
- Fuel level - You'll be surprised at how quickly you can go through gas. If you're not sure whether you have enough to make it through an entire session, get more gas. You don't want to take up everybody's track time getting towed off the track. There is a Chevron station less than a mile from the track (South on SR53). Road Atlanta has gas pumps on site with race fuel as well. You must have a credit card with US billing address to use their pumps.
- Brakes - Track driving takes its toll on the brakes. You may have an indicator light that warns you when the brake pads are getting thin, but if your car doesn't have one, you should learn to examine the brake pads yourself. Ask someone to help - they'll be only too willing to show you how. While driving, if ever the brake pedal starts to feel soft or spongy, tell your instructor and come into the pits immediately. A soft brake pedal happens shortly before the pedal goes straight to the floor without any resistance - not a fun experience. This happens when your brake fluid boils and can be easily rectified by "bleeding" your brakes. This is a simple process - again, ask someone for help if you need to do this.
- Get into the habit of checking your lug nut torque - say every couple of sessions. The expansion/contraction heat cycling can cause the nuts to work loose. If you don't have a torque wrench, borrowing one from a fellow driver is a great way to meet your fellow drivers. Just make sure you return it when you're finished!

Your condition

Are you sweating after your run? Don't forget to keep properly hydrated! Drink a little, often.

8. Miscellaneous Tips

The following sections are an accumulation of distilled knowledge that didn't belong in prior sections. They are however, valuable tid-bits that may prove useful to you at some stage in your DE career.

Your Well-Being

At summer events you need to be aware of the effect of heat and sun on your body and take measures to cope. The tips below may sound like common sense, but are important; People have been known to collapse from heat exhaustion and, even in less serious cases, unfortunately, your judgment is one of your first faculties to suffer through dehydration.

- Apply sunscreen liberally.
- Wear a hat while in the paddock
- As stressed earlier, dehydration leads to deterioration in judgment, concentration and mental performance. **Medical studies have shown that fluid loss exceeding approx. 3% of bodyweight impairs reaction time, judgment, concentration and decision making.**

Says Glen Lindsay, a physiotherapist with the Jordan F1 team: ..."And if you think a driver can rely purely on his own body to tell him when to drink, you would be very much mistaken. "On race day I encourage drivers to drink little and often, monitoring their hydration levels regularly," said Lindsay. "In fact feeling thirsty is not the best indicator because by the time you experience thirst, the body is already dehydrated. Basically it's my job to keep a drink bottle in the drivers' faces at all times"

Drink 16-32 ounces of cool fluids each hour, even if you're not thirsty; thirst is NOT an accurate indication of dehydration.

- Be alert and if you notice any of these symptoms of heat exhaustion pull off the track and let someone know: Dizziness, Headache, Heavy sweating, Muscle cramps, Nausea, Weakness.

Lug Nuts

For those of you who change tires at the track: Most early Porsches have light, aluminum alloy lug nuts. Along with the wheel, these lug nuts will get hot during your run. Do not try and remove them when hot. If you try and remove them with the commonly used soft-socket-with-a-plastic insert (to prevent damage) the plastic may turn to a gooey mess. If you use a regular steel socket it is easy to break the neck of the lug nut from the collar. Removal of such a destroyed lug nut is not generally something that can be done at trackside and you'll be on an early journey home!

Wait for the lug nuts and wheel to cool, or alternatively use open, steel lug nuts.

Although later Porsches like the 996, 997 and Boxster utilize steel lug bolts, it's still advisable to allow the wheels to cool somewhat before attempting to remove them while very hot.

Engine coolant

The "Water Wetter" product is popular with frequent track goers to hot Road Atlanta. It can reduce your coolant temperature by 10 degrees or more and may be worth considering if you notice your coolant temps getting too close to the red zone. Regardless, be sure to monitor coolant levels in case you lose coolant via the overflow.

Sneaker Whitener

You'll often see recommendations to write your car number on the body or windows using sneaker whitener. Treat such recommendations with a pinch of salt. First of all, if it rains you'll have a runny mess on the car. Secondly, when you subsequently rub the sneaker whitener off with towels and window cleaner, any specs that get on the bodywork (and they will) are very difficult to remove! Use masking tape to form your car numbers.

