



Dear Audi Club Participant,

Welcome to the Joint ACNA/PCA Driver School at Pitt Race. Thank you for signing up to participate in this school. With your help, this will be an educational, exciting, enjoyable, and most of all, safe event.

COVID-19 UPDATE

Due to COVID-19 restrictions **this a non-instructed driver event only**. We welcome previously established intermediate-to advanced-non-instructed group drivers out to western Pennsylvania for a lot of track time for 3 days during the best time of year to be on an amazing track.

We will be strictly adhering to all social distancing policies in place at the time (e.g., masks will be required when outside the car; classrooms will be held outdoors; no congregating in groups greater than 25; no evening happy hours, 6' distance between persons etc.). We ask that you limit guests for this event. ACNA and PCA are working to ensure compliance with all federal, state, and local laws, as well as guidance from the CDC. As such, event details may be subject to change on short notice.

MSR is implementing a SpeedWaiver module in their registration system to allow you to digitally sign all waivers, therefore minimizing person-to-person contact during the on-site registration process. Once this module becomes available (anticipated first week of June), you will be instructed to log back into your MSR account and digitally sign the waivers. **Note this event will include a new COVID-19 Release of Liability and mandatory face mask rule while outside of your car.** Drivers who have not signed the waivers will not be permitted to participate.

The materials in this packet will provide you with track information, rules, procedures and safety information. **We want this to be a safe event with minimal confusion for everyone, so please review all the information carefully.** As this is a safety seminar, **not a racing school**, overly aggressive or reckless driving will result in expulsion without refund from the event and suspension from future events.

Drivers are financially responsible for any and all damages they make to a facility and its parts. You will be billed by PCC-ACNA for any damage you incur to the facility and ambulance transport off the property. The only insurance covering drivers and their vehicles at the facility is their own. Track insurance for your car is available through Lockton (<https://locktonmotorsports.com/#homeProducts>) or <https://ontrackinsurance.com/>

Important Information/Reminders

1. **Please, bring this entire packet for reference with you to the track.** We will **NOT** have extra copies of any of these materials on-hand.
2. ACNA-PCC will be following the PCA-Potomac DE Tech Inspection requirements including using the PCA Potomac tech inspection form and tech inspection timeline (within 30 days of the event for this event). Please see

these links for tech inspection requirements and forms, [PCA Potomac Tech Inspection](#), and the PCA Potomac DE overview [PCA Potomac DE](#) that will be followed for this joint event.

IT IS YOUR RESPONSIBILITY TO HAVE THE TECH FORM COMPLETED. Failure to have the Tech form properly filled out will result in your not participating in the event. We will **NOT** have extra forms for you.

3. For this event the PCA rules are as follows:

Helmet & Driver Protective Equipment: Helmet must be at least SA 2010. A head-and-neck restraint system must be worn when using a harness. Note: Snell approved Motorcycle helmets (at least M2010) are allowed in Green & Blue run groups in cars NOT equipped with roll bars, cages, racing seats, or 5 - 6 point harnesses. M-rated helmets are NOT allowed for drivers in the White, Black or Red groups.

Clothing/Attire: Full coverage rubber-soled shoes, long sleeved and legged clothing and socks required. Natural fiber (i.e. cotton, silk, wool, etc.) clothing highly recommended. Drivers' suits, gloves and shoes made of fire-resistant materials recommended but not required. **If you want to rent a helmet**, check with [OG Racing](#) if you are in the Washington, D.C. area.

4. **Tech Inspection for drivers should be done before registration on the first morning and again the second morning.**

Registration for instructors and drivers will be in the morning on the first day at the designated location.

Instructors are permitted to get another instructor to Grid Tech their car in the paddock each morning. The first morning they need to complete/ sign the bottom half of page 2 on the Tech Form and turn it in at registration. That way instructors do not have to go through the Grid Tech line. **Before going through Tech, please remove all loose items from your car including the trunk (e.g. floor mats, smart phone holders, etc), have the cars numbers on the car, bring your helmet for review and sign the tech inspection form.** Please arrive in time to register (gate opening and registration times to be announced) as there will be many participants needing registration and tech. You will need to have registration and tech inspection performed prior to the first driver meetings. If you are late to registration and tech, this could cause delays in your track time.

5. Please plan to arrive the event morning early enough to park, unpack your car, and get settled before the first meetings. Cars need to be cleaned out and inspected **prior to** the driver's meetings. **Drivers** are to report for a **Driver's Meeting as scheduled each day of the event** in the designated track classroom or area. It is important that everyone be on-time for the start of the meeting, so please do not be late!

6. The **weather conditions** during this time of year can vary considerably over the course of the day so dress accordingly. There is also always the possibility for rain. Quattro and AWD may handle inclement weather well, but a four-wheel drive car without grip is no better than a two-wheel drive car without grip. **Be aware of environmental conditions and make sure to adjust your speeds accordingly. Remember to use the first couple of laps of each session to warm up tires, brakes, and yourself.**

7. Be sure to check your brakes, tires, oil and lug nut torque (well after a session) throughout the two days of the event. A high-temperature brake fluid, such as ATE Super Blue or Gold 200, or Motul 600, is recommended since you may reach stock brake fluid boiling points. At a minimum, brake fluid should have been changed within 6 months of the event. Use of this fluid won't affect your warranty and is street legal. You should also consider bringing extra fluid and brake pads. Don't worry if you are a beginner and have never changed/checked these parts. There are MANY people who will gladly lend a hand if you need assistance. Just ask. This is what this club is all about.

