

## AUSTIN SCHNELL FEST HPDE HANDBOOK

Welcome! This Handbook contains important information about Schnell Fest HPDE events, including Appendix A which addresses Track Operations, and Appendix B which addresses FAQs. To maximize your experience and ensure your safety and that of all participants, please read it carefully!

### **Event Description**

Schnell Fest is a High Performance Driver Education Event run according to the minimum HPDE standards of the Porsche Club of America which emphasize safety and education. All non-solo (Novice and Intermediate Instructed run group) drivers will have an instructor. Club membership is not required in order to participate. This event is not limited to Porsches and BMWs. We have a wide variety of automobile types at our events including Corvettes, Camaros, Mustangs, Ferraris, McLaren's, Vipers, etc. Open wheel cars are not allowed.

### **On-Line Application**

We accept applications for Schnell Fest on-line through [www.ClubRegistration.net](http://www.ClubRegistration.net). This allows for instantaneous registration with payment via PAYPAL or credit card. You will also esign the PCA Liability Waiver online. The system allows you to apply, reserve a garage (if available), input your prior DE/track experiences, and create mandatory "IN CASE OF EMERGENCY" contact forms ("ICE").

All participants must apply online at [www.clubregistration.net](http://www.clubregistration.net), provide payment through PayPal or credit card, esign the waiver and verify your signature. Your application will be accepted only when payment is received, and the waiver is fully executed. This means that, if your run group sells out between the time you applied online and the time payment and waiver execution is actually received, your application is not accepted, and you will be placed on the waiting list.

Once you have completed your application on-line and have been assigned to a Run Group a confirmation email will be sent to you. With the on-line system, you can always check on your status.

### **Cancellation Policy**

The regions incur significant costs to offer High Speed Driving Events. These costs include the track rental, corner workers, etc. These are generally non-refundable costs.

- IF you cancel prior to noon, 14 days before the DE we will refund your monies, less credit card processing fees which are non-refundable.
- IF you cancel within 14 days before the event all funds will be forfeited by you.
- IF you do not show up for the DE all funds will be forfeited by you.

In the situation where we cancel the DE, all participants will receive credit for a future DE event.

## AUSTIN SCHNELL FEST HPDE HANDBOOK

### **Health**

This event will be conducted in compliance with all applicable public health orders, and in accordance with the Hill Country Region PCA Communicable Disease Policy adopted on January 13, 2022.

### **COTA's Electronic Waiver Process**

COTA requires that all track attendees fill out their Electronic Waiver before arriving at the circuit. A link to the event specific waiver will be provided. You will be asked to provide your name and cell phone. SpeedWaiver will send you a text with a link. Follow the prompts, taking a photo and signing the form through your phone. You will show the confirmation page to the guard in the tunnel upon load-in in order to receive your wristband.

### **Visitors and Guests**

Visitors, guests, and family members may enter the facility. They must execute the same Club Registration online waiver forms as drivers do or sign the applicable PCA Event waiver forms at the gate. They will be issued 2 colored wristbands, one each for PCA and COTA, which must be worn at all times when on site.

### **Minimum Age and Valid Driver's License**

Drivers must be 18 years of age or older. All drivers must possess a valid driver's license - no exceptions. Drivers may be asked to present their driver's license at the registration desk when picking up their packets.

### **Car Occupancy (Ride Alongs are not permitted)**

If two people are in a car, one must be an approved event instructor and the other must be a registered entrant in the event. There are no exceptions to this rule. Registering people for the sole purpose of "thrill" rides is not acceptable. A registered entrant is defined as a person who will be participating in substantially all appropriate aspects of the event (on track, classroom and exercises, and corner working). This does not mean, however, that a registered entrant must attend the event full time or participate in classroom sessions or exercises that are not scheduled for such entrant (e.g., instructors and advanced students need not participate in classroom session or exercises developed for novice drivers; corner working is not necessary if there are professional corner workers).

### **Demonstration Rides**

Our Drivers Education (DE) program is based on the core assumption that these events are instructional in character. Our DE Instructors ride with students in their cars in an educational capacity. An instructor is defined as a fully registered entrant who has signed all waivers and has successfully completed an approved PCA regional or national program. A Student is defined as a fully registered entrant who has signed all waivers, paid the regionally stated registration fee, and is driving a car that has met all required safety standards. There are no exceptions.

### **Demonstration Rides for DE Students**

There may be times when a "demonstration ride" by an instructor is helpful to further enhance the educational process. A Demonstration Ride is defined as a student riding with an instructor

## AUSTIN SCHNELL FEST HPDE HANDBOOK

in one run group higher than the student's assigned group. For example, if a Novice run group student would benefit from a demonstration ride, the ride would occur in the Intermediate run group, not an Advanced group. If the instructor has more than one student, the demonstration ride can occur in the lowest experience run group possible. The purpose of this ride is to demonstrate the proper driving techniques to help the student correct his/her issues, not to show how well the instructor can drive the facility. All DE event rules apply.

### **Cabriolet/Convertible Cars**

Any make of cabriolet or convertible delivered with factory installed roll over protection meets the minimum standards for PCA DE events. In these cars, we recommend the soft-top be in the up position or the hard top installed. If the top is in the down position, an SFI and/or FIA approved arm restraint system must be used.

Stock Miatas do not have factory installed roll over protection. C7 and earlier Corvette convertibles do not have factory installed roll over protection.

If a cabriolet or convertible does not have factory installed roll over protection, a roll bar or roll cage must be installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield). Design, installation and materials of roll bars or cages and their installation must meet PCA Club Racing specifications, contained in Appendix A-Roll Cage Specifications of the PCA Club Racing Rules. All Targa tops must be installed unless there is additional roll over protection. All sunroofs must be in the closed position.

The windshield alone is not considered to be factory roll over protection.

### **Car Safety Inspection**

The car owner must certify that the car is safe to run on the track and that the car has been inspected by a regionally approved person or shop within thirty days prior of the event. A completed Tech Form signed by the driver and the approved person or shop is required to be submitted to the region at the event.

Instructors may self-inspect their cars, however, the completed tech form, signed by the instructor must be submitted to the region. All other drivers must complete the following tech form process.

The mandatory Tech Inspection Form is included in the Event Files section. Please download and use only this 2023 Form. Any ASE-Certified automotive shop can do the tech inspection. A non-exclusive list of eleven Austin-area shops that routinely perform tech inspections can be found at this site: [Driver Education \(D.E.\) - Hill Country Region PCA \(hcrpca.org\)](https://www.hcrpca.org/driver-education/d-e-hill-country-region-pca)

It seems simple, but to avoid having your Tech Form rejected, please print your name and car information at the top of the form; confirm all check items, including Helmet, or indicate "N/A" if an item does not apply to your car, i.e., Roll Bar. Both you and the inspector must sign and

## AUSTIN SCHNELL FEST HPDE HANDBOOK

date the Tech Form and provide the inspecting shop's name – some use a stamp, otherwise print it legibly. The completed form must be uploaded using the clubregistration.net “Upload Documents” feature.

