

Buckeye Chapter Drivers School

We're glad that you are coming to our event! We look forward to providing you with a safe, fun, learning event. Below are some things you should take care of before the event and some information about the weekend.

Planning

- **Make your hotel reservations.** The headquarters hotel is named in the cover letter and there is a list of area hotels in this document. The headquarters hotel offers a discounted rate if you call the hotel location and say you are with Buckeye BMW.
- **Have your car inspected by a mechanic before the event.** Enclosed is a tech inspection form. **We will not do this level of inspection at registration.** The inspection may be done at:
 - BMW Dealer
 - A recognized independent BMW mechanic
 - The mechanic who normally works on your car
 - The dealer for you type of car, if not a BMW

Contact these individuals or independent shops to make an appointment to have your car inspected. There may or may not be a charge for this service.

- **Clothing.** Non-synthetic, 100% cotton shirts, long pants (required), and comfortable shoes (i.e.: tennis or running shoes) are required whenever you are on the track. Ohio and Indiana weather is unpredictable, so layers are appropriate when you are off the track.
- **Helmets** - Helmets must be Snell 2000 or newer Snell rating. (There will be a few helmets available as loaners.) The helmet should fit securely and should provide adequate peripheral vision. Some tips from Bell on fitting helmets:
 1. The best way to put on your helmet is to use the chinstraps to pull it over your head, then thread the end of the strap through the D-rings and pull it comfortably tight, well back against your throat.
 2. Rotate the helmet from side to side, observing the movement of your skin in relation to the helmet. Helmet fit is correct when skin movement and helmet movement are nearly the same.
 3. With the chin strap tightly fastened, move the helmet in an up and down motion, observing the movement of your skin in relation to the helmet. Again, the helmet fit is correct when skin movement and helmet movement are nearly the same.
 4. With the chin strap tightly fastened, lift up firmly on the rear of the helmet in an effort to roll it off your head in a forward direction. A correctly fit helmet should not be able to be removed this way.
 5. To remove the helmet, pull the D-ring tab outward to release strap tension, then unthread the chin strap. Pull the chin straps outward, rotate the helmet forward and lift it off.

- **Meals** - The concession stand for our Mid-Ohio schools will be open for breakfast and lunch both days. At Putnam Park the concession stand will be open for lunch both days.
- **Car Care** - Bring extra oil, a tire gauge, windshield cleaner, etc.
- **Gas** - Gasoline is available at the track but will be more expensive than fuel at a gas station. We recommend you fill up before you come to the track.
- **Air** - Air is available at the track.
- **Guests** - Bring the whole crew!! There will be no charge for your "pit crew", family, guests, and friends; however, everyone who will be attending must sign the club waiver form at registration or at the track. Children are welcome but parents and children under 18 must sign a minor waiver. People under 18 are restricted from the pit area. Pets are not allowed at Mid Ohio.

The Weekend

- **Registration and final tech** will be held at the Headquarters hotel, Friday from 7 PM until 10 PM. If you cannot be at the hotel Friday night, please notify Ken Price before the school. We can do registration and final tech at the track on Saturday morning for a few people.
 - a. **When you arrive** at the hotel, take your car, helmet, and completed tech and helmet forms to the tech area (look for a line of cars and people climbing over cars). A Tech Inspector will do a quick final check of your car and helmet, and sign both forms.
 - b. **Bring the forms to our registration area** in the hotel where you will receive the schedule, car numbers, etc. and where you can chat with instructors and other students.
 - c. **If you cannot come to the headquarters hotel Friday night**, you may register at the track in the morning after 7:30. There will not be anyone at the hotel Saturday morning.
- **Drivers Meetings** - **There is a mandatory drivers meeting at 8:00 AM Saturday and Sunday morning.** These meetings are important for a safe event. If you do not attend the meeting, your first session will be forfeit so that the material covered in the meeting can be conveyed to you. The meetings are mandatory even if you have been to our events before.
- **Track Waiver** - Everyone entering the track must sign the track insurance and liability waiver each day at the front gate (this is in addition to the club waiver).
- **Tech** - All Students and Instructors must have their cars tech inspected per the attached information. All cars must pass final inspection before going on track and are subject to further inspection at any time.
- **Schedule** - You will receive a schedule at registration. Carry a copy of the schedule with you each day. We adhere as closely as possible to the schedule to give you maximum track time.
- **Preparation** - When you get to the track, completely unload your car. All loose items in the interior, glove compartment, and trunk must be removed. (Bring a tarp to cover your things.)

