

**Metro New York Region
of the
Porsche Club of America**

Driver Education Guide



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1. Introduction

Welcome!

You may be reading this Metro NY PCA Driver Education Guide as a result of a visit to our web site. Or you may have received it in your registration package if you have registered for a Driver Education (often abbreviated as 'DE') event. Either way, 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 do a DE event, please take the time to read this guide. The better prepared you are, the more fun 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 about DE events, such as eligibility of cars and drivers, and so on.

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, from local suppliers of equipment to Internet sites 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 contains a summary of the personal checklist (from Chapter 6) of items you may want to take to the track.

2. What Is Driver Education?

The mission and purpose of the Porsche Club of America Metro New York Region's Driver Education Program is to provide a safe, structured and controlled teaching environment in which participants can learn advanced car control skills. The program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Metro NY Region Driver Education events are not racing, preparation for racing, or a competition of any kind. No times or finishing positions are recorded, and no awards or prizes are received by the participants at Metro NY Region Driver Education events. Any conduct considered by Metro NY Region to be either unsafe or inconsistent with the spirit or purpose of the Metro NY Region Driver Education Program as stated herein will not be permitted. The Metro NY 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.

...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 car control and 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. 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 each 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 Metro NY events that are competitive in nature, such as the Autocross program or the Concours program?

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?

Generally speaking, any hard-top car is eligible for Metro NY DE events as well as soft-top cabriolets with roll over protection. Hard-top cars do not require a roll bar. Performance-oriented SUVs and non-Porsche vehicles are also welcome to participate in our DE events. Soft-top cars without roll bars are not eligible, except for late model 911s that install a factory hard top. The precise requirement is as follows: "All cabriolets and open cars including Boxsters should run with their top up. All drivers in cabriolets and open cars, including Boxsters, must also meet the 'broomstick' rule: the top of the driver's helmet must be below a line drawn from the top of the windshield to the top of the roll bar with the driver sitting in a normal upright position and properly belted in. Alternatively, cabriolets and open cars including Boxsters can run with their top down provided both driver and passenger have arm-restraints.

All late model 911 cabriolets should run with their hard top in place, if available. All targa tops must be installed, unless there is additional roll over protection. Late model cabriolets with pop-up style roll bar protection are considered by PCA to have a roll over protection. However, some track facilities require the pop-up protection to be in the deployed position in order to qualify as roll-over protection. If you have one of these cars, please check with the event registrar when you register.

Am I Eligible?

If you are 18 years of age or older, have a current valid driver's license 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 Metro NY web site where you may also download an application form. Also FYI, PCA membership allows you to include a family member or friend to be a co-member at no extra cost. Metro NY PCA also allows a limited number of approved non-PCA members to participate in the DE program.

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 gears. Come along and give it a try. Many consider the Porsche PDK transmission superior to a 3-pedal manual for track use.

Will A DE Event Harm My Porsche?

Porsche has 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 at a DE event. Cars used for DE are often better maintained than street-driven cars with owners ensuring they are in tip-top mechanical condition. The mandatory pre-event technical inspection at a PCA Region-approved site checks that the car is in 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 clear bra and/or racer's tape can all but eliminate any risk of cosmetic damage.

Is My Car Insurance Valid On The Track?

The short answer is 'maybe/maybe 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 driver education events. In the past, most policies excluded competitive events (such as 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 learn if there is 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. 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!

Or you may wish to talk to your agent about it but if you do so, make sure to get the answer in writing from the head-office underwriter. Be sure to understand and explain that DE isn’t racing; it is a non-competitive event with no prizes; no placings; etc., etc. Also realize that answers from agents may be wrong, particularly verbal answers! Don’t assume that insurance companies know anything about DE.

Another option is to get additional insurance coverage specifically for DE events. See the ‘Resources’ section at the end of this guide for information on this option.

Do I Have To Make Any Modifications To The Car?

The short answer is “No”. Your car can be completely stock. It should be in good mechanical shape but no modifications are required. If you plan to participate in a lot of DE events, you may want to add various other safety enhancements. If you are thinking of installing harnesses, please read Chapter 9 for information about PCA rules for such modifications. A track-alignment is preparation rather than modification which you may want to consider, especially if you have a faster Porsche (like a GT car). This could be discussed with your approved tech inspection site.

Do I need a Helmet?

