

Porsche Club Novice Driver Classroom Session One



DE Concept - 09 color

Welcome to Porsche Club of America Driver's education

It's my first day at a Driver's Education Event



- **What Can I Expect?**
- **Apprehension-it is normal**
- **The key is to relax.**
- You are here to
 - **Be Safe**
 - **Have Fun**
 - **Learn**
- **Preview of today**
 - Basic Principles and Procedures of the student/instructor relationship
 - To start, instructor will drive your car for a few laps.
 - Show you where the track “goes”
 - Student will then drive, and instructor will “talk” you around the track.
 - ***Our number one goal: Have a safe and fun track experience !***

Preparation



- Make sure your car is empty of loose articles
 - Check interior, trunk, glove box, console, etc
- Torque your wheels and set the correct tire pressures
 - Recommended tire pressures listed on door jamb/glove box.
 - Check mirrors adjusted and correct seat position
 - Windows down
- Hand position on the steering wheel
 - 9 and 3
 - Most people move their seat forward a bit.
 - One hand draped over the top of the wheel and the other resting on shift knob is a no no!



Driving Basics



- **Shifting Gears**
- Minimal Gear Changing initially
 - We will drive at “instructional” speed
 - One or two mid range gears are all that is necessary
 - There are many high horsepower cars out there, there should be no need for fourth or higher gears at this stage.



- **Emphasize Smoothness**
 - Gentle hands and feet
 - No aggressive inputs
 - Possible loss of control from harsh or exaggerated actions.

Leave the Ego at home

- This is **NOT** racing

- Demonstrate self control
- Driving on the track can be very “stimulating”
- Listen to your instructor
- Ask questions

The Four C's

- **Corner Stations and Flags**

- Explain corner workers and different flags.

- **Cones**

- Reference points for:

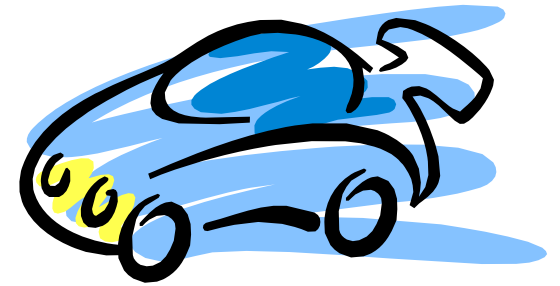
- Braking
 - Turn In
 - Apex
 - Track out
 - These terms will be discussed further in session two.

- **Cars**

- Awareness, courtesy
 - Passing Protocol, Mirrors

- **Correct Line**

- Connect the dots (Cones) for now
 - Correct line (Discussed further in lesson two)