- **Run Group Assignment** - Students are classed based on the experience indicated on your registration form. This experience is compared to the rest of the students in this particular school in order to group like experience in the same run group. The group you are assigned to depends on the mix of experience in this school, not the run group you were in at your last event. If two people share a car we will make every attempt to schedule a cool-off period between sessions for that car.
- **Instructors** - **Instructors are mandatory for all students regardless of experience** until "signed off" by your instructor. Students are encouraged to use more than one instructor and are encouraged to use an instructor after sign-off.
- **Passengers** - **Only instructors can ride when students are driving.** Instructors may give spouses and guests (over 18) rides if they wish.

Driving Rules

Anyone deemed to be driving in an unsafe manner is subject to removal from the event.

- **Car Condition** - Check the condition of your brakes, tires, and lug nuts frequently. Check your oil level before each driving session.
- **Weather** - If it starts to rain, reduce your speed significantly, then build up speed again as conditions permit.
- **Safety** - While on the track the window at each occupied seat must remain fully open. Sunroofs must be closed.
- **Passing** - Pass only in the areas designated as passing zones for your group. Do not try to pass near the end of the zones. Be sure you have plenty of time to complete your maneuver before the end of the passing zone. You may not pass until the driver of the overtaken car signals by extending his/her arm out the window. **All passing will be done on the LEFT. Do not tailgate!** The obligation for a safe passing maneuver falls primarily on the passing car, but the car being passed should never do anything to interfere. If the safety workers signal you to let a faster car pass (blue flag with yellow stripe) let the car pass at your first opportunity.
- **Don't group together on the track.** If you find yourself running in a group, cool it for a lap or two or pull into the pits and let the group disperse. Concentrate on your own driving and don't worry so much about how close the other cars are
- **Concentrate on your driving.** Concentrate on being smooth and taking the correct line. Do not try for speed. If you have the correct line, your speed will come naturally
- **Entering the pits.** When you want to pull into the pits, extend your left arm out the window, straight up as soon as you enter the corner before the pit entrance. Pull all the way over to the left of the track and drive into the pit entrance slowly.
- **Speed limit in the pits is 15 MPH.**

- **Entering the track.** If you want to enter the track, pull to the end of the pit lane and wait until you are signaled to pull out. Once you are given the signal to pull out, do not hesitate. Stay to the left of the track and quickly accelerate up to speed. Watch your mirrors for other cars coming off the front straight.
- **Instructor/Driver changes.** Instructors are to be picked up and discharged and driver changes made only in the pit lane or paddock.
- **Flags** - Pay careful attention to the flagging instructions you are given. Failure to comply with a flag instruction may result in disciplinary action. On your first few laps make a mental note of the location of each of the flag stations around the track.
 - **Red Flag** - If you see a red flag at any flag station, stop as quickly and safely as you can, bearing in mind that there might be other cars right behind you. Pull completely off the track. Remain in your car. Do not start out again unless you are told by a safety worker.
 - **Black Flag** - If you are shown the black flag while on the track, acknowledge it with a wave. Then proceed around the track and enter the pits. You will be told what the problem is.
 - **Checkered Flag** - At the conclusion of a session, the checkered flag will be displayed from start-finish. After receiving the checkered flag, acknowledge with a wave, reduce your speed, and proceed around the track. NOTE: There is no passing allowed after the checkered flag has been displayed.
- **In case of trouble** - If you err in judgement and lose control of your car, the best general rule is to lock all four wheels and keep them locked until you are completely stopped. Also remember to put in the clutch. "Both feet in" is the term used by instructors to remind you. If you see you are going to run off the track and you still have control, **DRIVE OFF STRAIGHT**. Do not make a futile attempt to hold your car on the track, resulting in you sliding off sideways. Your chances of escaping unscathed by driving off under control are much better. (This is a fact borne out by experience.)
- **Talk to the Chief Instructor** - Instructors will make recommendations to the Chief Instructor concerning any student whose driving is deemed unsafe. Students are encouraged to report instructors who are not teaching, but simply riding.