All participants at a DE event must wear a helmet while on track. We have ‘loaner’ helmets available for all students, so you do not need to purchase a helmet to attend a DE event. If you decide you enjoy DE events and plan to attend regularly, you should consider purchasing your own helmet. See Chapter 5 for more detail about helmets.

I’m A Beginner. Can I attend a regular Metro DE event?

Yes. Beginners are welcome at all Metro NY DE events with the exception of an Advanced-only (solo) day.

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 car control and performance driving concepts, safety and flag meanings, etc.

An instructor is assigned to all beginners in the student run groups for the day (or event) and they will provide both verbal feedback as well as a write-up in your online log book at the end of the day, noting your progress. In the Yellow run group for more advanced beginners, all students will have instructors until they are deemed ready to solo. **The** online logbook for each driver is contained in ClubRegistration.net, the Web site we use to register and organize DE’s. You will be able to see your instructor’s evaluation of you after each DE, and also all of your evaluations for a 24 month period. You can also use the same system to evaluate your instructors, which we encourage.

What are Run Groups?

The DE Chair, the DE Registrar and the Chief Instructor work together to assign drivers to a run group based on your track driving experience. You will wear a colored wristband that indicates your assigned run group.

The run groups are defined as follows:

Run Group	Description	Instructed
Green	Beginner driver with little or no track driving experience.	Yes
Yellow	Beginner driver with some performance driving experience, still learning basic techniques.	Yes
Blue	Drivers with sufficient experience to run solo.	Optional
White	Intermediate driver; Drives solo	Optional
Black	Advanced drivers and Instructors	Optional
Red	Instructors	Optional

As a beginner, you start in the Green run group, and move to a higher run group as your skills improve. There is no pre-defined schedule for how long it takes to progress to the next run group. That depends purely on your abilities and the amount of time you practice.

What Happens If It's Raining?

The DE event is run rain or shine, although if conditions are extremely poor, the DE Committee may be required to cancel or shorten some run sessions. Of course, when it is wet you will be driving somewhat slower as your tire grip will be reduced.

Can both my spouse/friend/etc.and I drive at a DE event?

In general, the answer is 'Yes'. However, you should check in advance with the DE Registrar who may need to make arrangements so that you won't both be scheduled to be on the track at the same time. Also, read Chapter 4 for more information about registering with a co-driver.

Can Family Members Or Friends Ride With Me?

No. Only instructors can take a person out on track in the same car. As well, only registered drivers in the event are permitted on the track. So, you won't be able to go out in your car on track with your spouse or with friends. Once you have progressed out of the beginner's group, why not consider sharing your car with your spouse or friend so you both can experience Driver Ed events?

4. DE Event Administration

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

Registering For A Metro NY DE Event

The event schedule may be found in the Driver Education section on the Metro NY PCA Web page <http://www.metronypca.org>. From the front page, click on the “DE (Track)” link. All details are also published in the Metro NY region magazine, *The Porsche Post*, each month.

To register for a Metro NY DE event please go to this website: <https://www.clubregistration.net/>

If you don't already have a user account on that web site, you'll need to create one (no cost) in order to register for events. If you have used the site before, please remember to update your user profile with your most current information (i.e., car info, contact info, etc.).

Once you are logged in, you can search for our events by first clicking on the “Search for Events” label on the red bar. Then you click on the pull-down menu next to the word “Club” and select “Metro NY PCA” from the list and then click the “Search...” button.

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

Once your registration has been accepted, you will receive an email confirming the event(s). Those without an email address will receive a printed letter. If you haven't received a confirmation within 7 days of the start of the event, call the DE Registrar and leave a message.

The DE Contact Info

The DE Registrar may be contacted by phone (516-801-1331 – voice only but please leave a message) or by email (MetroNYPCADE@gmail.com). You may call and leave a question at any time. Calls will be returned as promptly as possible.

Last Minute Registration

Events close a week prior to the event (the exact date is given in the event schedule). If you want to register after this date, contact the DE Registrar. The DE Registrar will do everything possible to accommodate you, space permitting. It is best to avoid last-minute registration as DE events do fill up and there is always a limit on the number of cars.

