



Driver Education

A Drivers Education day (a.k.a. Drivers Ed or HPDE) is an instructional advanced driving event that is characterized by continuous lap driving with passing to be permitted as allowed by these rules. A DRIVERS ED DAY IS NOT RACING. There shall be no official timing as the event is intended as instructional only, with no competition. There are no award points assigned and no trophies associated with DE events.

Guest Drivers

All guest drivers and riders must visit the designated Club chalet in order to sign The Club specific release and waiver. Guest drivers and passengers will be issued a wristband that they must show to DE-Control at the flag stand in pit lane before being allowed on-track. Track driving can be both physically and mentally stressful. It is the responsibility of every driver to ensure they are in good health prior to driving on track. All qualified drivers must be 18 years or older and have a current driver's license. 16- and 17-year-old drivers that possess a driving license may ask the Club Director in advance for special permission to drive on track. All persons under 18 years of age must have a parent or guardian sign a minor waiver or provide a notarized waiver prior to getting on track.

On Track Rides

On-track rides may be taken only by persons that are 18 years or older and can only be given by drivers that hold a current competition license with a national or international sanctioning body or have special permission from the Club Director. Competition licenses must be shown and recorded by Jeanette Veitenheimer, or whomever is the administrator for the day. All persons under 18 years of age must have a parent or guardian sign a minor waiver or provide a notarized waiver prior to getting on track.

Helmets

Commencing on January 1, 2021, members and guests will require a helmet with a SA 2015, or newer designation. Participants may be called upon to verify the compliance of their helmet. Please note that The Club does supply compliant loaner helmets for members and guests use.

Convertibles

For members and guest's protection, The Club does not allow convertibles without rollover protection to participate on-track. Factory fitted rollover systems including pop-up systems, such as those on the M3 convertible, Mini Cooper, Boxster, Carrera TT, S2000, Audi TT, 350Z, Z4, Z8, etc. are allowed. All factory fitted systems must meet the "broom handle test" which measures whether the head, and helmet fit below a line formed from the top of the rollover bar to the top of the dashboard. All pop-up hoops must be in the up position before going on track (please contact your dealership to trigger the system). For convertibles without factory rollover protection, a four-point, structural roll bar that meets SCCA GCR guidelines for Solo 1 is mandatory.

Know Your Flags

For your safety and the safety of those on track with you, all drivers without an instructor in the car will be asked to complete a Flags Test prior to getting on track with LRDC.

Pit Lane and Track Driving Standard Operating Procedures

- ✓ Enter the pit lane via B Paddock and the racing pre-grid area, pit lane maximum speed is 36 MPH
- ✓ On your first lap take the time to familiarize yourself with the flagging stations that day as well as the safety zones designated by the extra tall cones to be used in the event of car failure. Also take note of placement of fire truck.
- ✓ To enter the track all drivers must show that days wrist band to DE control, and see a green flag at the starters stand
- ✓ Use the left-hand lane to enter the track. Do not hesitate or come to a stop while entering the track. Stay to the right of the yellow line all the way to the first apex, cars that are already lapping will sweep around you to your left-hand side
- ✓ When re-entering the pits, put a clenched fist out of the window between the top of the Uphill and West-Bend and reduce your speed. Put both hands back on the steering wheel to steer through West-Bend, then after exiting West-Bend put your fist out again, and having checked your mirrors, pull to the right-hand side of the track and reduce speed by about 30% before the Downhill. Stay all the way right and bring your speed down to 36 MPH or below entering the pits
- ✓ Drive down the middle lane until (1) you reach your parking spot in the right hand or pit wall lane, or (2) continue to the end of the pit lane and then turn into the paddock, or (3) if you decide to re-enter the track move to the left-hand lane and follow normal procedures.
- ✓ Note: During a black flag after you enter the pit, you may (1) stay in the far left lane and stop before the flagger stand so you can see when it goes green again or (2) drive down the center lane and enter the paddock or (3) drive to your pit box and park. Middle lane must be left clear at all times for emergency vehicles
- ✓ If LRDC is alternating with another club all cars must be cleared from pit lane immediately once the session finishes. If we are not alternating, cars may be left in pit lane, however if mechanical work or refueling are needed the car must be moved into the paddock
- ✓ No sitting on the pit wall. No children under the age of 18 are allowed beyond the forward edge of the start finish line building