The time “window” for getting your car tech inspected begins 30 days prior to the event. Do not put off the tech inspection. History has shown that many drivers who wait until the last few days to have their car inspected may find a major issue that can't be resolved before the event - resulting in cancellations and forfeited registration fees.

A complete, confirmed Tech Form must be submitted before you will be allowed on track.

### **Car Numbers**

When you register online, you will have a car number assigned to your car. Single digit and two digit numbers are reserved for Instructors. The Club Registration system maintains a history file of car numbers previously assigned registrants. It is possible that more than one driver will have had a specific number assigned in the past. The system will assign you a prior number if it is not already assigned to an earlier registrant. All other car numbers are assigned sequentially beginning with 100.

Car numbers are essential for the workers to identify you; therefore, all drivers are required to place their assigned number on their car. Numbers can be ordered from Club Registration, as well as other online sources. The numbers on your hood, and doors must be at least 6” tall and on the rear bumper must be at least 4” tall, and in a color that contrasts with the color of your car, regardless of the medium used. Car numbers must be legible by corner workers at a distance while you are at speed. If your numbers are not legible you may be prevented from going on track or removed from the track until they are corrected. The following are acceptable materials for numbers:

- Permanently or temporarily painted on (shoe polish may not be used).
- Decals • Magnetic (leading edges should be taped)
- Vinyl
- Tape (e.g., 3M type plastic or paper / painters' tape).
- Numbers must be located on:
  - Driver's side door (or side / back window]
  - Passenger's side door (or side / back window)
  - Front hood
  - Rear bumper

### **Car Damage**

Each entrant assumes all risk of damage to his car during the event. This includes those times when an instructor may be driving your car. Your regular automobile insurance may or may not provide coverage. It is your responsibility to ensure that you are adequately insured.

## AUSTIN SCHNELL FEST HPDE HANDBOOK

Since you are assuming the risk, it is your right to be satisfied with the manner in which an instructor drives your car. If you have any apprehension about your instructor's driving, please discuss this with your instructor, Team Leader and / or Chief Driving Instructor.

### **Run Groups and Team Assignments**

For purposes of track sessions, Schnell Fest will operate with the following four run groups:

- Novice (Instructed)
- Intermediate (Both Solo and Instructed)
- Advanced 1 (Including Instructor 1 group)
- Advanced 2 (Including Instructor 2 group)

In order to be assigned to the proper run group, be sure to update your driving event history in your clubregistration.net profile and accurately identify the car you will use for this specific event. When updating your driving event history be sure to include both PCA driving events as well as those hosted by other organizations. For each event include the name of the hosting entity, dates of the event, venue, type of event – HPDE, time trial, race, etc., vehicle driven and run group. The Chief Driving Instructor will consider the content of your driving event history to assign you to a run group.

Drivers will be issued a registration packet containing the following:

- Colored wristband indicating all PCA waivers of liability have been completed.
- A second colored wristband designating your Run Group assignment.
- Both wristbands are to be worn on your left wrist
- Run Group sticker – place it in the top, center of your car's windshield.
- Car sticker – place it in the Driver's side lower or upper left corner of the windshield.  
Once your car has passed the onsite tech inspection a tech sticker will be applied to the car sticker

Drivers wishing to be considered for promotion to a higher run group may request a check ride by talking to their instructor or team lead. No check rides will be conducted after noon on Sunday.

All drivers will be assigned a Team number, which will be printed on your windshield sticker and your packet label. Any questions or requests should be discussed with the Team Leader. Team Leader names and contact information will be posted at the registration desk.

### **Required Helmets/Clothing**

Your helmet must be Snell Foundation 2015 or 2020 "K" "M" or "SA" rated, with the identifying label visible on or in the helmet. Normally you have to dig through some of the helmet padding to get to the sticker. Other helmets are acceptable if they are approved for PCA Club Racing. PCA requires us to conduct an annual helmet inspection, which will be done at the final safety Inspection.

Long pants made of natural fibers are required.

## AUSTIN SCHNELL FEST HPDE HANDBOOK

Footwear must be enclosed toe, non-slip, with a relatively smooth sole. No loafers, sandals, flip flops or open-toed shoes. Hiking type deep lugged soles are not acceptable.

### Tire Requirements

**Tires should not be older than 6 years from the date of manufacture**, should not have an excessive number of heat cycles, and should not exceed the hub or wheel rim weight loading. Just because a tire has a full tread pattern it doesn't necessarily mean that it is safe, certainly not at high speed. These links provide valuable information on this

topic: <http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=11>  
<http://www.thedrive.com/opinion/5189/the-truth-behind-what-caused-paul-walkers-fatal-crash?iid=sr-link1>

### Wheels

Be sure you know the Manufacturer's recommended wheel lug/nut torque settings for your car.

Check inside and outside rims for cracks (metal fatigue) before, during and after the event.

Unfamiliar? <http://www.tirerack.com/wheels/tech/techpage.jsp?techid=110>

### Cameras and Data Loggers

All internal cameras, data loggers and other items stuck to your windshield, dash or other place inside your vehicle must be securely tethered to a permanently-fixed object such as rearview mirror or vent via a short leash (Zip ties are often used for this purpose.).

### Restraints: Belts and Harness Systems

Factory installed shoulder/lap seat belts are acceptable.

If the participant chooses to install a five, six, or seven point driving harness, several changes to the automobile must be made to create a safe occupant restraint system. Harnesses must:

- Include an antisubmarine strap.
- Five, six or seven point SFI or FIA approved competition harnesses are required and must be properly mounted in accordance with the manufacturer's specifications.
- FIA approved belts must be replaced no later than five years after the date of manufacture.
- SFI approved belts must be replaced no later than two years after the date of manufacture.
- Have all harness attachment points secured/mounted in an approved manner consistent with the manufacturer's instructions.
- Be used in conjunction with a seat that has the supplied routing holes for the shoulder and antisubmarine belts.
- Have the shoulder straps mounted in an approved manner consistent with the manufacturer's instructions.
- The participant should BE AWARE that the addition of such a seat and harness system results in the occupant being fastened upright in the vehicle. Therefore, in order to have a COMPLETE SYSTEM, a properly padded roll bar or roll cage is recommended, and an approved head and neck restraint device is **required**. A head and neck restraint

## AUSTIN SCHNELL FEST HPDE HANDBOOK

device certified as meeting the standards of either SFI 38.1 or FIA 8858 or its successor is required. The use of such a harness system without roll protection and a head and neck restraint device may result in an unsafe environment and is not a COMPLETE SYSTEM. Roll bars or cages and their installation must meet PCA Club Racing Standards.

When using a head and neck restraint device, it is recommended that one follow the SFI Recertification process for the head and neck restraint device. The instructions for this can be found on the device. Additionally, it is recommended that the straps be replaced every five years.