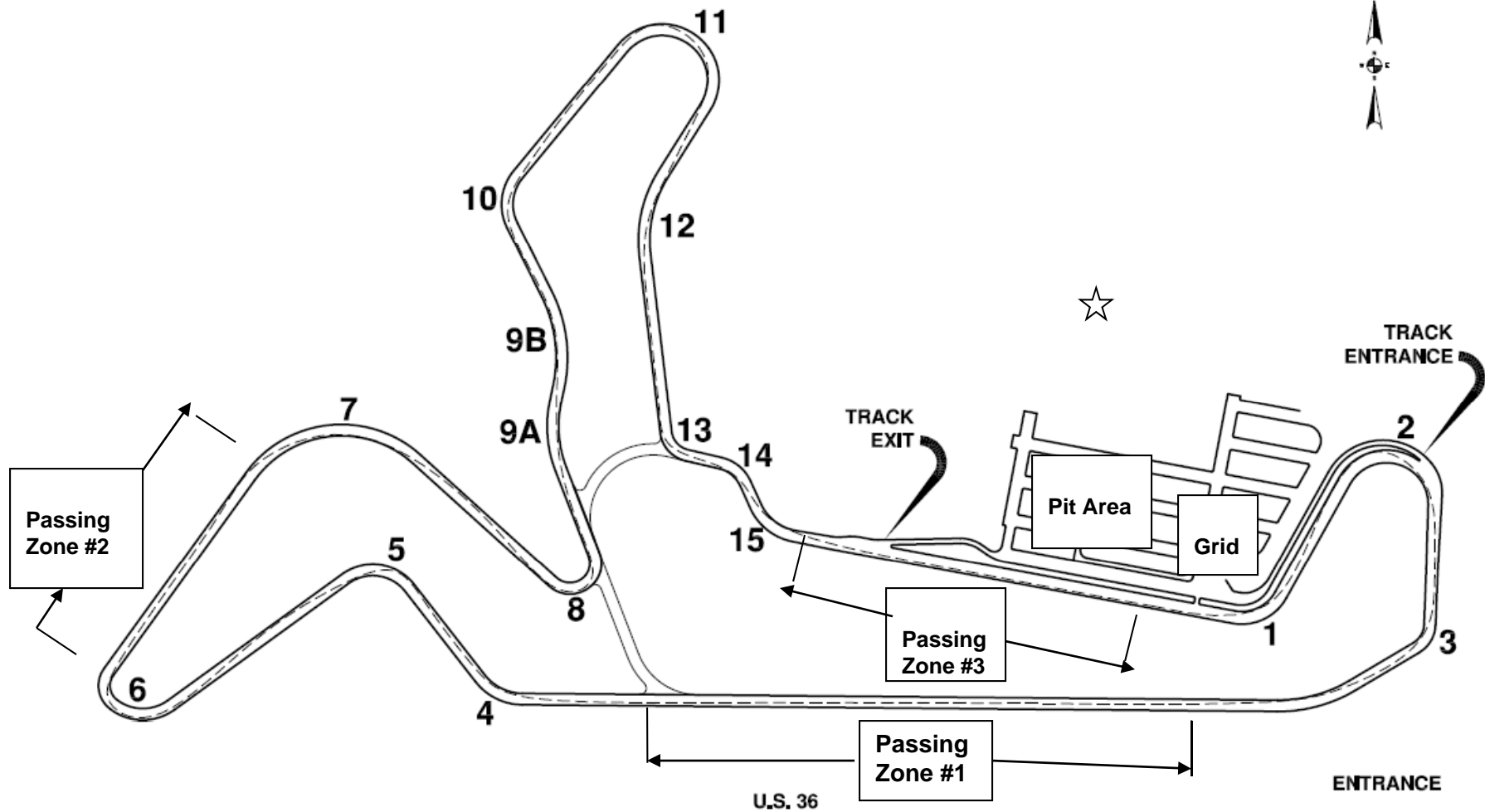


Procedures Review



- **The Grid**
 - Where we line up to start
 - Finding the Grid
 - Keep your speed down in Paddock and Grid!
- **The “Hot Track”**
 - Entry and exit to the track
 - Green Flag/Checkered Flag
 - Cool Down Lap
 - Instructor Review
 - Cool you and the car down!
- **Passing Procedures**
 - Where are the passing zones?
 - Responsibilities of lead car and passing car
 - Hand signals
 - Lead car slows down

High Plains Raceway
Blue and Green Groups
Passing Zones for RMR-PCA
Driver Education Events - 2011



Flag Review



- **Try to notice the corner worker stations**
 - **Keep an eye out for the different flags used at the event**
 - Green Start
 - Yellow Caution
 - Red Emergency on track
 - Black Something wrong with car –or you!
 - » Open flag-come into the pits
 - » Furled flag pointed at your car- There is a problem with your driving, adjust as necessary
 - Checker Session finished, commence cool down lap
 - White Slow moving vehicle is on track



End of Session One
Have Fun!