8. Before you go through tech each day, **clear your car of any loose items.** Make sure you remove loose items from the door pockets, behind the seats, the glove box, the ashtray, the armrest, the trunk, and your parking pass behind the

sun visor. Remove hubcaps, lug nut covers, floor mats and that Club you never use on the steering wheel. Make sure that the numbers on your car are securely attached and visible on the rear door/quarter windows.

9. **PAY ATTENTION.** Please listen for announcements and keep to the schedule. Be in the staging area, ready to run, as your group is called. Stage in the cold pits as directed by the Pit Control worker.
10. **Please continue to check the PCC-ACNA website** – www.audiclubpcc.org and our Facebook page (<https://www.facebook.com/ACNAPCC>) for IMPORTANT UPDATES in the weeks and days leading up to the event.
11. The only insurance covering drivers and their vehicles at the facility is their own. Track insurance for your car is available through Lockton (<https://locktonmotorsports.com/#homeProducts>) and <https://ontrackinsurance.com/>
12. While you are at the track properties please follow all track and ACNA rules and regulations.
13. Finally, we are a volunteer-based organization. Everybody this weekend, from the tech inspection, registration, (chief) instructors and the whole team putting this together behind the scene, we have put in countless of hours in making this event run as smoothly as possible. If you get a chance, say thank you to them, it means a lot to us.

We anticipate another great time and a safe event. Please feel free to e-mail or call the contacts listed on the website for the event if you have any questions.

General Event and Track Rules

- The main gate opening times will be provided. It will take a while to sign in all attendees, so please try to arrive as early as possible.
- “Open Top” Vehicles – See the PCA Tech Inspection form, page 1 under Roll Bars.
If you have additional questions, contact our Event Coordinator(s) listed as the contacts (<http://www.pcc-acna.org/>) under the Events section for this event for clarification.
- Track and insurance regulations prohibits the timing of vehicles and competitive driving. **THIS WILL BE ENFORCED.** Please do not jeopardize the safety of other participants and our club insurance by ignoring this rule.
- Make sure that the self-provided **car numbers** are securely attached or presented are visible in the **four locations** of the upper middle area of the windshield, upper middle area of the back facing window and the left and right rear door/quarter windows or C-pillar .
- Natural fiber (i.e. cotton, silk, wool, etc.) long pants and long-sleeved shirts **are mandatory** when on-track. Do not wear clothing made of synthetic material. Closed toe, lace-up shoes, such as a pair of tennis shoes, are also required. Boots, sandals, and loafers are not allowed.
- **Driver’s window must remain completely down at all times.** The passenger’s must remain down if the passenger seat is occupied. Rear windows and sunroof remain closed.
- **Instructors ONLY** may take other drivers and other instructors as passengers. Drivers (non-instructors) may not take passengers. No other guest may be taken as passengers even if they have signed the waiver and have a guest wristband.
- Adhere to the speed limits on the grounds, on all access roads, pit roads, paddock (walking speed) etc. as posted. To make this easy to understand, do not drive faster in the paddock than the speed at which you want to be hit at.
- Only persons 18 years of age or older accompanied by a parent will be admitted to the pit area. Minors 17 and under will require parental consent.
- No consumption of alcohol will be allowed during the track/driving portion of the event.
- Smoking is prohibited in the pit area, near the gas pumps and in any buildings.
- No pets are allowed during this event.

- **Do not, under any circumstances, pound stakes or make holes in any asphalt surface.** Offenders will be held liable for all damages and may also be asked to leave the facility.
- **Do not work on, fuel, or leave cars unattended on any paved areas of the paddock.** Only park in designated paved areas. If you must temporarily jack a vehicle on asphalt, you **must have metal or wood under the jack/jack-stands** to prevent indentations and holes in the asphalt. Do not paint any asphalt surface.
- It is mandatory that waste materials be disposed of in the correct drums, (antifreeze, oil, brake fluid, etc.) which are in several areas of the paddock. Spillage may result in ejection from the facility. Participants are to remove all used tires, batteries, and unwanted parts.
- Absolutely no bedding of new brakes and/or testing of vehicles on the track property roads.