Four-point systems are not allowed in Porsches because of the integrated headrest supplied by the factory. In addition to the standard SFI and/or FIA-approved five- and/or six-point system, a four-point system is allowed in non-Porsches that meet the following requirements:

- Meets the Federal Motor Vehicle Safety Standard 209.
- Attaches to the factory seat belt mounting points.
- Each belt is designed to work in a specific vehicle and that vehicle tag must be attached to the belt system.

Four Point Belt Exception: Schroth has developed a four point harness for specific vehicles. These vehicles must be fitted with the original factory seats with which the cars and belts were tested. The belts must also be installed per the Schroth instructions. The belts are Federal Motor Vehicle Standard 209, and as such they are deemed street legal and approved by federal seat belt safety regulations. These belts also have labeling confirming the intended use for these specified vehicle models. They are ONLY allowed in the vehicle with which they were tested. These belts are allowed for five years from date of manufacture.

If you plan to drive with a 4-point harness system in a non-Porsche vehicle, contact the Chief Driving Instructor prior to the event so the exception can be approved and noted.

### **Tow Hook**

All cars must have one tow hook installed. Know where your tow hook is stored and how to install it. Note: Some cars use a left hand thread.

### **Final Pre-Grid Safety Inspection**

We perform a final pre-grid Safety inspection of each car the morning of the first day of the event. This is a onetime inspection for the entire event.

The following will be checked:

1. Helmet – check for helmet sticker indicating it is compliant.
2. Belts/Harnesses – check belt condition and that they are within the expiration guidelines stated above.
3. All loose items are removed from car interior, glove box and trunk areas.
4. Gas cap tightened.

**AUSTIN SCHNELL FEST HPDE HANDBOOK**



## AUSTIN SCHNELL FEST HPDE HANDBOOK

5. At least one tow hook is installed.
6. All suction cup cameras / data loggers are securely tethered within the vehicle.

A sticker will be placed on your windshield indicating that your car has undergone the final inspection. This will be the grid workers' indication that you can be allowed on track.

### **Driver Assist Systems**

Driver assist systems such as collision avoidance and steering/lane assist systems must be deactivated when you are driving on track. Be sure you know how to deactivate them on your car before approaching the grid.

### **Schedule**

We will send a detailed event schedule to all registrants in the week prior to the event.

### **Safety**

Cars, drivers, and instructors judged to be operating in an unsafe manner will be removed from the track and no refunds will be given. No glass beverage containers are permitted at any time. No alcoholic beverages are permitted on the premises while cars are on the track. Students are not allowed to take passengers on the track at any time -- absolutely no exceptions. Only registered students and instructors are allowed to drive on the track.

### **Waitlist:**

If you are one of the first on the waitlist, please have your car ready with a passing technical inspection and be ready to go. Assume you might get in! When an opening becomes available, we will contact those on the waitlist in the order they registered (paid date).

### **Access To Cota**

We will exclusively use the Tunnel 2 Gate all weekend, unless advised otherwise.

### **Load-In and Parking**

Load-in times will be communicated to all registrants once COTA has confirmed them. Park in marked spaces only. Please respect the marked fire lanes.

### **Garages and Garage Assignments**

If you rented a garage space, you'll receive a separate message asking for your preferences. The event administration will make every effort to take your preferences and requests into account when assigning garage spaces. You cannot store gasoline containers in the COTA garages.

### **Locations: Registration, Tech Garage, Mentors Garage**

See the event schedule for specific garage locations.

### **Social Events**

We anticipate hosting a social on Saturday from 5:00 to 6:00 PM. More details will be provided.

## AUSTIN SCHNELL FEST HPDE HANDBOOK

### **Food**

More details will be provided.

**Safety questions:** Hugh Brazier - [hq@sterlinglines.com](mailto:hq@sterlinglines.com).

**Registration questions:** George Hansen - [george@hcrpca.org](mailto:george@hcrpca.org).

**All other questions:** David Gross - [david@hcrpca.org](mailto:david@hcrpca.org).

# AUSTIN SCHNELL FEST HPDE HANDBOOK

## Appendix A – Track Operations

### A.1 Run Groups

Drivers are divided into Run Groups taking into consideration driver experience level, the number of DE events in which you have participated, and your vehicle. Your Run Group is indicated by the color of sticker in your Event Check-in packet.

The Run Groups are as follows:

- Green – Novice Beginning Drivers.
- Blue – Intermediate Instructed Drivers
- Yellow – Intermediate Solo Drivers.
- Silver – Advanced 1 Drivers – Lower speed cars.
- Purple – Advanced 2 Drivers – Higher speed cars.
- White – Instructor 1 – Lower speed cars.
- Red – Instructor 2 – Higher speed cars.

Instructor 1 will run with Advanced 1, and Instructor 2 will run with Advanced 2.

Run Group	Run Group Sticker	Wrist Band Color	PCA Waiver wristband
<b>Advanced 1</b>	<b>ADVANCED 1</b>	Silver	Orange
<b>Advanced 2</b>	<b>ADVANCED 2</b>	Purple	Orange
<b>Instructor 1</b>	<b>INSTRUCTOR 1</b>	Red	Orange
<b>Instructor 2</b>	<b>INSTRUCTOR 2</b>	Red	Orange
<b>Instructor not driving</b>	N/A	B/W Check	Orange
<b>Intermediate - Solo</b>	<b>INTERMEDIATE SOLO</b>	Yellow	Orange
<b>Intermediate - Instructed</b>	<b>INTERMEDIATE INSTRUCTED</b>	Blue (Dark)	Orange
<b>Novice</b>	<b>NOVICE</b>	Green	Orange

Prior to the event, we will assign you to a particular Run Group. We do our best, based on the information we have, to match you with others of similar experience and driving style (e.g., speed). You will be informed of your Run Group prior to the event. If you feel you have been assigned to the wrong Run Group, please bring it to our attention as soon as possible and before the event.

The best time to deal with that is before the event.

If, at the event, you feel you are in the wrong Run Group, discuss this with your Instructor and Team Leader.

## AUSTIN SCHNELL FEST HPDE HANDBOOK

Remember, we assign Run Groups based on the information we have about you. This information includes prior DE Events and what you have provided us in your profile on [www.ClubRegistration.net](http://www.ClubRegistration.net). Please keep this information up to date. The objective is to place you in a Run Group with the concern for the safety of you and your fellow drivers.

### A.2 Classroom Sessions

In general, we offer classroom sessions to help you understand the concepts of high-speed driving and vehicle dynamics. These skills will be practiced during on-track run sessions.

If offered, participants are required to attend the scheduled classroom sessions, which will address topics appropriate to each Group.

We encourage anyone at the track to attend any of these sessions.

Check with the Classroom Instructor if you are unable to attend or have any other special considerations.