Removable Car numbers

Once you have made a commitment to do several DE events, you may want to consider getting your assigned car number made up on a removable decal. Numbers should be at least 8 inches high. You may choose numbers made from magnetic material, or vinyl numbers stuck on to a magnetic background circle. Remember that a magnetic decal may come unstuck at high speeds. It is therefore recommended to use some masking tape to secure the leading edge of the decal. This is especially true for magnetic panel numbers; less of a problem for individual magnetic numbers.

Keys in car

Leaving your car keys in the car while you are away from it is a personal choice, but bear in mind that in the event of a sudden summer thundershower while you are away from the car, a helpful colleague may be able to get your windows and sunroof closed and save your interior from a drenching.

9. Safety And Performance Modifications

The following topics are not a concern for the beginner driver. Once you have several events under your belt you may want to consider some of the changes mentioned below. The paragraphs below are placed in no particular order.

Harness, Seat and Roll Bar/Cage

These three topics are all covered here because current thinking considers them all as part of a single safety system. The PCA mandates that a harness may not be used without seats designed to accommodate them, and if you do have an appropriate seat and harness, a roll bar or roll cage is recommended to complete the safety system.

Once you have done a few events and your cornering speeds increase, you may find yourself bracing yourself against parts of the car. The stock seat belts are good, but cornering and braking from high speed ideally calls for a harness to keep you firmly in your seat. Most popular nowadays are 5- or 6-point harnesses. A 4-point harness is not safe and are no longer permitted by PCA. If installing a harness, ensure you install it for the passenger too. PCA requires the same restraint system for both occupants. After all, if it's good enough for you it should be good enough for your instructor ☺.

PCA requires that all cars equipped with a 5 or 6-point safety harness must have appropriate seats that provide routing holes for the shoulder straps and the anti-submarine strap. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.

Race seats have the required routing holes for the harness, provide more support when cornering and may be lighter, saving some weight compared to the stock seats. However, they may not be so comfortable for those long drives on the street. Other drivers will be happy to discuss their choice of seat with you and allow you to see how you'll 'fit' in their car.

The likelihood of a rollover accident is very small but it can happen; If you have installed seats and harnesses, you will be firmly strapped in your seat and may find it difficult to bend out of the way of the roof. While the roof pillars on your Porsche are very strong, a roll bar or roll cage may be installed for extra safety. A roll bar is typically a steel hoop bolted or welded to the body and extending above (and behind) the driver. These are often welded in place, although some models are "bolt-in" and can be removed if, for example, the car is sold. The roll bar should be properly padded. A roll cage extends the roll bar along the roofline, down the windscreen pillars and usually anchoring on the front door sills. Roll cages are primarily intended for dedicated race cars and are not generally used in street cars because of the difficulty of getting in and out of the car and the fact that unless strapped in with the racing harness, there is the chance of hitting the steel tubing in the event of a street accident.

Tires

Good quality street tires are entirely adequate during your first several events. Without any track experience, you won't be using any tires to their performance limits. Learning the feel of your car through street tires aids learning and will teach you how the car feels and behaves as you approach the limits of adhesion. Also, starting out with your car in stock configuration will give you a baseline for comparison so that once you get some track experience you will be better able to judge the impact of a tire upgrade on your performance. Any of the Z-rated street tires give you very good performance on the track and it works out less expensive because they wear so much less than track tires. (You won't go through a set of street tires in a track weekend!).

As you become more experienced, you may want to try tires with higher performance (more grip). If your car is also used on the street you have a few choices; you can fit high performance street tires, you can fit R-compound track tires that are street legal (but which wear more quickly than street tires), or you could get a second set of rims and fit dedicated track tires (slicks). As you attend more DE events ask plenty of questions and make your own decisions.

Brake Pads

Stock Porsche brake pads work well on the street but for most early cars they are not optimized for the heavy braking you will be doing at the track. After several events, as your speed increases, you may find that you want to try a pad more suited to the track. However, the brakes on late models such as the 996, 997 and Boxster have brakes that are generally adequate for your first season of DE events. Several upgrade options are available – from out-and-out race pads to ones suitable for mixed track/street driving. In general, track pads need to be hotter to get maximum braking effect, which is why they may not be completely effective on the street on a cold winter morning. They will also tend to be tougher on the rotors than stock brake pads.

Changing pads is such a simple job it is practical to have one set for street and a second set for the track.