Overtaking rules

- ✓ Know the meaning of each flag and always be aware of the flag stations and any signals that are directed at you. Failure to comply with flags will result in a visit to pit lane for a chat with DE-Control
- ✓ Unless otherwise informed LRDC track days are open sessions (no run groups) with free passing (no point-by's needed) with the following exceptions
- ✓ Any driver can opt to put a cross on the rear of their car to signal to a faster car that they must wait for a point-by before overtaking, the cross is mandatory for newbies and novices
- ✓ LRDC will have magnetic crosses available, or drivers can fashion their own from tape
- ✓ Point-by's are to be given by using the indicator to signal where the car being overtaken intends to be on track (exactly the same as on the street) or can be done in the more traditional fashion by sticking a hand high in the air and indicating to the faster car which side they should overtake. If there is more than one car overtaking, either leave the indicator on until all faster cars have cleared you, or if using the point-by give an individual point-by to each overtaking car
- ✓ Point-by's can be given anywhere with the following exceptions: Never between the Left-Hander and the Right-Hander and never once the lead car has reached the braking or lifting point, unless the lead car gives a point-by **AND STAYS OFF THE RACING LINE**

Items that that you are responsible to check or have checked prior to getting on track

- ✓ Wheel bearings, for excess play or wear
- ✓ Brake pad/shoe wear – a minimum of 50% should remain
- ✓ Brake fluid – should be flushed and replaced if necessary, with high temperature synthetic fluid
- ✓ Tire pressure should be increased to stiffen the sidewall, see your operator's handbook for recommended maximum pressure. This necessitates the use of a good quality tire pressure gauge
- ✓ Tread should have 50% remaining unless you are using a slick or minimum tread high performance tire
- ✓ Wheels – snap on parts should be removed and wheels torqued to the manufacturer's recommendation, usually around the 85 ft lb. range
- ✓ Belts and safety equipment should be in good condition
- ✓ It is best to arrive with a full tank of manufacturer recommended fuel, although available, it can be a bit pricey at the track
- ✓ Check coolant and fluids – in most cases oil should be topped off except for your dry sump Porsche guys, yours should be at the low end of the gauge or indicator. All moveable objects must be removed from your car prior to entering pit lane. All vehicles must meet the mandatory 88 decibel limit.
- ✓ Tow Hook in place

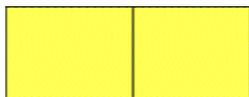
Flags



GREEN FLAG (Solid Green): When displayed, the green flag indicates that the course is clear, and that racing is underway. The green flag is ordinarily shown only by the Starter.



YELLOW FLAG (Solid Yellow): STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area. WAVED - Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.



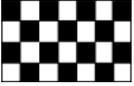
DOUBLE YELLOW: DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace. NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.



STATIONARY YELLOW AND BLACK: Displayed at any station indicates a full course Yellow and a "Black All". When the two "yellow/black" flags are in effect, you should slow down, and proceed with caution to the track exit and enter the hot pits. No passing is allowed anywhere on the track (even in passing zones) under yellow/black flag conditions. You should consider that there might be course workers and emergency equipment elsewhere on the track.



WHITE FLAG (Solid White): STANDING WHITE - Caution and take care for a slow-moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day unless another flag is already on display to indicate the location of the flagging stations. WAVED - A waving white flag if displayed by the Starter shall indicate the start of the last lap of the race.



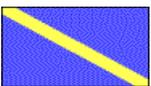
CHECKERED FLAG (Black and White Checks): Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.



BLACK FLAG (Solid Black): CLOSED BLACK FLAG (Furled): Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG. OPEN BLACK – Displayed from the Starter's stand with a number board indicating the car number: Proceed directly to the pits and the location designated by the Race Director or Chief Steward or event Supplemental Regulations for consultation with Officials. DO NOT TAKE ANOTHER LAP. NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course. OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course. NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE RACE DIRECTOR OR CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.



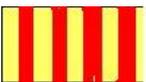
RED FLAG (Solid Red): Displayed at each station and on the Starter's stand – EXTREME DANGER – THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop. THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE RACE DIRECTOR OR CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.



BLUE FLAG (Blue with Diagonal Yellow Stripe): Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.



MECHANICAL BLACK FLAG (Black with Orange Ball): Displayed from the Starter's stand with a number board indicating the car number. There is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Race Director or Chief Steward or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP. NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.



SURFACE CONDITION (Yellow with Vertical Red Stripes): Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.