### A.3 Before You Go Out

Take a moment before each session to check the outside and inside of your car.

#### A.3.1 Before Entering the Car:

- Visually inspect each wheel for tire wear, adequate tire pressure, and the condition of all lug nuts.
- Make a final check of the exterior for loose objects.
- Check fluid levels - yours and the car's.

#### A.3.2 Once Inside the Car:

- Put both windows down. That is the driver-side and the passenger-side windows.
- Close your sunroof, if you have one,
- Check that the brake pedal is still firm.
- Adjust the seat and mirrors.
- Adjust your helmet and restraints.
- Make a final check of the interior for loose objects.
- Set goals for the upcoming session. You'll have much more fun, and a much more productive run, if you've thought about and work on specific skills you want to address in that session. Simply trying to "go faster" often results in frustration, not fun.
- Take a deep breath and relax.
- Signal the grid worker when you (and the instructor) are ready to begin the track session.

There is always someone at the track to help you with any tech question you may have. Ask your Instructor, Team Leader, the Chief Instructor, or the Chief Steward.

## **AUSTIN SCHNELL FEST HPDE HANDBOOK**

### **A.4 Two Spin Rule:**

A spin is defined as a loss of car control during which the car rotates about its vertical axis. It can occur off or on the track. For the purposes of this rule, it also applies to driving off the track, whether or not a spin occurs, and whether or not the car was intentionally driven off or not. If you come to a complete stop as a result of a spin and you cannot immediately resume motion, make some obvious gestures that the closest track workers can see so we know you are OK. A thumbs-up is good. Under no circumstances should you (or your instructor) get out of the car while the track is hot. If you go off the asphalt and are ready to reenter, try to position your car so you can see a track worker. The worker will point to a car, which you should follow, when it is safe for you to reenter. If you are not close enough to a track worker, be patient and exercise caution reentering the asphalt. If you spin or go off the asphalt, you are expected to report to the Black Flag Station in the Hot Pits immediately, whether or not a black flag was thrown. These rules apply each day to all drivers equally, from 1st time Greens through the Chief Driving Instructor. There are no exceptions.

#### **A.4.1 First Spin – Come into the Hot Pit.**

If you spin, you will be required to report to the Black Flag Station (located at the entrance to the track). You do not even have to wait to be black-flagged, just head for the pits at your normal track speed, if possible. The driver (and instructor) will discuss the spin at the Black Flag Station in the hot pit. If you have gone off the track, the driver will get out and inspect the car for any possible damage. The condition of the car is the responsibility of the driver! If time remains, the participant and instructor may be allowed back on track to complete their run.

#### **A.4.2 Second Spin Within the Run Session – Terminate The Run.**

Following the second spin in the same run session, the participant (and instructor) are required to meet with the Chief Instructor or the Chief Steward at an appropriate out-of-car/off-grid location to determine what is happening and to discuss the options to resolve whatever issues are raised.

#### **A.4.3 Third Spin of The Day –Terminate Driving For The Day.**

If there are three spins in one day, the participant will meet with the Chief Driving Instructor or the Chief Steward to discuss the problems that resulted in the spins and the limited options available at this point. Anyone deemed to be conducting themselves or their vehicle in an unsafe manner, either on track or off, is subject to removal from the remainder of the event without reimbursement.

### **A.5 Impaired or Disabled Vehicles**

If your car is damaged in a spin, exercise extreme care.

#### **A.5.1 Impaired Vehicles**

## AUSTIN SCHNELL FEST HPDE HANDBOOK

If a spin results in damage to a degree that requires your return to the Black Flag station to be at significantly reduced speed, stay off line to the extent possible and hold your hand out the window with your clenched fist up. This disabled signal allows other cars to pass you (or you to pass cars displaying such a signal) outside normal passing zones, as long as such passes are done safely.

### A.5.2 Disabled Vehicle

If your car is disabled such that it cannot be driven, do three things

1. Signal to the track workers that you are OK. Lack of motion or signals is taken to indicate a medical problem, and medical personnel will respond.
2. Stay in the car – it protects you from other cars.
3. Keep your helmet and other safety equipment on – if you could get your car there, another driver can get his there as well.

Be patient, we will be coming for you. Depending on the situation, we may shut down the session immediately, or we may finish the session. In all situations, follow the directions of the track workers promptly.

### A.5.3 Emergency On-Track

If a situation arises on-track that you think requires your stopping before you can get back to the pits, pull off in the protected area immediately down-track and behind the next manned corner station. The track workers there will do their best to assist you, although their priority remains on track operations.

### A.6 Gridding & Staging










You will bring your car to the grid area when your run session is called.

### A.7 Flags

A flagging protocol has been established to ensure the SAFETY of all drivers. Our Drivers Education Events will use the protocols established for PCA racing. Flags are used to communicate with you while on track. This is for your safety. The following general practices will be followed:

- Acknowledge every corner worker station by a hand wave to the corner workers on the first lap and final lap of each run session. This will help you establish where each station is located, and it will assure the corner workers that you are aware of them.
- Watch and respond to flags during the session. Physically acknowledge flags with a hand wave when they are thrown anywhere near your location.

**Examples of Flags Used at DE Events**

<p><b>Green Flag</b> Start of Session</p> 	<p><b>Red Flag</b> Safely Stop on Track</p> 	<p><b>Checkered Flag</b> End of Session</p> 
<p><b>White Flag</b> Slower Vehicle Ahead</p> 	<p><b>Blue Flag</b> Passing Flag</p> 	<p><b>Black Flag</b> Proceed to Pit</p> 
<p><b>Yellow Flag</b> Caution, No Passing</p> 	<p><b>Surface Flag</b> Debris on Track</p> 	<p><b>Mechanical / Meatball Flag</b> Proceed to Pit</p> 

**A.7.1 Green - Start of Session**

The GREEN FLAG will usually be displayed after other flags that indicate limits on track activities have been withdrawn. A GREEN flag means that the course is clear.

- A green flag is normally shown on the straight preceding the Start/Finish, however we may not have a flag person on the front straight. In this case, on the first lap of the session, if the last flag station before the front straight does not display a YELLOW flag, you should assume that the track is now GREEN.

- When entering the track under the GREEN flag (for example, if you have had reason to pit during the session or were just late for your session), stay inside the blend line THROUGH THE ENTIRE FIRST CORNER, when entering the track. This is for your safety! When entering the track inside the blend line, please try to accelerate quickly and get up to speed quickly; please do not drive slowly since there may be other faster cars approaching the first corner

## AUSTIN SCHNELL FEST HPDE HANDBOOK

### A.7.2 Yellow – Caution / Danger

The YELLOW FLAG may be displayed at one or more corner stations or at all stations (two flags will be displayed in this case); they may be held stationary or be waving. A waving flag indicates a more serious or immediate hazard or danger.