Event Organization

The facility at a typical DE event opens at around 6:30AM. On-site registration and mandatory trackside tech inspection are usually open around 7:30AM or 7:45AM. A drivers meeting at approximately 8:00AM is followed by the first run group getting on the track around 8:30AM. All these times are approximate. Check the event schedule for exact start and stop times. Since Metro NY DE events now have professional flag marshals (also known as ‘flaggers’), we usually stop for an hour at lunch and continue until approximately 5:00PM. Again, all these times are approximate and will vary from facility to facility.

All DE entrants are divided into “Run Groups” according to experience and ability. The Red group is for instructors. Black is for advanced drivers (some instructors may be in Black). White is for intermediate drivers. Blue group is

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for drivers who have recently been signed off to run solo for the first time. Yellow is for advanced beginner students and Green is for beginners. Instructors are always assigned to drivers in Green and Yellow groups. Each run group gets 20 to 30 minute sessions on the track, and typically 4 to 6 sessions on track per day. When you check-in at registration at the track, you will be given a run group schedule. Keep it handy so you know when you are due to drive. There may, or may not, be announcements during the day reminding you of the schedule, so pay attention to the time and the schedule. Metro NY PCA sometimes innovates with run group schedules to maximize track time for all. At some multi-day events the schedule is not identical each day. It is important to pay attention to the schedule.

5. Mandatory Safety Equipment

The following two sections cover the mandatory safety equipment.

Helmet

A helmet is a mandatory safety item for DE events and all helmets must carry the Snell Foundation's certification. We have loaner helmets available for beginners. Helmet safety standards are updated every 5 years. The current standard for car helmets is SA2020, for motorcycle helmets M2020 and for go-karting helmets K2020. Use of motorcycle and karting helmets is *strongly* discouraged at DE and may not be allowed at some tracks and by some PCA regions. Full-face helmets are advised and preferred. At some tracks open-face helmets are not allowed in any car that isn't using factory stock restraint equipment including fully-functional airbags. SA type helmets are preferred and, again may be required by some PCA regions. As of 2022, helmets must meet the SA2015 standard, or higher. Read about these standards at the Snell Foundation Web site: <http://www.smf.org/>

Be fully aware of all the helmet requirements of all PCA regions and track organizations with which you may choose to run before you purchase a new helmet. It is recommended that you do not purchase a pre-owned helmet. If the helmet has been dropped it may be ineffective, despite appearing intact.

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 very 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, some have effective ventilation and others do not, some have integrated communications devices (headphones and mic), etc.

Modern helmets can be a little claustrophobia-inducing 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 the LIE.)

At our DE events, Metro NY has "loaner" helmets for use by beginning entrants who have not yet purchased their own helmet. Please check with the DE Registrar to be sure they will be available at the event you plan to attend.

6. Pre-Event Preparation

So, you've registered for one or maybe several DE events. Congratulations for taking the plunge! Now read about other topics and items that will aid your preparation.

Accommodation

Once you have registered your event(s), don't forget to make your hotel accommodations. Depending on where you live, some events may require you to travel on the day or evening prior to the event. If you are attending a multi-day event, you will probably need to stay overnight near the track. Consider staying overnight on the last day of the event. You will likely be tired after a full day of driving and, depending on where you live, may want to consider leaving refreshed, the next morning.

See the DE section of the web site for a link to the Travel page. Metro NY PCA generally negotiates group rates at hotels close to the various tracks and these are listed on the page. Don't forget to tell the reservations agent that you are with the Metro NY Porsche Club. (If they can't find the group rate, try 'Metro NY PCA' or some other combination!) There are plenty of alternative hotels near most tracks (the web site has links to full listings) as well.

Spectators

Spectators are welcome at Metro NY DE events. If you want to bring along a spouse or a friend, please feel free to do so. Some tracks are more 'spectator friendly' than others; Lime Rock Park is particularly picturesque and the whole track is easily accessible on foot. Other tracks, however, comprise large areas of asphalt with not much in the way of distractions for spectators (Pocono springs to mind). All non-driving visitors should accompany you to the registration table on the first morning you will be at the DE. We require all visitors to sign a PCA waiver of liability once they arrive in the paddock area and track management will typically require each person entering the track premises to sign their own waiver of liability at the track entrance. If any minors will be accompanying you to the track, at least one legal guardian must be present to sign a waiver of liability to cover the minor. Visitors will be issued wristbands identifying that they have the right to be present.