Porsche Club Novice Driver Classroom Session Two



DE Concept - 09 color

Welcome to Porsche Club of America Driver's education

Let's Get Technical

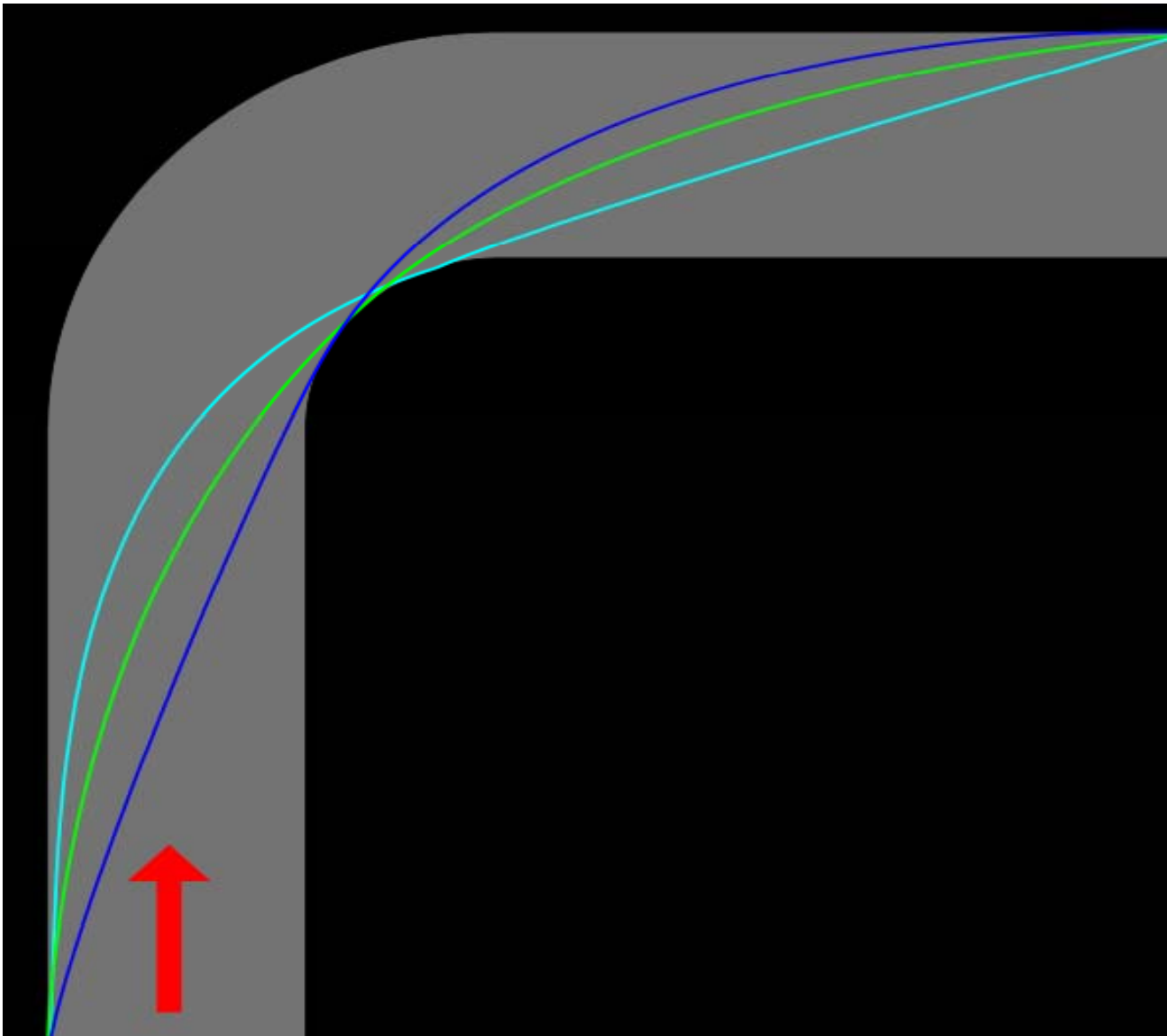


- What is the “Line” ?
 - The quickest route around the track
 - Not necessarily the shortest.
 - Minimum time in the corner, maximum overall speed
 - Look at the track map to examine the line corner by corner

More technicalities



- What in the world is an Apex?
 - Sometimes known as the “clipping point”
 - Often, but not always, the geometric center of the turn
 - Hitting the apex correctly lets vehicle take straightest line and maintain highest speed throughout the corner.
 - The innermost edge of the turn
- Types of Apex
 - Early apex
 - Middle (neutral) apex
 - Late apex
 - Each has advantages and disadvantages



Apexes

Dark Blue- Early

Green - Medium/Neutral

Light Blue- Late

Braking and Turning



- **Braking Points**
 - Some with numbers (usually distance to start of turn), some have cones, some have nothing at all
- **Turn In**
 - Where a turn is initiated
- **Track Out**
 - Where a turn is completed
- **Practice, Practice, Practice!**
 - Pick two or three corners to concentrate on per session.