There are three types of YELLOW Flag situations:

- STATIONARY YELLOW FLAG – stationary hazard ahead. Generally, this means that the incident ahead is off the track. You should not need to take evasive actions if you continue on line. But slow down and proceed with caution.
- WAVING YELLOW FLAG – immediate danger ahead. BE PREPARED TO STOP. Generally, this means that there is an incident ahead on the track surface. You will need to slow down immediately and take evasive action to avoid the incident. You may have to come immediately to a complete stop. Slow down immediately.
- DOUBLE YELLOW FLAG – full course caution. This flag signal will also be shown during the first lap of each run session. No passing. The actions for any caution flag are as follows:
  - Acknowledge the corner worker(s) displaying the flag with a hand wave.
  - Do not pass any other car.
  - Be prepared to reduce speed safely; under some circumstances, it may be necessary to reduce speed expeditiously and in a controlled manner.
  - Look ahead and be prepared to respond to the situation that has resulted in the Yellow Flag.

Passing is ONLY allowed after the next flag station that is not displaying a Yellow (or other) Flag. A note about YELLOW FLAGS: There may be several incidents on various sections of the track. It is extremely important that you do not pass until you see the next station that is not displaying a YELLOW Flag or another Flag.

### A.7.3 White – Emergency or Slow Moving Vehicle on the Track

The WHITE FLAG is not the sign for last lap. It is displayed in the event the ambulance, a tow truck, or another slow-moving vehicle is on the track. In this event:

- Acknowledge the corner workers displaying the flag with a hand wave.
- Watch out for and avoid the emergency or other vehicles

### A.7.4 Blue / Yellow Diagonal Stripes – Passing Information Flag

The BLUE FLAG (sometimes a blue and yellow diagonally striped flag) indicates that a fellow DE driver desires to pass. This is an Advisory Flag. In this case:

- Acknowledge the corner workers with a hand wave.
- Check your mirrors to determine the position of the car(s) behind you.
- When in a passing zone AND IT IS SAFE, make the appropriate signal (see Passing section, below) for the overtaking driver to pass, indicating the side on which he is to do so.
- The car being passed should stay on line and let the passing car go off line to complete his pass.



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### A.7.5 Yellow / Red Stripes - Surface Hazard or Debris Flag

The YELLOW AND RED STRIPED FLAG indicates that there is a slippery surface (e.g., oil or coolant spill) or that there is debris on the track (e.g., gravel, cones, car parts, animals). The actions are to:

- Acknowledge the corner workers displaying the flag with a hand wave.
- Safely reduce speed in the affected area(s).
- Watch out for and avoid the surface hazard.

This flag will be displayed until the situation is cleared but for no longer than two laps. After two laps, the drivers are expected to recognize the existing hazard and to have adjusted their driving to accommodate it. If another surface hazard occurs, a subsequent YELLOW AND RED STRIPED FLAG to be displayed,

### A.7.6 Black Flag – Car or Driver Problems

The BLACK FLAG indicates a problem with your driving or the car. If you think it might be for you, it is for you. It requires your immediate attention and response.

- BLACK FLAG is furled and pointed. – Yes, this flag is for you! It may also be displayed with number board. Take the following action: – Acknowledge the corner workers with a hand wave. – Pull into hot pits immediately and enter slowly. Report to the Hot Pit Steward at the Hot Pit/Black Flag Station in the hot pits.
- BLACK FLAG - Open at all corners: When an open Black Flag is displayed at all corner stations, the session is halted. – Acknowledge the corner workers with a hand wave. – Do not pass another car, – Reduce speed safely, – Pull into hot pits and follow the directions of the workers in the pit.

A final word on BLACK FLAGS: If you see a BLACK FLAG aimed somewhere in your direction - YES- it's for you. If you miss a BLACK (or RED) FLAG, you may be asked to end your session. Some (but not all) of the reasons you might see a black flag are:

- Mechanical problems (the “meatball” - orange disk on black background – see below) flag may also be displayed).
- Windows are up
- Someone’s arm out the window
- Hood or trunk open, objects hanging or falling off your car (the meatball flag may also be displayed).
- Spinning
- Passing problems
- Following too closely
- Race style driving
- Failure to observe flags

### A.7.7 Black / Orange Disk – Mechanical Problem with Your Vehicle

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The BLACK AND ORANGE DISK FLAG is often called “the meatball flag” and will be displayed at the black flag stations. It means that the corner workers have identified a mechanical problem with your car. Your actions are to:

- Acknowledge the corner workers with a hand wave.
- Pit and see the steward at the wall.

### A.7.8 Red – Emergency on the Track

The RED FLAG indicates that there is an emergency on the track that makes further movement of the cars on the track unsafe. Take the following actions:

- Acknowledge the corner workers with a hand wave.
- Pull slowly and safely to the side of the paved surface of the track and STOP OFF LINE AND IN A SAFE PLACE.

Do not go off the asphalt surface. Await instructions from the corner workers. If you miss a RED FLAG, you could cause serious damage to others on the track. Watch the stations carefully.

### A.7.9 Checkered - End of Run Session.

The CHECKERED FLAG/BLACK FLAG is displayed when the run session is over. This Flag may be first displayed at Start/Finish or at another designated worker station on the track. Instructions and locations will be discussed in the morning Drivers’ Meeting.

- Acknowledge the corner workers with a hand wave at each corner.
- Do not pass under the checkered flag.
- Continue to drive the racing line, minimizing the use of your brakes, while you allow your car to cool down.
- As you approach the pits, signal your intention to pit (any time you are going into the pits) with the appropriate hand signal (hand in fist)



- Enter the pits slowly and safely at the next opportunity.

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Do not take an extra lap under the checkered flag. Your cool-down period will be from the Checkered Flag Corner to the entrance to the pits (Pit-in). If cars ahead of you are entering the pits under the checkered flag, follow them in, even if you have not seen the checkered flag. If you take an extra lap, you are taking run time from your fellow participants!

### A.7.10 Purple or White Furled Flag

Sometimes a Purple Flag or furled White flag is displayed. This is an advisory flag that informs Instructors that there are 5 minutes left in that run session.

## A.8 Other Signals

### A.8.1 Fire Extinguisher

If the corner worker notices that a car is on fire, in addition to any flags, he will signal to the driver by holding up a red or silver fire extinguisher in the direction of the vehicle. The driver should, as conditions allow:

- Acknowledge the corner worker with a hand wave.
- Decelerate
- If possible, drive to the nearest worker station (he has a fire extinguisher) and stay on the asphalt surface.
- Make a controlled stop.
- Exit the vehicle and get clear.
- Allow the corner worker to address the fire. The fire is HIS job, not yours. If your car has a fire extinguisher or a fire suppression system AND IT IS SAFE TO DO SO, you may assist the corner worker.

### A.8.2 “Pit-Out” Corner Worker

A “corner worker” may be stationed at the end of the hot pit at the entrance to the track.