Technical Inspection

Your car must go through a Technical Inspection ('Tech') before each and every DE event and the current Metro NY Tech form must be signed by the inspection site. The inspection must be performed at a PCA-approved tech site; either a Metro NY PCA region tech site or a tech site from your local PCA region if you are not near the Metro New York area. This is an important part of your DE event preparation. You must bring the completed Tech Inspection form with you to each event.

A list of approved Tech locations may be found in each copy of the Porsche Post or in the 'Tech sites' link from the DE section of the website. The website also has the Tech Inspection form that you need to complete. Print the form, fill-in the top section, and present it with your car at the inspection station. Each event requires a separate Tech Inspection form and the car must be inspected no more than 30 days prior to the event. You must sign the "Driver" section at the bottom of your completed tech form before handing it to the trackside tech inspectors. If you are in any doubt about who may tech your car, email/call the DE Registrar.

Note that you cannot do the inspection checks yourself and you cannot sign the "inspector" line of the tech form yourself unless you are an approved tech site. As noted above, Metro NY requires that you get your car inspected at a PCA-region approved location; that includes sites approved by other PCA regions. If in doubt, contact the MNY DE registrar.

You can save yourself some stress by arranging your tech inspection in advance of the DE event, 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.

Getting To The Track

Look at the 'Track Info' link on the Web site for driving instructions for getting to the tracks. Sometimes the track entrance for cars is at a none-too-obvious location! 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 tracks. 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 set-up speed traps near local tracks!

Car Number

When you register for your first Metro NY DE event, you are assigned a car number for the event. This number is in your confirmation letter/email. This number is permanently assigned to you for all subsequent Metro NY DE events you enter. You may request a particular number on your application but don't assume you will be assigned it until you have your confirmation for the event. Also note, that one- and two-digit numbers are not available. Metro NY PCA reserves numbers for 18-months after their last use, so you may also find that three- and four-digit numbers are not available whether or not the "owner" of a number will be at the same DE event as you. Numbers need to be on both sides of the car in contrasting color to the car color. As of 2022 a number is also required on the rear of the car, placed so as to be easily legible to drivers following you, but not so as to obstruct your outward vision. All numbers must be at least 4" high (taller is preferred).

What Do I Need To Bring To The Event?

A summary of this list is given in Chapter 12. You may want to print it as a checklist. Some of these items are clearly suggestions.

- Valid current driver's license (and PCA membership card if you have one)
- *Completed current MNY DE Tech Inspection Form*
- *Helmet (loaner helmets are available for beginners by prior arrangement)*
- *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 or masking tape – for covering headlights & protecting them from chips, as well as for making side and rear car numbers if you need to (penknife or similar to cut the tape)*
- *A quart of oil and a funnel. (A rolled paper plate can be used as a standby funnel)*
- *White shoe polish or tire chalk for checking tire rollover*
- *Containers for storing the contents of glove compartment, door pockets etc.*
- *A tarpaulin, ground sheet or large garbage bag for placing your belongings on and to cover them if it rains. Also useful on wet days for keeping mud off everything.*
- *Sun protection such as a wide-brimmed sun-hat, sunscreen and an umbrella for shade (not red or yellow)*
- *Insect repellent. At some tracks you may be glad you brought it with you!*
- *Rain protection such as a poncho or waterproof outer clothing. An umbrella (not red or yellow). Thundershowers can occur in the middle of summer. Pack your rain protection even on hot days just in case you are on flagging duty when that shower arrives.*
- *A folding chair – you will be glad to have somewhere to sit down between runs.*

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- Appropriate clothing: Read the section on Page 17. 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 multi-day event be careful.
- Food & snacks. Most tracks have a food concession open for at least part of the day but *don't* rely on it.

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 bottle of brake fluid, a draining bottle, a wrench with which to bleed brakes, and spare brake pads
- Air tank or small compressor
- A small selection of basic tools
- Spare accessory/fan belts
- Spare plugs and coils
- Tow hook / strap

7. At Last.....

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

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 6:30AM and that is a good time to be there.

At the entrance to the track, the track facility will need you and any accompanying spectators to sign a waiver. An insurance waiver is presented for your name(s) and signature(s). If family or friends will be turning up later in the day, please check if the track needs their names in advance on a guest list.

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. Early birds may find a covered or shaded space at some tracks and Metro has covered garage spaces available for rent at some tracks such as Watkins Glen. Please do not park in front of any garage you have not rented.

