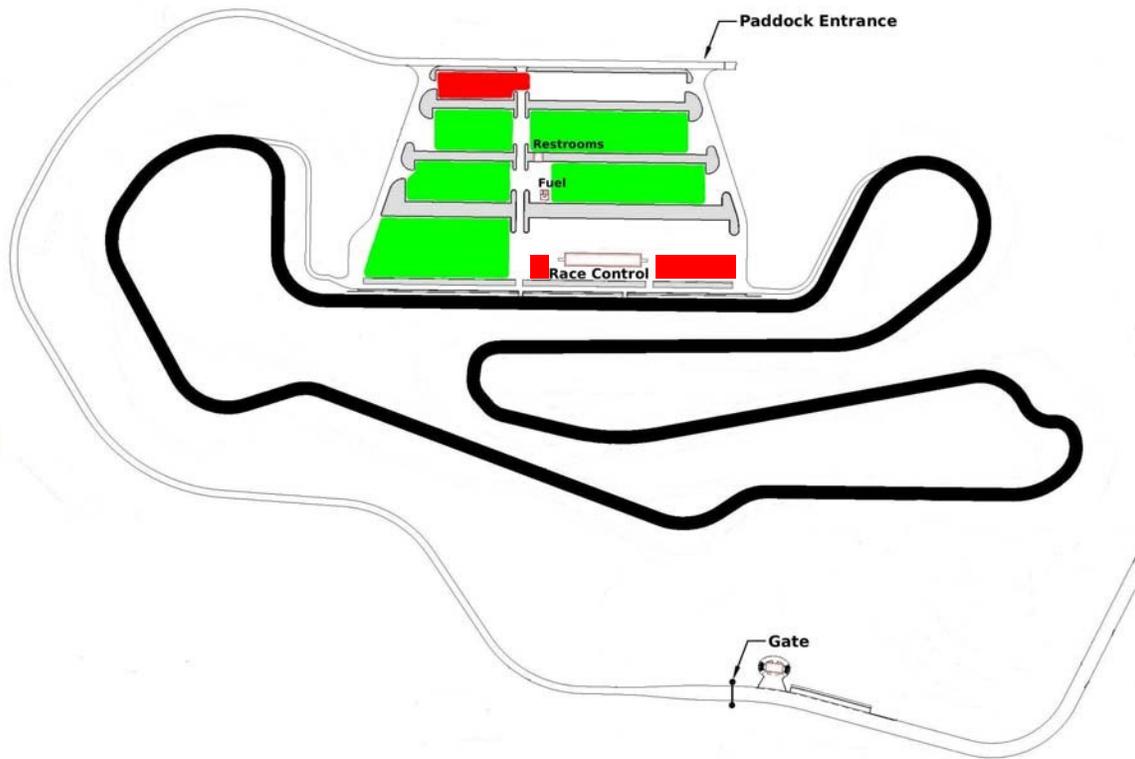


BMWCCA Heart of Dixie Chapter Annual Drivers Education Information Packet

Arriving at the Track



Move in and Paddock Set Up

Participants may move cars, trailers, and tow vehicles into the paddock areas after 6pm Friday or on Saturday morning. Please use common sense when staking out a paddock. There's plenty of space available (shown in green above). ***The immediate area around the race control building is off limits as is the skid pad area on the top level paddock (shown in red).***

Vehicle Preparation

Your instructor will “clean tech” your car prior to your first track session. Before that you need to clean out the car and remove the front floor mats, glove box contents, radar detectors or any other gizmos and any loose objects from the interior, including glove box, and trunk. You don't want to have anything in the car that could come loose or move around while you are on the track.

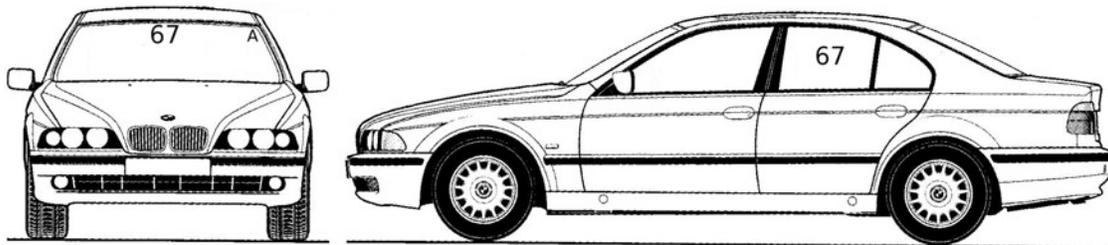
During the Event

Run Groups

You will be assigned to a run group (A, B, C, or D) based on your experience and driving skills. If two participants are sharing a car each will be placed in a different run group if their experience permits or will share the car in the same run group with prior arrangements with the organizers. Students in Groups C and D will have an assigned instructor for the weekend. Some B students may be required to complete a check ride for the first session on Saturday. A student that has never been to Barber or that requests an instructor when they register will be assigned one. We'd like to encourage you to ride with your instructor and with other instructors during the weekend. Riding with an instructor is a good learning experience and you'll find that they are eager to take students out for a ride. Just ask...