- If the track is clear to enter, the worker will signal the approaching vehicle by making a circular motion with his arm or with a stop/go sign.
- If traffic is approaching, such that merging might otherwise be required, the hot pit corner worker will signal the car approaching in the hot pit lane to STOP by holding up his hands or holding up a STOP SIGN. Stop short of the pit worker, so that you have room to accelerate onto the hot track. Do not proceed until the hot pit corner worker has signaled you to proceed onto the track.
- When entering on a track with a blend line stay on your side of the blend line until it ends. Higher speed traffic may be on the other side of the blend line. When entering the track inside the blend line, please try to accelerate quickly and get up to speed quickly; please do not drive slowly since there may be other faster cars approaching the first corner

## A.9 Passing

### A.9.1 General Information

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Drivers Education events are not races. Passing is allowed only with the permission of the driver in the car being overtaken and only in designated passing areas. Check your mirrors and look out your windows regularly. Do not try to out-drive a car closing in. He or she got there because that car is faster. It's more fun to keep up with a faster driver than having a frustrated driver behind you. Besides you might learn something by watching that car after it has passed you.

### **A.9.2 Where and When Passing is Permitted**

Passing at speed will only be permitted in the designated passing zones, which are the major straights. These zones are discussed in the driver's meetings. **THERE IS NO PASSING ELSEWHERE OR IN CORNERS, UNDER ANY CIRCUMSTANCE FOR ANY DRIVER,** except if the driver of a very slow moving car is giving the pit signal, indicating that they are slowly making their way to the pits due to a mechanical or other problem.

If you pass on any other section of the track, you will be black flagged, and your run session will immediately be ended.

All passing must be completed after the car being passed signals for the passing car to advance and well before entering a turn. the car being passed should stay on line. the car passing should come off line to pass and is responsible to keep clear of the car being overtaken. However, the vehicle being overtaken must allow the overtaking vehicle to go by, even if it means lifting off the accelerator for a moment. it is the responsibility of both cars to ensure a safe pass!

There is no passing on Yellow, Double Yellow, Full Course Black, Red or Checkered "end of run" Flags.

### **A.9.3 When and how to signal a pass:**

To signal a pass, get your arm out the window. The hand signals shown in the following illustration will be used to signal a car to pass.

- To signal that the overtaking car should pass on the left, the left arm is extended out the window and the hand points to the left.
- To signal that the overtaking car should pass on the right, the left arm is extended out the window and the hand is pointed to the right over the vehicle roof.
- Only the person in the driver's side will make passing signals.

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### A.10 Stopped Car on Track:

If you are either stuck as a result of going off the track or if your car stops on track, ALWAYS remain in your car (unless it is on fire). If your car is in an unsafe location, we will stop the event (Black Flag) to get you to safety. If you can safely drive to a corner station, do so and park where directed by the corner workers. DO NOT GET OUT OF YOUR CAR! Follow the instructions of the corner workers. Remain in your car until the corner worker or the wrecker driver tells you to get out, and then follow his instructions. He is in charge!

### A.11 Educational and Other Rides

Except for instructors and on parade laps at lunchtime, drivers may not carry any passengers. Instructors that are instructing for the weekend may take any registered participant in either the instructor's or the participant's car for the benefit of the participant's educational driving experience. Working instructors are identified by their Club white shirts.

NON-REGISTERED GUESTS WILL NOT BE PERMITTED TO RIDE IN CARS, except in the Parade Laps at lunchtime. DO NOT ASK FOR EXCEPTIONS. DO NOT WASTE THE TIME OF THE DE STAFF BY ASKING FOR AN EXCEPTION.

#### A.11.1 Instructor Drives

- Instructors may take participants in the instructor's or participant's car, preferably in the Red, White, or Yellow Run Groups. Generally, do not go out in the Green or Blue run groups; these people are working hard on specific driving skills.
- The passenger MUST be a registered driver at the event AND assigned an instructor by that Club's Team Leaders.
- Participant cars being driven by instructors must have their emergency blinkers on during the track session.

THE PCA DE EVENTS ARE NOT TO BE USED FOR INSTRUCTORS TO TAKE OUT "PRIVATE" PARTICIPANTS.

## AUSTIN SCHNELL FEST HPDE HANDBOOK

### A.11.2 Parade Laps

As time permits during the period set aside for lunch, the track will be opened for “parade laps.” If you wish to participate, please line up in the grid area approximately 10 minutes after the beginning of the lunch break. This session is usually 3 or 4 laps.

- These laps are driven at low speed (Speed Limit 45 mph). A designated DE instructor will lead the lap. No passing is permitted.
- Helmets are not required.
- Follow the instructions of the grid worker to enter the track.
- Complete the parade laps and return to the pit area following the lead car.

### A.6 OUR TEAM OF INSTRUCTORS

Instructors are all volunteers committed to sharing their wealth of knowledge with you. All of them are qualified to answer any of your questions. If they don't know an answer, they will help you get the information that you need. There are several different instructors who may be able to help in one area more than another. You might wish to talk to:

#### A.6.1 DE Instructors

There will be a large team of skilled instructors committed to instructing at our Drivers Education Events. Here's what they do for you:

- Attend the instructors' meeting on Saturday and Sunday morning for the track assessment.
- Report to the grid 5-10 minutes prior to all Green and Blue sessions. They will be at the designated team area for their Green and Blue participant assignments. All instructors come in on the “5 minute warning” (Purple or furred White Flag) in order to report to the grid early.
- Work with their assigned participants in and out of the car to achieve specific goals each session.
- Provide education laps in their or their participant's cars in higher run groups to further demonstrate specific skills.
- Complete participant evaluations at the end of each day. These evaluations are located on Team Leaders notebook.
- Arrange check rides with Team Leader for possible advancement to a higher group.
- Work with advanced instructors to continue improving their own teaching skills.

#### A.6.2 Team Leaders

Team Leaders have committed to coming to every event. Here's what they do for you

- Attend instructors meeting each morning for track assessment.
- Meet with the Chief Driving Instructor for participant lists and evaluation forms.
- Report to the grid for Novice and Intermediate run sessions to assign participants and instructors
- Assist Intermediate Run Group participants in setting goals prior to their sessions or assign advanced instructors as requested
- Perform check rides for Novice and Intermediate Instructed Run Group participants.

#### A.6.3 Advanced Instructors

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There are 5 - 8 advanced instructors. Here's what they can do for you:

- Attend the instructors meeting each morning for track assessment.
- Meet with the Chief Driving Instructor for team and participant assignments.
- Work with assigned participants on specific goals in the Intermediate Solo or Advanced Groups to further teaching skills (with blinkers on).
- Report to grid for Intermediate Solo and Advanced run sessions to offer instruction or assist in setting goals prior to the session.
- Provide educational laps for participants in the Intermediate Solo and Advanced Run Groups to further demonstrate specific skills (blinkers on).

### A.6.4 Classroom Instructors

We provide classroom instruction for participants in the various Run Groups. They are available to help you master the skills necessary to drive safely and competently.