Driving Rules

Please read these rules carefully. Safety is the MOST important aspect of this event. **Anyone deemed driving in an unsafe manner will be ejected immediately without a refund.**

1. **Pass only in designated areas and only after receiving a pass signal from the driver being passed.** Do not attempt to pass at the end of a straight. Be sure you have the time and room before you attempt a pass.
2. **Passing Zones** will be determined based on safety and run group experience/ability. They may not be the same as areas used by other clubs/groups. Passing rules are discussed later in this packet. Please read the rules carefully! **Passing zones are NOT open for general discussion at the driver's meeting.** If you have a question or comment, please bring it up with the Event Master and/or Chief Instructor in advance of the event.
3. **Watch your mirrors!** The driver being overtaken must give a pass signal for **EACH AND EVERY PASSING CAR.** Just because the car in front of you got the passing sign does not mean you got one. If in doubt, don't pass. If you did not get a pass signal, be patient, and back off. Do not ride the bumper of the slower car. They may be overwhelmed, and you riding their bumper won't help.
4. **Passing.** Passing signals will be addressed in the Driver's meeting.
5. **Concentrate, concentrate, and concentrate.** Vehicles at speed need smooth, decisive, and balanced maneuvers. If you are confused by too much input, you are going too fast. Keep to the "line" and feel what the car is telling you.
6. **Flags are extremely important.** Be sure to study the information on them found later in this packet. The RED flag means you must stop as quickly and safely as possible. Be sure that the cars behind you have seen it as well. Pull clear to the right side of the track – not off – within sight of a flag station and wait until you receive a signal from a Corner Worker or Track Official before resuming your run.
7. **Spins.** *If you spin, both feet in. If in doubt, both feet out.*
8. **Tires and Modifications.** If you are unsure of the tires you can run, contact an event master prior to the event. Leave enough time to source the correct tires. Also, if you have modified your car, please note that more power and speed mean you must adjust your braking distances accordingly. Adding in 50-100 more horsepower and keeping your stock brakes – on all cars – can be a problem. Please pay attention to possible brake fade.
9. **Staging.** All participants will grid in the "cold pits" prior to their run group. We MUST keep the hot pit lane clear for cars to enter and exit. Enter the cold pits from the paddock and follow the direction of the Pit Control workers. Each run group will be announced in plenty of time so you are not rushing to staging. When the track opens for your session, go out single file upon Pit Control's signa. Do not cross the blend line. **Stay to the left all the way to the next turn. This is for safety reasons so entering vehicles do not cross the path of vehicles already on track.** The first lap may be run under the yellow caution flag, so there is no passing. Use this time to warm up the tires and brakes and get you mentally re-acclimated to the track.

10. **Pit in.** When you see the checkered flag waving to end your session, take the rest of the lap as time to cool-down and give your pit signal as you exit the turn before the pit entrance. Come into the pit at reduced speeds – between 20 and 25 mph **and watch for Pit Control worker(s) direction. BE ALERT.** Cars will be heading to stage for the next session while you are returning to the paddock.

If a car is to go back out for the following session because it is a two-driver car, circle through the paddock to change drivers and pull to the end (back) of the line in the Staging Area in the Cold Pits. This will keep us organized, safe and will save time for both you and your partner. **DO NOT PASS IN THE HOT PITS/FALSE GRID** unless signaled to do so by a Pit Control official.

Flags

Flags are the language of the track. Learning what they mean is critical because they are the only method of communication between the driver and the track workers. Pay attention, one day it might just save your life!

Green Flag

If the Green Flag is shown or the flag stations are showing no flags, the session is open and passing is permitted in designated passing zones.

Yellow Flag

Proceed with caution. There is **NO PASSING** under the standing Yellow Flag. Passing will only be permitted after you have passed a manned flag station that is not displaying the Yellow Flag.

Standing

The Standing Yellow is typically shown for the first few laps of each session in the lower run groups. Although there is no impending danger, you should still drive at a reduced speed until the track goes Green.

Waving

SLOW DOWN! You are approaching a danger zone! Identify the risk and proceed with caution until you are clear of the situation.

Black Flag

The standing Black Flag at all flag stations indicates that the track officials are stopping the session. This could be for various reasons: an on-track incident, changing weather conditions, or any number of other situations. Slow down and proceed with caution to the Hot Pit lane, where you will receive further instructions.

Rolled and Pointed

This is a warning for aggressive or otherwise dangerous driving. If you see this flag, you should assume it was pointed at you and adjust your driving accordingly.

Open

You are being called into the Hot Pit area. This could be for a rule infraction or a safety issue with you or your car. Slow down and proceed with caution to the Hot Pit lane, where you will receive further instructions.

Red Flag

This indicates a serious safety hazard. Check your mirrors and you should immediately slow down and come to a controlled stop on the inside of the track, usually the right. The outside of the track needs to be cleared for any

emergency or safety vehicles. If you do not have a clear view of a manned flag station, you are permitted to SLOWLY pull forward until one is in view.

Checkered Flag

The session is over. Slow down and proceed to the Pits. Use the remaining time on the track to cool down your brakes and tires.

Traffic Advisory Flag (Blue w/ Yellow Stripe)

This flag indicates there is a faster car approaching from the rear and that you should give them a Pass Signal in the next available Flag Passing Zone.

Equipment aka Meatball (Blue w/ Yellow Dot)

This flag indicates the track workers have identified a mechanical problem with your car. Slow down and proceed with caution into the Hot Pits, where you will receive further instruction.

Debris Flag (Red/Yellow Stripes)

This flag indicates the track ahead is contaminated with a foreign substance, e.g. oil, coolant, dirt, which may result in a significant reduction in traction or control. Proceed with caution until clear of the danger.