Car Numbers

Place the vinyl numbers on the car as shown on the following illustration. One set of numbers goes on the driver's side rear window and the other set goes on the top center of the windshield. The run group letter goes on the top corner of the driver's side of the windshield.



Driver's Meeting

As a part of the Diving School there is a mandatory driver's meeting. Refer to the info packet for the time of the meeting on both Saturday and Sunday morning. Failure to attend the drivers' meeting may adversely affect your weekend. at 7:30am Saturday and Sunday. You must attend these meetings!

Classroom Sessions

Drivers in all run groups are required to attend each of their classroom sessions (see your schedule for times). As a complement to your time on the track the classroom instruction will cover high speed driving theory, vehicle dynamics, and other topics. It is an excellent opportunity to learn more about the mechanics of high speed driving. Remember, your classroom sessions are mandatory and attendance will be checked!

Before Each Session

Check your fluid levels and generally look around the engine bay and under the car for anything loose. Your lug nuts may loosen under the stress of track driving so retorquing them just before a session when they've cooled down is necessary. Do not check the torque when the wheels are hot as that will result in them being over tightened. Your instructor will help you with finding the right tire pressures for your car and tires. Tire pressure measurements are done with the tires hot just after you've come off the track. Just in case you've had a tire go down between sessions you should check your pressures when you check lug nuts. During hot weather it is not unusual to have to let air out of your tires since pressure will build with temperature.

Passengers

Students are not allowed to have any passenger in the car except a designated instructor. Instructors can carry passengers including students or guests. Guests must be 18 years old or older or have a parental waiver signed if between 16 and 18 years of age. We encourage you to ride with as many instructors as possible over the weekend.

Physical Condition

High performance driving is a very demanding activity. It is mentally intense requiring split second timing and the processing of a large amount of data in a highly dynamic environment. At the same time there is the necessity of highly coordinated muscle movement in the presence of significant G forces. This results in a high expenditure of energy and in hot weather a rapid loss of fluid. Proper and timely replenishment of fluids and proper diet throughout the weekend is essential. We encourage you to drink plenty of water, Gatorade, fruit juice etc., through the weekend. Carbonated or caffeinated drinks are best used in moderation.

Entering the Track

Both front windows must be down (including during rain), helmets on and fastened, and seat belts fastened before entering the grid and they must remain in that condition until the car has exited pit lane and reached the paddock area at the end of each track session. Wristbands will be checked and you won't be able to enter the track without your wristband. Listen for race control to call your run group prior to the start of the group. They will make 3 calls starting about 10 minutes prior to your session time. Cars will assemble on the grid for each session and be waved onto the track, one by one, by the Grid Marshal when the session starts.

Track Damage

Participants assume all damage to persons or property during the course of the event. Should any damage to the Barber facilities occur as a result of any action of yours, you will be charged for the cost of repairs. This includes, but is not limited to, damage to the Armco, tire barriers, grass, track surface, or paddock areas. If you have a fuel, oil, or coolant spill in the paddock ask for help immediately. Barber personnel will provide Oil

Dry (free for minor spills in most cases) to clean up the mess. Any damage bill will be paid prior to your departure from Barber.

If a car goes “four off” (an off course excursion involving three or four wheels off the pavement) or spins on track it will be black flagged and required to visit pit lane to check for damage. It is the driver's responsibility to go immediately to pit lane, even if a black flag isn't shown. There will be an official stationed at the paddock exit of pit lane who will check the car. Going “four off” or spinning more than once may result in termination of that driver's DE and they may be required to leave the event.

Driving Etiquette

This event is not racing, nor is it a racing school. Maintain a reasonable distance between cars and try to stay out of groups (or trains.) If you find yourself stuck behind another car one option is to back off on the straights to open the gap, which is a good opportunity for you and your instructor to talk. If you are towards the tail of a train that isn't breaking up you can pass through pit lane to get clear of the train. If you do that you must signal your intentions by holding a raised fist out of the driver's window as you run up the hill from turn 14. Stay on the left of the track and take the pit-in road to the hot pits. Keep your speed down in pit lane and stop where the pit marshal is stationed at pit out. The marshall will wave you onto the track when safe to do so.

The end of the session is indicated by the display of the Checkered Flag. When you see that flag don't immediately slow down. There may be a car right behind you that doesn't see the flag (they are busy watching you) and they may be surprised when you slow down for no apparent reason. Keep your speed up until the next corner where you'd normally slow down. Then run the rest of the course at lower speed to cool down the car.