## A.7 SETTING GOALS

Each time you come to the track you should set a goal. Do you want to work on a specific corner or a specific skill? Do you want to understand car dynamics better or move to a different group? Do you want to become an instructor on the track or teach a class? The list goes on and on...

### A.7.1 Moving up:

You may be ready for a check ride to evaluate your readiness to move to the next Run Group, if you are Safe, Consistent, Comfortable & Courteous and you:

- Understand and drive the basic line consistently (green & blue participants)
- Use appropriate cornering techniques
- Recognize corner workers and flags
- Are open to instruction, listen & learn
- Watch your mirrors and signal appropriately
- Make smooth weight transfers while shifting, braking, accelerating, & steering.
- If you have any questions about moving up to a higher group, please discuss that with your Instructor or Team Leader.

### A.7.2 Is Instructing Your Goal?

Each Region maintains its own group of Instructors. In addition, they use their own methods of developing their instructor group. We are constantly looking for new talent to join our instructor teams. Each time you come to the track; we strongly encourage you to try a different view. You may be considered if you:

- Regularly run in the Yellow or White Run Groups
- Regularly come to the DE events
- Have a good history of maintaining control of your vehicle
- Are a good communicator

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- Drive with advanced instructors
- Assist with the classroom sessions
- Assist with the braking sessions
- Work the grid
- Assist in the hot pit

Teaching and driving well go hand in hand, but they have very different goals. As an instructor, not only will you be expected to maintain control of your own vehicle, instructing makes you responsible for maintaining control of a vehicle from the passenger seat.

If you feel you would like to take a look at what it takes to be on a team with some of the area's best DE instructors, contact the Chief Driving Instructor either at the track or at the email address on our website. We're looking forward to working with you. In addition, we suggest you read articles about instructing, such as this well-written manual provided by our friends at BMW - <http://www.bmwcca.org/files/dec/InstructorCandidateManual.pdf>.

The instructors, team leaders, advanced instructors, registrar, classroom instructors, braking instructors, grid persons, hot pit station persons, chief driving instructor, DE chairman, safety steward, corner workers, and many others spend countless hours before, during, and after the events. And believe it or not, we really enjoy it!

Volunteers are always welcome. Talk to your Instructor, Team Leader, Classroom Instructor, Chief Driving Instructor or Chief Steward – after all, they all were novice drivers once. See the DE sections of the websites [www.lsrpca.com](http://www.lsrpca.com), [www.hcrpca.com](http://www.hcrpca.com) and [www.mavpca.com](http://www.mavpca.com) to volunteer to help with these events.



## Appendix B

### INTRODUCTION TO HIGH PERFORMANCE DRIVER EDUCATION (HPDE)

#### FREQUENTLY ASKED QUESTIONS:

**Q: Do I need to buy number decals to put on my car?**

**A:** You do need to display your assigned registration number on your car. Numbers can be purchased but it's not necessary. You can use painter's tape (in a contrasting color) to put numbers on your car. They remove easily and are perfectly adequate. You will put numbers on your hood, both doors and your rear bumper. The numbers on your hood, and doors must be at least 6" tall and on the rear bumper must be at least 4" tall, and in a color that contrasts with the color of your car, regardless of the medium used. If you want to purchase reusable numbers they can be purchased at the clubregistration.net store: [ClubReg Store:: ClubRegistration.net](#) The set that most people buy is the three 10" and one 4" number package. Couple of tips:

1. many cars use composite, carbon-fiber and aluminum body panels so be careful ordering the re-useable magnetic number sets.
2. if your car has been treated with a ceramic type of polish/sealant it is possible that the vinyl numbers will not stick properly, particularly if the door is wet or damp. You may need to use painter's tape along the leading edges to prevent the numbers peeling off at speed. Another option is to put the numbers on an untreated surface like the rear side windows.
3. Make sure that the color that you choose contrasts to the color of the panel that you display the number

**Q: Is the Tech Form tech inspection applicable to the Introduction to HPDE ("ITH") class or just to the full HPDE sessions?**

**A:** Cars driving in the ITH event will be driving in HPDE sessions, so the HPDE Tech Inspection is required. You'll need to take your car (and the tech form) to any ASE-certified automobile repair shop and have the inspection done not more than 30 days prior to the event. Do not wait until the last minute to get your car inspected and upload your completed tech form.

The HCR website Driver Education page has a linked list of local shops that routinely perform track tech inspections: [Track DE - Hill Country Region PCA \(hcrpca.org\)](#). Shops' charges will vary; some shops, such as GT International, and Whitlock Automotive perform tech inspections for \$0 charge.

Most shops require appointments and take about 30 minutes to do the tech inspection. The technician signs the form and you will also sign the form. Here's a link to the Tech Form: [Microsoft Word - 2021 Tech Form v.2 \(clubregistration.net\)](#)

**Q: Is it necessary that I upload my completed Tech Form? How do I do it?**

**A: Yes.** You must upload your completed, signed, Tech Inspection Form no later than two weeks before the DE. It's easy:

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- a. First scan an image of your completed tech form. This could include taking a photo with your smart phone; however, the file format must be JPG or PNG. The HEIC format on iPhones is not compatible with Club Registration's system. Also, excessively large files will not upload. Save the file.
- b. Below is a "screen snip" of the clubregistration.net "Dashboard" with the button "Upload Documents" highlighted at the lower right. Log into clubregistration.net. The first screen displayed will be your Dashboard.

### Dashboard

Event Search



**Austin Schnell Fest - Austin Schnell Fest - Sept 17-19, 2021 (Driver's Ed)**

**Dates** 09/17/21 - 09/19/21 📅  
**Status** Pending ⓘ  
**Registrar** schnellfest@gmail.com **Phone:** 713-715-8025  
**Share** <https://clubregistration.net/events/signUp.cfm/event/11140> **Share**

**eSignatures**

**Release and Waiver of Liability** expires: 01/01/50

- Step 1: **Signed** Resign Document
- Step 2: **Signature verified**

Events you may like...

- c. You'll simply press the "Upload Documents" button on your Dashboard, then select the saved completed Tech Form and upload it.
- d. **PLEASE Upload your completed tech form at least two weeks before the DE so that we will have time to assemble your registration packets. Also, if the tech inspection reveals a problem, you'll have time to get your car fixed in time for the event!**

**Q: Does an open face helmet pass muster for this session or does it need to be closed face?**

**A:** We recommend full face helmets, but an open face helmet is acceptable. We recommend that you bring your own Snell "M" or "SA" 2015 or 2020 helmet (these can be purchased for under \$300 from places like PerformanceStop.com) but we will have a limited number of loaner helmets that can be reserved. To reserve a loaner helmet please contact Alastair Donald at [VP@LSRPCA.com](mailto:VP@LSRPCA.com). Snell 2010 helmets or older can no longer be used in our events.