Brake Fluid

Brake fluid is a hydraulic fluid used to transfer pressure on the brake pedal into the clamping action of the brake pads onto the rotors. Driving at the track causes brakes to get very hot. Some of the heat is dissipated by the large metal mass of rotors, some is dissipated by the airflow over the rotors, but some heat is transferred through the brake pads to the calipers and the brake fluid in the calipers. Unfortunately, brake fluid absorbs water from the atmosphere (in technical terms it is "hygroscopic") and the longer it has been in your brake system, the more water it will have absorbed. Brake fluid has a very high boiling point (often over 400 °F) but water doesn't. If the heat transferred to the fluid causes any water in the fluid to boil, steam is generated and air bubbles form in the brake fluid. Brake fluid is not compressible (that's why it's used) but air bubbles are. The end result is that the brake pedal will start to get "soft" and will eventually go to the floor with no braking power at all. (If ever you feel your brake pedal going soft, slow down, pump the pedal a few times to get full braking effect back and pull in at the pits as soon as possible.)

If you become a DE regular, change your brake fluid for each event and use a high-quality, high-boiling point brake fluid.

Brake Rotors

A word of warning about aftermarket cross-drilled rotors: They may look good, but the process of drilling the holes inevitably leads to increased areas of stress and to cracks, radiating from the holes. If not monitored very closely these cracks can, within a few track sessions, radiate through the rotor and become potentially dangerous, leading to a rotor failure. Note that Porsche factory rotors are cast with the holes, rather than drilled and this is much, much better at resisting cracks. The original reason for drilling rotors was that compounds in early brake pads would 'out-gas', forming a boundary layer of gas between the pads and rotors and making for poor braking. The holes allow the gas to escape and restore braking performance. Modern pad compounds rarely out-gas, so the utility of drilled rotors is nowadays limited to marginal extra performance in very wet conditions when water can form a boundary layer. Compared to the risks of a broken rotor when used on the track, consider carefully the choice of aftermarket cross-drilled rotors.

Driving Shoes

Purpose designed and made for performance driving, although they may still be worn around the paddock, they provide excellent 'feel' through the soles.

Driving Gloves

Driving gloves serve mainly to allow you to keep a good grip on the wheel. Good gloves, typically with leather on the palm and fingers, give you a good feel on the steering wheel while also absorbing the sweat from your hands. Choose a contrasting color to your car to help other drivers see your passing signals.

Driving Suit

Primarily of utility to those drivers taking part in Porsche Club Racing, a good quality driving suit can provide several seconds of protection to the driver in the very unlikely event of a fire inside the car. Think of it as extra insurance! The more expensive suits are made from an inherently fire-resistant material, (Nomex, Kevlar, PBI), while cheaper ones are made from treated cotton fabric (Proban, Fireware). Generally speaking, the more layers of material, the greater protection is offered, but the hotter you will be when wearing it. Besides the fire-resistance of the material itself, the air gap between the layers is also important.

If you go down this route, remember that the driving suit is just one item used for total body protection. The other items include: helmet, head sock (balaclava), helmet skirt, HANS device, gloves, underwear, socks, and shoes. All these items must work together to achieve total protection. If any one part is inadequate or fails, it will undermine the effectiveness of the whole.

Head and Neck Support device (HANS)

You may see some drivers wearing an odd shaped contraption attached to their helmets and extending down over their shoulders. This is a 'HANS' device, designed to stop the head from whipping forward in a crash. Mandated by many race series, these safety devices are now within the budgetary reach of DE enthusiasts. With the high performance now available from modern Porsches, drivers who make a commitment to DE would be advised to consider a HANS device.

10. Resources

Where local resources are available these are mentioned.

Car Numbers

A local sign shop may be able to help you.

Discovery Parts (see 'Helmets' below) will prepare numbers for you and deliver them to the track.

Clubregistration.net also offers both adhesive and magnetic numbers

"Solotime" also offers a wide selection of car number solutions at reasonable prices (see <http://www.solotime.com/> or their advertisement in *Panorama*).



Helmets

For helmets and other driving apparel and accessories try Discovery Parts in Fayetteville, GA <http://www.discoveryparts.com/> Discovery Parts frequently attend Peachstate DE events. If it's a bit close to an event to allow for shipping, you can order online from them and pick the items up at the track.