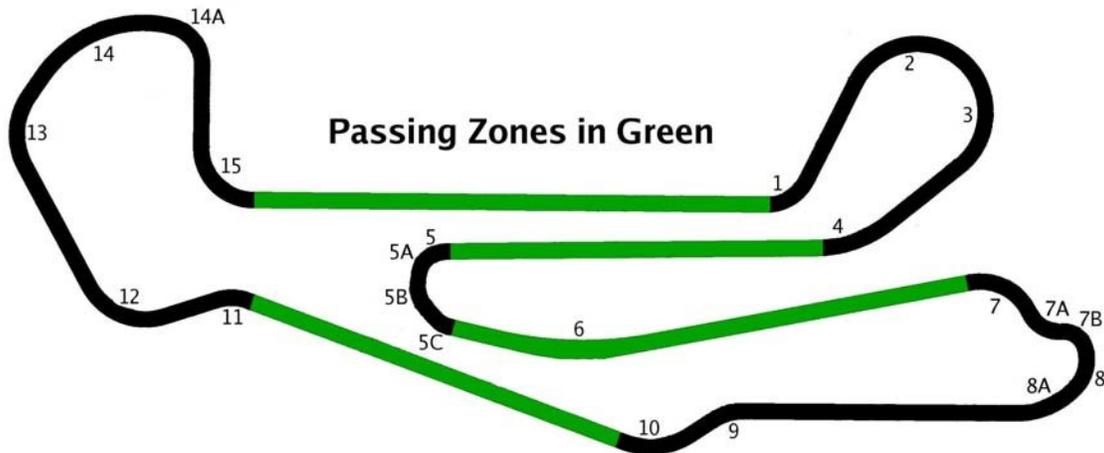
Corner Workers

The corner worker stations will be manned by marshals with flags to signal information or warnings to you. Note where the stations are on your first lap and check those stations for flags as you drive the course. Be familiar with the flags, their meaning, and your required actions and remember that a displayed flag is warning you of a situation on the track ahead of you.

Passing Zones

Passing is only allowed on the front straight, the straights leading to and from the hairpin, and on the back straight (see below). The overtaking car is only allowed to pass in those places and only after the overtaken car has signaled that the pass is to occur and which side will be used for the pass. The overtaken driver will signify the pass is to be on the left by extending their arm out of the car and pointing to the left. A pass to the right will be signified by pointing over the top of the car. This is known as a point-by. When giving a point-by, the overtaken driver should show some courtesy and lift off the throttle to allow the pass to be completed sooner. How much to lift is a function of how much room is left in the passing zone and the relative car speeds. If the overtaking car is

creeping by, lift further off the throttle. Since the overtaken car will stay on their line during the pass (requiring the overtaking car to drive off-line) completing the pass quickly allows the overtaking car to get back on-line for the next corner. If it looks like it will be close, use your brakes to give the passing car room to get back on line. This isn't racing and helping other drivers have a safe experience is to everyone's benefit. All passes must be complete prior to the braking zone for the next turn.



Rules & Reminders

- **NO RACING!!!** At the sole discretion of the organizers, anyone deemed to be driving in an unsafe manner will be ejected from the event without a refund!
- **BE READY** to go before your run group is called to the grid. Listen for announcements. And remember your meetings and classroom time! Coordinate with your instructor where you will meet before each session.
- **CHECK YOUR CAR** before each session. Lugs can loosen, tires can lose air, and parts can come loose during a session. You want to find and fix anything that's wrong before you get on the track.
- **BE IN YOUR CAR, ON THE GRID**, at least five minutes before your session starts with the engine warmed up, helmet and seat belts on, and windows down.
- **THE FIRST LAP** of every session may be under a standing Yellow. This is a warm-up lap and passing is strictly forbidden until you've passed the Green Flag.
- **KNOW THE FLAGS** and watch the corner worker stations. Follow the directions given by a course marshal. If it can be safely done, acknowledge flags by a wave of your hand.
- **BE CURTEOUS** and don't tailgate the car in front or hold up a faster car. If you are being followed closely allow that car to pass at the first legal opportunity. Don't block faster cars!
- **PASSING** is only allowed in designated zones. You must wait for a "point by" before passing and you must complete the pass before the braking zone for the

next corner. Late passes will be black flagged and repeat offenses will result in suspension for the remainder of the day.

- **DRIVE YOUR LINE** and not the line taken by the car ahead of you.
- **STAY HYDRATED** You will lose fluids at a rapid rate in warmer weather, so drink plenty of fluids during the event.
- **NO CONVERTIBLES** are allowed under the National BMW CCA rules.
- **ALCOHOL and ILLEGAL DRUGS** are prohibited. Violators will be ejected from the event immediately.

Flags

Flags are the only method for track personnel to communicate with drivers on the track. There are flag stations placed around the track primarily where visibility of the track ahead is limited. Drivers must be observant of the flags and failure to follow instructions conveyed by the flag stations will result in loss of driving privileges for the day or even the event depending on the severity of the infraction. The primary flags you are likely to see during the event are the green, checkered, yellow and black flags.