**Q: Can I record my day with my GoPro camera or Smart Phone?**

**A:** While we recommend that you don't distract yourself with electronic devices (cameras, data loggers, timing devices etc.) we do recognize that many of you will want to impress somebody with a cool video or a lap time that was faster than Lewis Hamilton's F1 Mercedes. If you are one of those people, please note that if your device uses a suction cup mount, Velcro, magnets, or other temporary fastening it must be tethered to the car (rear view mirror, air-vent or something else that is solid) using zip ties, nylon cord or something similar.

**Q: Why do I have to have my vehicle's tow hook installed?**

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**A:** It is very rare, but sometimes cars will have a mechanical failure out on the track (also sometimes they run out of fuel) so cars need to be towed off of the track. This process can occur much more efficiently if you already have your tow hook installed. Porsches and most other makes, built in the last 20 years come with a tow hook. Check your owner's manual for the tow hook location.

### **Q: Clothing:**

**A:** Wear comfortable rubber soled close-toe lace up shoes – no loafers. You do not want jogging shoes with very thick cushioned soles because they will reduce pedal “feel.” Short sleeved shirts are fine. Wear natural fibers – so 100% cotton is ideal. 100% cotton blue jeans are ideal. No shorts please.

### **Q: Things to bring with you:**

- A comfortable folding chair
- A hat and sunscreen.
- Intro drivers will enjoy a boxed lunch but bring any snacks that you may want.

### **Q; Electronic submission of PCA RELEASE AND WAIVER OF LIABILITY:**

Below is a screen “snip” of your clubregistration.net “Dashboard” with the PCA RELEASE AND WAIVER OF LIABILITY FORM highlighted in yellow on the lower left:

#### Dashboard

Event Search

Austin Schnell Fest - Austin Schnell Fest - Sept 17-19, 2021 (Driver's Ed)

Dates 09/17/21 - 09/19/21  
Status Pending  
Registrar schnellfest@gmail.com Phone: 713-715-8025  
Share <https://clubregistration.net/events/signUp.cfm/event/11140>

**eSignatures**

Release and Waiver of Liability expires: 01/01/50

- Step 1: Signed Resign Document
- Step 2: Signature verified

Details  
Edit Registration  
Payment / Cancel  
View Roster  
Need Numbers?  
Track Insurance  
Upload Documents

Events you may like...

“Request” the Release and Waiver of Liability and e-sign it. Immediately afterward you will receive a text on your smartphone asking you to verify your signature. **YOU MUST RESPOND TO THE TEXT VERIFYING YOUR SIGNATURE IN ORDER TO COMPLETE THE SIGNATURE VERIFICATION PROCESS!**

**Q: CENTER LOCK WHEELS:** If your car has Center Lock Wheels. Please be certain that the tech inspector who “techs” your car follows the Porsche Factory procedures applicable to your particular car to properly torque your center lock wheels and indicates that he/she has done so on the Tech Inspection Form. Please confirm that the locking mechanisms on all four wheels are engaged.

### **Q: “Contactless Registration” what’s that?**

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**A:** In order to complete your registration and be Confirmed for participation you will electronically submit your PCA RELEASE AND WIAVER OF LIABILITY form. In the event that the Registrar is not present at registration you will simply pick up your registration envelope. No submittal of paper forms will be necessary.

### **Q: What about Track Insurance?**

**A:** Track insurance is available, but it is not necessary in order to participate in the event. The likelihood that you will be involved in an incident during the three 20-minute instructed sessions in the Introduction to HPDE Run Group is extremely remote. There will be an instructor in every car in the run group. Speeds will be controlled, passing will be controlled... all for safety. Incidents do happen from time to time, but rarely, and seldom in the instructed Novice Run Group.

Most automobile insurance policies will not cover you while driving on the track. But it's still worthwhile to ask your insurance agent because some standard automobile policies will provide coverage. When you speak with your agent be sure to explain that this is:

- A Porsche Club of America Driver Education event
- A qualified instructor will be in the right seat of your car at all times while you are driving on the track.
- It is not a competitive event
- It is not a race.
- The track sessions are not timed; laps are not timed.
- Drivers are not competing for trophies, a prize, or money.
- Passing is only done in designated passing zones and then only with the consent of the car being passed by giving a "point by" to the passing car.

Even with all of the above information most automobile policies will not cover damage on the track.

There are several companies that do offer track insurance. Here is a link to the Hagerty track insurance purchase page:

[https://ecommerce.rlicorp.com/HPDE/application/wizard/Hagerty?Is\\_LSA=1&LSA\\_ID=Austin](https://ecommerce.rlicorp.com/HPDE/application/wizard/Hagerty?Is_LSA=1&LSA_ID=Austin)

Track insurance is not cheap, and the policies have either 10% or 15% deductibles. Hagerty's policies are "stated value" policies. Meaning, you can "state" the value of your car and Hagerty will write a policy for it. For example, a \$75,000 policy premium would be \$572 with a 10% deductible from Hagerty, or \$520 with a 15% deductible. With a 10% deductible policy you would have to do more than \$7,500 in damage to that hypothetical \$75,000 car in order to collect a penny. So, Track Insurance's real benefit is coverage if you were to do major damage or destroy your car. That would be an extraordinarily rare occurrence – but again, consider your own peace of mind and whether you would or would not prefer to purchase track insurance.

### **THINGS NOT TO BRING**

## AUSTIN SCHNELL FEST HPDE HANDBOOK

Try to make sure that you leave as much of the junk that is in your car at home. You will not need your radar detector, bike carrier, baby seat or Barry Manilow CD collection! It will make your day a lot easier and enjoyable!

### WHERE CAN I RELAX IN BETWEEN MY AFTERNOON TRACK SESSIONS?

Lots of places:

- Intro to HPDE Students can relax in Garages 32 and 31.
- Also, Paddock Loft 205 (above Garages 25-30) will be set up with casual furniture for lounging in air-conditioned comfort. You can also watch cars going down the main straight from the adjacent grandstand seating.
- Walk up the steps at the extreme east end of the garage building to the second floor Turn 1 viewing platform – watch the cars going up into Turn 1, and then head down into Turn 2.
- Media Center Building will be open and air-conditioned. It is located at the extreme west end of the Garage Building, just past the concession area and picnic tables.

### **Q: Can you recommend reading materials in advance of the event?**

**A:** Yes! For those of you who would like to do some reading prior to the event, I would recommend Ross Bentley's "Speed Secrets." Be aware that Ross' original "Speed Secrets" book is so popular that he has since written Speed Secrets Volumes 2 thru 8. You want the original "Speed Secrets" shown below. It is an easy and entertaining read and will acquaint you with the theory behind high performance driving.



#### Speed Secrets: Professional Race Driving Techniques

Part of: Speed Secrets (8 Books) | by Ross Bentley | Aug 13, 1998

★★★★☆ v 178

Paperback

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