Internet

On the Internet there are a plethora of sites dedicated to Porsches. A small selection follows:

<http://www.peachstatepca.org> - Your own club Web site. Check it periodically for updates

www.rennlist.com - The premier Internet resource for the Porsche enthusiast

www.pca.org - The Porsche Club of America site. It has useful links to Web sites of all other clubs and regions.

<http://forums.pelicanparts.com/index.php> - The Pelican Parts technical forums, like Rennlist, are another great resource.

<http://platz.com/> - Links to everything Porsche on the Internet

<http://home.pon.net/hunnicutt/perfdriv.htm> - Performance Driving

Your monthly copy of **Peachstate Presse** contains useful advertisements and articles.

Performance Driving Books and Articles

(In no particular order)

- Secrets of Solo Racing by Henry Watts
- Driving in Competition by Alan Johnson
- Going Faster by Carl Lopez/Skip Barber Racing School
- Porsche High Performance Driving Handbook by Vic Elford
- Speed Secrets – Professional Race Drive Techniques by Ross Bentley

DE Insurance Web Resources

<http://pcahpdeins.locktonaffinity.com/Default.aspx>

<http://www.everittboles.com/index.htm>






<http://www.wsibinsurance.com/online/de.shtml>


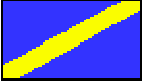


<http://www.capcoverage.com/motorsports.html>

<http://www.snellingswalters.com/motorSport/index.php>

11. Flag Descriptions - READ...UNDERSTAND...AND MEMORIZE

If you are viewing this on a screen or have a color printer the flags below are shown in glorious Technicolor. If you have a black and white printer, just use your imagination ☺

	<p>A waving RED flag is an indication of a serious problem on the track and that the run group is ended immediately. Pull off the line to the side of the track, just off the roadway and STOP immediately in a safe manner, preferably within sight of a flag station. Remember to check your rearview mirror before braking to a stop; Someone behind you may not have seen the flag!</p> <p>Do not proceed back to the pits. Remain in your car and await instructions from a flag marshal. The <u>red flag will be withdrawn or replaced with a black or yellow flag.</u> A black flag after a red flag will indicate to all drivers to proceed at reduced speed to the pits. A yellow flag following a red flag will indicate to all drivers that they may proceed at a reduced speed with no overtaking until given the all clear to continue at speed.</p>
	<p>A BLACK flag is a signal to PULL INTO THE PITS. It may be used to bring all cars in the session to the pits, or it may be used to signal an individual driver to come to the pits. In either case, pull into the pits, giving the pit-in signal.</p> <p><u>When used to warn a particular driver</u>, the flagger on the Start/Finish line or at the Black Flag Station will point the Black Flag to the car being flagged as it passes the station. In addition, the car # may be displayed at the Black Flag Station. The driver should acknowledge the Black Flag with a hand signal and proceed at reduced speed, with caution, to the pits where they will report to the Pit Marshal. The Black Flag may indicate either mechanical trouble or incorrect driving behavior.</p> <p><u>When used to bring all cars to the pits</u> it will be displayed in the standing position at the Start/Finish line and at the Black Flag Station and may be displayed with a sign ALL. All cars will proceed at a reduced speed to the pits and follow the instructions of the Pit Marshal.</p>
	<p>STANDING YELLOW: Slow down (but do not jam on the brakes). There is a problem on the track ahead requiring CAUTION in the vicinity of the flag, such as a car off the road, an animal on the track, etc. NO PASSING.</p>
	<p>WAVING YELLOW: There is a problem in the immediate vicinity. Proceed with EXTREME CAUTION and be prepared to stop. NO PASSING.</p>
	<p>YELLOW with RED STRIPES indicate a SLIPPERY or HAZARDOUS track. There is something on the track causing a slippery condition. It may be oil, water, debris, dirt etc. on the track. Drive with CAUTION. Remember, once you have seen this flag, the track is likely to remain slippery at this place on future laps – even if the flag is no longer displayed.</p>

	The WHITE flag means that there is a SLOW-MOVING or EMERGENCY VEHICLE on the track ahead of you. Treat this flag as a yellow flag. NO PASSING. Reduce speed and proceed with CAUTION.
 	BLUE or BLUE with a YELLOW STRIPE: The flaggers have noticed a faster car behind you. CHECK YOUR REAR VIEW MIRROR. Allow them to pass at the next passing zone by giving the appropriate signal.
	The CHECKERED flag means the END OF THE SESSION. Displayed at the finish line. Finish the lap at cool-down speed, then pull into the pits, giving the pit-in signal. Do not pass after the checkered flag.