More Technicalities



- The Classic Track Driving Method
- Approaching a turn
 - **Brake in a straight line-** (Threshold braking discussion if appropriate)
 - **Downshift as required-** Heel/Toe if you know the technique
 - **Release the Brakes-**(Trail Braking discussion if appropriate)
 - **Turn into the corner-** late apex is usually safest
 - **Return to the throttle-**squeeze gas pedal and modulate throttle to track out point
 - **Wide entry and exit into corners-**use the whole track!
- ***DO NOT LIFT YOUR FOOT OFF THE ACCELERATOR RAPIDLY IN THE MIDDLE OF A CORNER !***

Smooth is good!



- **Brakes, Throttle and Steering**
 - More related than you might think
 - Avoid abrupt application of all of these to maintain the car's balance
- **Weight Transfer**
 - Influences Oversteer, Understeer and Neutral Handling
 - Work towards establishing a “flow” from braking into steering and finally into acceleration.
 - This is where smoothness and quick lap times come from
 - Example: Using increasing power to move weight toward the rear will stabilize the car coming out of a corner.

Where should I be looking?



- **Vision**
 - ***Look where you want the car to go***
 - That is where it will go!
 - ***Look “downtrack”***
 - Look as far down the track as you can
 - It is safer-easier to see things developing
 - Lets you see the “big picture” more easily

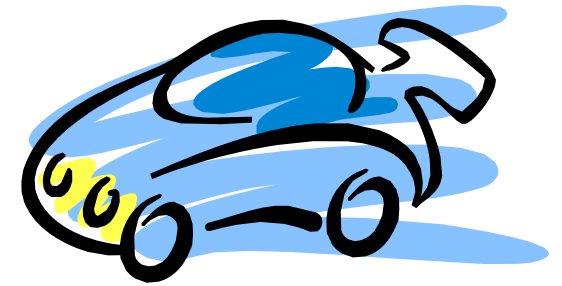


What if I get in trouble ?



- **Spin**
 - **“Both Feet In”**
 - Clutch and brake peddles down to the floor
 - Spin is the final outcome of oversteer
- **Running out of track**
 - **Drive off as straight as possible**
 - This is the final outcome of understeer
 - Happens under braking-especially late braking
 - Slow down carefully
 - Check your mirrors, or the nearest corner station for info before you ease back onto the track.
 - Continued next slide.....

What if I get in trouble- continued



- **Visit the Chief Driving Instructor**
 - If either of the above has happened to you, please come into the hot pit lane so that your car (and you!) can be inspected for safety.
- **Mechanical Issues**
 - **If your car breaks, and you can't get back to the track exit, pull off of the track surface as carefully as possible**
 - Stay in your car, and keep your seat belts and helmet on unless **you are on fire.**

Passing Rules and Zones



- **Mirrors**

- Check your mirrors before entering the passing zone
- Allow passing as needed

- **Signals**

- Use hand signals to tell the passing driver which side to pass
- Keep the hand signal displayed until the pass (or passes if multiple cars) is completed
- Leave room for car to pass on the same side as your hand signal, and slow down enough to allow passing car time to complete the pass.

- **Use good judgment!**

- Lead car and passing car please be sure pass is completed or aborted by the end of the straight-not in the beginning of the corner.

Track Terminology



- **Track “Language”**
 - There is a language specific to high performance driving
 - Please learn it for maximum benefit and enjoyment.
 - Track terminology is in your registration packet

Goals for First Day at the Track



- **Be Smooth and consistent**
- **Develop a rhythm**
- **Learn the “line”**
- **Be observant-avoid trouble spots and overly aggressive drivers.**
- **Have FUN!**



End of Session Two