Registration

Go to the Registration desk. You may need to ask where it is, usually in or near the classroom or garage area. There you will:

- Sign the PCA insurance waiver even though you will have signed it online
- Receive the run group schedule for the day, a track map and list of your fellow DE drivers
- Receive a colored wristband according to your run group. Wear it on your LEFT wrist unless you have a right-hand drive car. It is waterproof and should be left on overnight for the second day, if you are attending a multi-day event.

Preparation for Trackside Tech

Return 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 E-ZPass, radar detector, seat covers and any other loose items. Double check under the seats! If you have detachable floor mats, they must be removed from the driver's foot-well area.

You may optionally use your duct or painter's 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 PPF (paint protection film also known as clearbra) on the front of your car for debris protection when on the street. Even the best PPF may be pierced by track debris, so you may want to add still more protection.

Car Number



Place your pre-made numbers on both sides and the rear of the car or use tape to form your assigned number. Make sure the numbers are as large as possible (at least 4 inches high and preferably somewhat larger) so flag marshals can easily identify your car. Your numbers must be clearly legible from a distance.

Car numbers must be displayed in three locations: on the left & right side – either on the body panels or the rear side windows, and on the rear of the car so as to be clearly visible without obstructing outward vision. The

numbers must be in a contrasting color to the glass tint or the body panels.

Trackside Safety Inspection – “Tech”

Place your signed and completed pre-event Tech Inspection 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 “Metroliners” – 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 etc. You will probably be asked to use the brake pedal so they can check your brake lights and to ‘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 trackside inspection. Return to your parking place and check that your engine lid and trunk are locked closed.

If you are attending a multi-day event you will need to present your car to trackside inspection each day. Don’t forget follow-up tech inspection on the subsequent days. Metro NY PCA performs mandatory trackside tech for each day of a DE.

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 Metro DE events, instructors and students are paired prior to the event. Instructors are given your details and they will come and find you in the paddock area. Depending on their workload (some instructors may have two students) your instructor will find you, either prior to the first session, or if not, at staging for your run group. Ideally, your instructor will have contacted you by phone or email a few days before the DE, But this is not always possible.

Classroom Sessions

Metro NY DE events include mandatory classroom sessions for all participants; these are vital for beginner-level attendees and attendance is taken. The schedule you receive at registration will specify the time and place of these sessions. Again, being on time is strongly suggested.

Online Evaluations

The Metro NY club no longer uses paper student logbooks, having transitioned to online evaluations in 2021. The online evaluations are contained in www.ClubRegistration.net which is the web site you used to register for the DE. Your online evaluations can be reached from the “Details” section of each DE you attend for a running 24-month period. You will also be able to evaluate your instructors using the same link, using a similar form. We encourage you to carefully review your instructor’s written evaluation of you following each DE; it should agree

with what you were told by them at the track and will be used by your future instructors and the Chief Instructor (CI) to monitor your progress. If your instructor does not complete your evaluation within a few days of the DE, please contact the DE Registrar. We encourage you to honestly evaluate your instructor.

Preparation For Driving

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

Clothing

You have, of course, read the pre-event preparation section so will have brought the correct clothing. Metro NY requires that you must wear long pants made of natural fiber. Short-sleeve shirts are acceptable, but tank-tops are prohibited. Shoes must be close-toed and 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 or boots are not recommended. You 'communicate' with your car through the seat of your pants, your hands, and the soles of your feet. You'll get feedback from your Porsche more easily if your feet are not isolated 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 Metro events, apply your sun protection early in the day, before you get sunburned. 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 liquids, 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 recline the seatback too much. The correct seating position for performance driving 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 preferred to sit a little further forward and more upright, and perhaps a little lower than you may do for street driving. 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. Try following the recommendations below.

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 about 60 to 90 degrees at your elbow when your hands are placed on the steering wheel at the three o'clock and nine o'clock positions. This bend in your arms, even when being fully outstretched during cornering, helps prevent the arms from getting tired through overextension. This 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 must be all the way down; the passenger's side window can be either all the way up (if no passenger is present) or all the way down (if a passenger is present), but never partially open. Sunroofs and moonroofs must be fully closed and secured. Targa tops must be secured in place on the car.