12. Run Groups and Advancement Policy

These are Peachstate Region guidelines for skill levels expected in DE Run Groups. These are the levels of accomplishment the Committee look for in promoting a driver to a higher Run Group. It is understood that drivers within each group will be at varying levels of achievement.

Sign offs and promotions can occur in several ways. A student may request a review of their skills from their instructor (or from the Chief Instructor if already signed off in an upper level and requesting to move to a higher group). Alternatively, an instructor can recommend a sign off or promotion, generally after discussion with the driver. The instructor would indicate this on the student evaluation. Upper level promotions require consultation with the chief instructor and a written evaluation by the check-out instructor.

A newly signed off solo student driver will remain in group for that event, using an "S" decal to indicate the sign off, and depending on the circumstances, may or may not be promoted to the next level at the next event. Changes in run groups during an event are generally not possible, but in exceptional circumstances arrangements may be made.

Peachstate policy is that students signed off (for a day or a session) in Group 1 do not automatically progress to Group 2, or cease to require an instructor. Students will be promoted to Group 2 when they meet the criteria and can expect continued instruction in Group 2 as part of Peachstate's instructional program. The goal of Driver's Education is to assist each driver in learning and improving their skill level to the best of their ability. Students can expect to spend 1-2 events in Group 1 with an instructor.

Group 1

- Drives the line consistently and correctly (with no help for one session).
- Drives at an appropriate pace for the group.
- Demonstrates smooth inputs and finesse.
- Makes only the odd minor mistake and self corrects.
- Calm in traffic and passing situations.
- Anticipates the effects of a slower car in front.
- Does not follow too closely when far from a passing zone.
- Neither gives nor accepts late passing signals.
- Gives passing signals promptly without being reminded.
- Passes with good safety margins.
- Exhibits good manners and consideration for other drivers.
- Displays full knowledge of procedures, flags and driving terminology.

Group 2

Drivers in Group 2 are expected to polish their driving skills, increase their confidence and learn more advanced techniques as a pre-requisite to being promoted to Solo or Group 3. The skills described below are not expected in every Group 2 driver, rather only those who are deemed ready for promotion and are in addition to those expected for a Group 1 driver. Promotion to Solo requires a positive recommendation from a Peachstate instructor and approval by the Chief Instructor. Students can expect to spend 2-3 events in Group 2 with an instructor honing their skills.

- Drives the line consistently using the full track.
- Very smooth inputs with emphasis on proper braking.
- Uses Ocular Vision techniques (looking ahead) in most corners.
- Carries reasonable momentum into corners.
- Practices heel and toe braking/downshifting without serious imbalance of the car.

- Demonstrates competent car control and recovery skills as needed.
- Prompt and courteous passing signals.
- Good driving record for two events minimum.
- Calmly deals with faster traffic and close passing situations.
- Demonstrates full compliance with Peachstate Region DE philosophy.

Group 3

Group 3 is frequently characterized by a wide range of skills and experience, as drivers gain seat time and work on advancing skills. These drivers will be working toward improved consistency, use of Vision and the use of momentum. The following are additions to the skills of Groups 1 & 2 which distinguish a competent driver ready for promotion Group 4. A student can expect to spend one active season in this group.

- Has requested continued instruction and demonstrates continuing improvement.
- Drives the line flawlessly and effortlessly.
- Uses Ocular Vision techniques most of the time.
- Very smooth inputs both at medium and higher speeds.
- Uses and can demonstrate trail braking, throttle steer and heel and toe techniques.
- Carries considerable momentum through corners.
- Can safely vary the line in any corner (to avoid debris for example).
- Calmly deals with cars in close proximity.
- Drives at a pace appropriate to the group and approaching the limitations of their car.
- Displays a courteous, respectful attitude, avoiding intimidation and overly aggressive behavior.

Group 4 (Advanced and Instructors)

Promotion to Group 4 requires a positive recommendation from a Peachstate Instructor and approval by the Chief Instructor. Drivers in the Group 4 are expected to be expert in all the driving skills taught by Peachstate. The experienced Group 4 driver should be indistinguishable from the average driver in Group 5. Some Group 4 drivers are in fact Peachstate Instructors. Some drivers will choose to remain in Group 4, perfecting their skills, and others will apply to become instructors.