General Reminders

- Be ready to go before your run time. Listen for announcements for lining up in pit lane. Do not proceed to pit lane until instructed to do so. Be sure to have removed all loose items from inside the car and trunk. Always have doors and trunk unlocked for final safety inspection.
- When you are called to pit lane, stay to the extreme right of the pit lane (be careful, cars in the previous group may be coming in off the track). You will remain lined up on the extreme right of the pit lane until the previous group has come in, discharged instructors, and left the pit.

- Be in your car, belts properly adjusted, helmet on, and engine warm 5 minutes before your run time. Make sure your passenger seat belt is ready for your instructor.
- In all the sessions, run the first lap or two at reduced speed. Take the time to warm up your tires, your brakes, and your wits.
- Know the flags and watch the flag stations. Take their advice - it may save you a lot of grief just around the next corner.
- Don't tailgate the car in front of you; you can't concentrate on your own driving if you are worrying about the other driver.
- Drive your own line; don't follow someone else's mistakes.
- In the event of rain, slow down to at least half your normal speed. The oil and rubber on the track surface mix with water to make things very slippery until the track gets washed off. Speed can be increased as the track is washed off and your "feel" for the new conditions is established. A wet track will show who is consistent and who is not. It's a great educator; respect it and learn from it.
- After the checkered flag, slow down for a cool off lap and proceed to the pits. No passing.
- When returning to the pits, stay to the outside of the track. Extend your left arm out the window, straight up, to signal the drivers behind you that you are exiting. Be on the outside of the track; don't make up your mind at the last minute and try to pull across the track into the pits. Pit and paddock speed is 15 MPH. Speeding or unsafe driving in the paddock area will result in disciplinary action.
- "Why do street cars run out of brakes when driven on a track?" Track driving is very tough on brakes because you are constantly using them hard and there is not sufficient time for them to cool. Brake fluid may boil, pads may become glazed and drums and/or rotors may warp. These symptoms are often referred to as the brakes "going away" or "getting spongy". Changing to heavy duty brake fluid (which has a much higher boiling point - 550 F) and installing heavy duty or competition brake pads and shoes will help. If you feel your brake pedal getting spongy, slow down for a lap or two to allow your brakes to cool.

Classroom and On-Track Driving Sessions

- The Drivers School has three **required** types of sessions - morning drivers meetings, classroom sessions and an on-track session. Student attendance at all sessions is required. Whether or not you have attended any previous drivers school(s), we feel these sessions will be useful learning experiences for you. There will be a lot of information presented in a short amount of time; the more you learn here, the more productive the rest of the school will be. Guests are welcome to attend classroom sessions.
- **Mandatory Drivers Meeting.** There is a mandatory drivers meeting at 8:00 AM each day of the drivers school. In this meeting, we will cover topics including:

- Introduction of the Event Chair, Classroom Instructor, Safety Steward and Chief Instructor
- Discussion of driving rules
- Introduction of Flagging and Communication personnel and discussion of the flags used
- Discussion of course safety requirements
- Discussion of specific track conditions for the day
- Notice of any changes to the published schedule or changes to track procedures

•**Classroom Instruction.** Instructors will cover a number of topics, plus answer questions about the school and the track. Among the topics covered will be:

- A "chalk talk" to review the course layout (refer to the map included in this package).
- Driving theory including safety, handling, braking, acceleration, shifting, driving various types of turns, using school lessons in everyday driving, etc.

•**On-track touring session.** (NOTE: Advanced Students will not use the Touring Session) At the start of this session, Instructors or students may drive new and intermediate students' cars (at low speeds) around the course. The emphasis will be on familiarization with the track, and discussion of driving technique. Track touring will be done at moderate speeds. The goal here is to familiarize the student with technique and their car's reactions and capabilities in a low speed environment.

•**REMEMBER: The goal here is LEARNING - Not SPEED!!!**