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 at all tracks – 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. At the drivers meeting, there will have been instructions on how and where to stage. Prepare for your run beforehand to ensure you are in the staging area 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.

Communicators

Your instructor will be equipped with a two-way helmet 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, gently remove the communicator by grasping the earpiece. Do not pull the connecting wire - they do not last long if you do. If your helmet has integrated communications, you will need to bring the correct wire to use with your instructor's system; they may not have the correct wire for your helmet.

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..."

A smart way of approaching a Driver Ed event in your first season(s) 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 at lower speeds will help you get a sense of the subtle relationship between driver inputs and the way the car reacts. It's a slow process. You've got to accept the fact that the faster drivers are faster because they've been doing it longer.

Hopefully, you'll soon realize that you're just starting out and there's going to be a long and fun road before you. Chances are you will learn that the most experienced and best drivers also left their egos in the paddock.

On The Track

It's quite simple really: Remember "Asphalt - good, Grass – bad." Seriously though, remember the aims of DE events (learning about your Porsche and yourself, and having fun), listen to and obey your instructor and enjoy yourself. Start by just trying to memorize the turn numbers, the flag station locations and the vocabulary used by your instructor. In each subsequent session, build on this foundation by adding in passing zones, braking, turn-in and apex points, etc.

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 at the end of this document. If you have the opportunity, you are recommended to read some of these.

Flag Signals

Understanding the flags and knowing what action to take when you see one is vital. Please take a few minutes 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 straight-aways. Higher run groups are permitted to pass in additional areas. At the drivers meeting you will be informed where the passing zones are at each facility and the track map available at registration will clearly show the passing zones for each run group.

Passing 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. Clear communication between the drivers in both cars is critical to executing a safe pass. The passing signals are as follows:

"Overtake me on the left" – point your left arm straight out of the window. You stay on the driving line (right-side of track).



"Overtake me on the right" – point your left arm over the roof of the car. You stay on the driving line (left-side of track).



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 passing 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 straightaway. If you choose not to pass, it is ideal to "wave it off" using your right hand, inside the car.

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. Remain aware of the track, cars in front of and behind you, the flag marshals, etc. Approaching the entrance area to pit lane, clench your fist and hold your left arm straight up, out of the driver's window to indicate you are entering pit lane. Use this signal if you need to pit-in during a run as well so cars behind you know your intention to pit in.

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 pads and fluid in the calipers. When you stop and switch off the engine, leave the car in gear to prevent it moving and **do not rest your foot on the brake pedal**. Do not engage the parking brake. Your instructor will often want to sit with you for a couple of minutes to debrief your session.

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.
- Tire pressure - Check tire pressure before each session. Tires typically increase more than 5 PSI during track sessions so if your tires have increased pressure this is normal. Check with your instructor if they think you should bleed off the increased pressure to bring your hot tires back towards their normal cold pressure.
- 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 pressure 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 an indication on the dashboard that there is a coolant problem, you should end your session early, let things cool down and make an assessment (perhaps with help from instructors or event organizers) if it is safe for you to continue to drive at the event.
- Fuel level – As a beginner, a full tank in the morning will generally get you through the day but you'll be surprised at how quickly you can go through gas. (A Porsche that gets 20mpg on the highway may get as little as 5mpg on track with an experienced track driver.) Check at lunch time and if you're not sure whether you have enough to make it through the next sessions, get more gas. You don't want to take up everybody's track time getting towed off the track.
- 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, even if your car has one, you should learn to examine the brake pads yourself. Ask someone to help – they'll be only too willing to show you how. If ever the brake pedal starts to feel soft or spongy while driving, tell your instructor and come into the pits immediately, and carefully. 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.

Your condition

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

Work Assignment

Metro uses professional flaggers at all our DE events so mandatory work assignments are not used.

In the interest of completeness and on the very off-chance that professional flaggers are not available for a particular event, a description of each work assignment follows:

Staging – helps to marshal the cars in staging and checking them for safety items: There are several items to check and there may be a fellow worker to divide the tasks with:

- Check each car to ensure the numbers are readable.
- Check that the car has a tech inspection sticker on the windshield.
- Check that the front and rear hood covers are closed.
- Check that the driver's side window is completely down and that the passenger window is either fully up or fully down depending on whether there is a passenger. You may always drive on track with both the

windows down. Some cars may have a window net. If so, the net should not be interfering with the driver making overtaking signals.