Group 5 (Expert and Instructors)

There is an established procedure for applying to become a Peachstate Region Instructor, either as a new instructor or as an experienced instructor from another region. The program description, criteria and application form are available from Peachstate's Chief Instructor, and application can be made at any time.

13. Personal Checklist

Please feel free to print copies of this for future use

PACKED	ITEM
	Driver's license
	PCA membership card
	Completed Tech Inspection Form
	Completed Helmet & Insurance form; I.C.E. form completed online
	Maps and Directions to the track and hotel
	Paper towels
	Window cleaner
	Tire pressure gauge
	Duct tape
	A knife
	Car numbers or materials for making them
	Quart of oil
	Funnel
	White shoe polish / sneaker whitener
	Plastic bags
	A tarpaulin or large garbage sacks
	Helmet
	Sun protection: sun screen and a sun hat
	Rain protection
	Folding chair
	Driving clothing
	Non-Driving clothing
	Cooler with drinks and ice
	Food & snacks

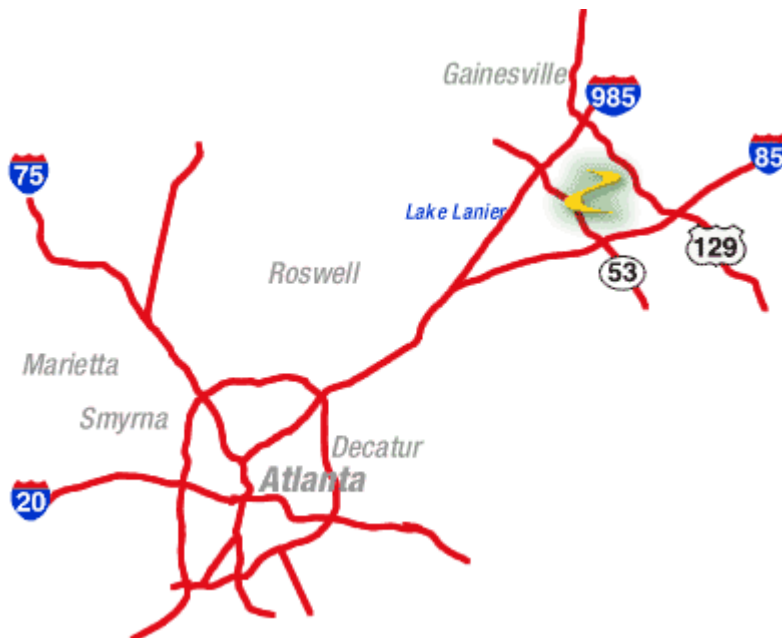
14. Driving Directions and Local Hotels

From I-85

- Take I-85 to Exit 129
- Go West on Highway 53 approximately 5.5 miles
- Road Atlanta is on the left

From I-985

- Take Exit 16 to 53 E
- Drive approximately 6 miles
- Road Atlanta is on the right



Local Hotels

The Inn at Chateau Elan

A four-star resort and conference center located at exit 126 on I-85, 5 miles from Road Atlanta. Reservations: 678-425-0900 or 1-800-233-WINE. www.chateauelan.com

The Holiday Inn Express at Chateau Elan

This 80 room limited-service hotel is across the street from Chateau Elan. Reservations 770-867-8100. http://www.ihotelsgroup.com/h/d/ex/1/en/hotel/bsega?_requestid=521534

Oakwood Area

Country Inn and Suites (770) 535-8080 or (800) 456-4000
www.countryinns.com/oakwoodga

Comfort Inn (770) 287-1000 (When reserving for an event ask for the Porsche Club discount)

Additional hotel information may also be found at [Road Atlanta](#).

Your spouse is not interested in DE? Maybe a stay in the **Mall Of Georgia area** will fit the bill? The hotels are a bit better than in Oakwood and the shopping is close at hand.

Marriott Springhill Suites. 1-888-287-9400 or 678-714-2150 www.marriott.com/ATLBF

Hampton Inn 678/546-1200 www.hampton-inn.com/hi/atl-mallofga

Wingate Inn 678-714-0248 www.wingateinns.com

Country Inn and Suites 770-271-1441 www.countryinns.com/bufordga