- Check that the driver is wearing their helmet and seat belt correctly.
- Check that the driver and passenger have a wristband for the appropriate run group.

If there are two people in the car or if the driver has a Yellow or Green wristband then there must be an accompanying Instructor (Red wristband).

Pit Out – where the cars move from the staging line(s) out on to the track. You will signal the cars to enter the track. You will need to time the signaling so that entering cars do not interfere with any cars already on the track and approaching at high speed.

Flag Station - an assignment to a flag station is a vitally important, safety-related task and needs to be approached with care and responsibility. It is not an opportunity to catch up with social media, make a few phone calls, answer a text message, chat with a friend, etc. Understanding the meaning of the flags and using them correctly is vital for a safe event. When on the track, a driver expects and relies on timely information from you - the flag marshal. Chapter 11 contains descriptions of each of the flags you're likely to use.

A flag station worker is issued a radio for communication with track control. If professional flaggers are not in use at an event, you will be given general procedures to follow while at a flag station and directions about how to properly use the radio.

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 people have been known to get dizzy from heat exhaustion.

- Apply sunscreen liberally.
- 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.

In fact, feeling thirsty is not the best indicator because by the time you experience thirst, the body is already dehydrated. 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 into pit lane and let someone know: Dizziness, Headache, Heavy sweating, Muscle cramps, Nausea, Weakness.

DE events are also held in early Spring and late Fall, so you should be prepared for cold weather. It can always rain at a DE – bring suitable ponchos, umbrellas, etc.

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 to 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 since the 996 and 987 Boxster utilize steel lug bolts, and of course some 997 and later models use center-locks, it's still advisable to allow the wheels to cool somewhat before attempting to remove them while very hot.

Also on newer cars equipped with center-lock wheels, we may ask that you remove the dust covers before bringing your car to track-side tech inspection each morning. That way, we can visually inspect the mechanism to see that the locking ring is fully engaged. You should be doing this yourself in any case: you don't want an unsecured center-lock.

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* 4 inches high, and highly legible from a distance. 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 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.

Data Recording Devices

The popularity of track data recording has increased enormously in recent years. The equipment includes systems from Garmin (Catalyst), RaceLogic (VBox), and AIM (SmartyCam) and video recording is generally part of the package. Some Porsche cars even have integrated data recording, with video, using a Porsche mobile app. Data is a valuable tool to use once you have learned the basics of safe track driving, and how to interpret the data. Of paramount importance is that the data devices not distract the driver, and that they are correctly mounted. This means that they should be “hard mounted” to the car so they are secure and safe in the event of unexpected motion, and/or that a RAM-type mount is employed if attached to the inside of front or rear glass. A secondary tether should also be employed. Your car may fail trackside tech inspection, or an instructor or coach may opt not to ride with you, if such devices are not properly secured in the car.

9. Safety and Performance Modifications

The following topics are not a concern for the novice or beginner driver. Once you have a season or two of 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 together because current thinking considers them all as part of a single safety system. 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 bunch of 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 (4 point harness are not safe and are no longer permitted). If installing a harness, ensure you install it for the passenger too. Most regions require the same restraint system for both occupants. After all, if it's good enough for you, it should be good enough for your instructor. Nowadays, harnesses may not be used without seats specifically designed to deal with them – see below.

National PCA requires that all cars equipped with a 5, 6, or 7 point safety harness must have appropriate seats. You may not use a 5 or 6 point harness with stock factory seats unless the factory seat contains routing holes that help position the harness. A seat specially designed for harnesses must be installed if you do not use your stock seat belts. These generally 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. Porsche now makes as a factory option, a sport seat that has the correct routing holes for use with a harness. 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. Please note that with 5, 6, and 7 point harnesses a head and neck restraint is required on track.

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. 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 for DE events. Without prior track experience, you won't be using any tires to their performance limits. Indeed, modern, high-performance street tires are probably better than dedicated racing tires from a decade ago. Learning the feel of your car on 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 high-performance street tires will give you very good performance on the track in dry and wet conditions and will allow driving to and from the event without worry.

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 or 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 wheels and mount dedicated track tires (R-compound) on the second set. As you attend more DE events, ask plenty of questions and make your own decisions.

As noted earlier in the guide, a track alignment is worth considering even quite early in one's DE hobby, especially with a faster car such as the Porsche GT models. A track alignment is something to explore for the track even before moving beyond street tires. If moving to dedicated track tires, a track alignment and corner-weighting are essential.

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 and as your speed increases, you may find that you want to try a pad more suited to performance driving. However, the brakes on late models since the 996 and 987 are generally adequate for your first seasons 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 squeal on the street and 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. Most of the heat is dissipated by the airflow over the brake 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 over time (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 (212 °F). If the heat transferred to the fluid causes it or any water in the fluid to boil, vapor 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 often and use a high-quality, high boiling-point, brake fluid. Metro requires that your car get a complete brake fluid flush (replacement) at least every year.

Driving Shoes

Purpose designed and made for performance driving, and they may be worn around the paddock; these 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. Avoid black gloves as they can be hard to see.

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. 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 Restraint device

You may see some drivers wearing an odd shaped contraption attached to their helmets and extending down over their shoulders. This is a head and neck restraint 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. However, the use of such a device often requires the installation of other safety devices such as seats and harness for it to function properly so please do your research before buying. Only a Hybrid-HANS device is certified for use with a factory-stock three-point seat belt as of this time (2022). If you are using 5, 6, or 7 point harnesses, you ***must*** use a head and neck restraint.

10. Resources

Where local resources are available these are mentioned. Remember, your monthly copy of *The Porsche Post* contains useful advertisements and articles.

Car Numbers

A local sign shop may be able to help you. “Solotime” also offers a wide selection of car number solutions at reasonable prices (see advertisement in Panorama) as well as other online businesses.

Helmets

For helmets and other driving apparel and accessories, try Stable Energies at 973-773-3177, where you can make an appointment and try on a wide variety of safety equipment including helmets. There are many online resources as well, but there is nothing like correct fitment allowed by trying things on.

Internet

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

www.metronypca.org - Your own club Web site. Check it periodically for updates

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

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

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 (www.speedsecrets.com)

DE Insurance Resources

<https://www.opentrack.com>

<https://www.ontrack.com>

<https://www.hagerty.com/insurance/track-day-insurance>

<https://locktonmotorsports.com/product/hpde-insurance>

<http://www.wsibinsurance.com>

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 use your imagination



A RED flag is an indication of a serious problem on the track and that the run group is ended. Pull off the line to the side of the track and STOP immediately in a safe manner within sight of a flag station. Remain in your car and await instructions from a flag marshal. Remember to check your rearview mirror before braking to a stop; Someone behind you may not have seen the flag!



A BLACK flag is a signal to PULL INTO THE PITS. If the flag is furled and pointed at you, there is something wrong with your car or your driving. If the full flag is being shown to all cars, the run group is being cut short. In either case, pull into the pits, giving the pit-in signal.



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. NO PASSING. Someone could have spun, there could be an animal on the track etc. CAUTION.



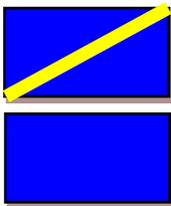
WAVING YELLOW: There is a problem in the immediate vicinity. Proceed with **EXTREME CAUTION. NO PASSING.**



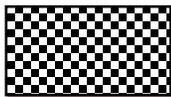
YELLOW with RED STRIPES indicate a SLIPPERY or HAZARDOUS track. There is something on the track causing a slippery condition. It may be oil, water, debris, dirt etc. on the track. Drive with added CAUTION. Remember, once you have seen this flag, the track is likely to remain slippery at this place on future laps – even if the flag is no longer displayed.



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 Control Stations (which are not necessarily at the finish line). Finish the lap at cool-down speed, maintaining full concentration and driving the correct line, then pull into the pits, giving the pit-in signal. Do not pass, or give a passing signal after seeing the Checked Flag.

12. 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
	Helmet
	Maps and Directions to the track and hotel
	Paper towels
	Window cleaner
	Tire pressure gauge
	Duct / painter's tape
	Car numbers or materials for making them
	Quart of oil
	Funnel
	White shoe polish / sneaker whitener
	Plastic bags; A tarpaulin or large garbage sacks
	Sun protection: sun screen and a sun hat
	Insect repellent
	Rain protection
	Folding chair
	Driving clothing
	Non-Driving clothing
	Cooler with drinks and ice
	Food & snacks
	A pocket knife