	<p>LRP Proving Grounds:</p> <p>Thursday April 17th –ARRIVE AND HAVE YOUR CAR READY BY NOON</p> <p>Friday April 18th –ARRIVE AND HAVE YOUR CAR READY BY 8:00 AM</p> <p>Driver Aids:</p> <ul style="list-style-type: none"> - You MUST disable your auto-brake collision avoidance system if present; - You will need to turn off stability and traction control. <p><u>PLEASE READ THOROUGHLY!</u></p>
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Activity Flow: Thursday / Novice: 11:45 AM – 5:15 PM

- **11:45 AM** REGISTRATION OPEN beside Proving Ground
- **11:45 AM** Trackside Tech open beside Proving Ground
- **12:20 PM** MANDATORY Class 25 min
 - Review objectives (novice) and answer questions
- **12:45 PM** MANDATORY Drivers Meeting
 - Create 2 groups (Skid Pad / Lower Course)
- **1:00 PM** Skid Pad Open
 - 1 Car at a time
 - First run, each driver will be accompanied by a MNY Instructor
 - Subsequent runs, drivers may go solo or with instructor at instructor discretion
 - Instructors available for track-side discussions on technique
- **1:00 PM** Lower Course Open
 - 1-1:15 – Track Walk
 - 2-3 cars at a time for 5-6 minute sessions
 - 1:15 First run, each driver will be accompanied by a MNY Instructor- Subsequent runs, drivers may solo or have instructor
 - Instructor should observe students and decide if instruction is necessary
 - Instructors available for track-side discussions on techniques
- **2:15 PM** Switch Groups
 - Same Guidelines as above
- **3:30 – 5:00 PM** – Full course (if decided by administrators)
 - Close Skid Pad
 - Connect Lower and Upper course
- **5:05 PM** - Drivers debrief / Lessons Learned

Note: The indicated times are an approximation – exact times will be determined at event



LRP Proving Grounds:

Thursday April 17th –ARRIVE AND HAVE YOUR CAR READY BY NOON

Friday April 18th –ARRIVE AND HAVE YOUR CAR READY BY 8:00 AM

Driver Aids:

- You **MUST** disable your auto-brake collision avoidance system if present;
- You will need to turn off stability and traction control.

PLEASE READ THOROUGHLY!

Activity Flow: Friday / Solo: 7:45 AM – 1:00 PM


- **7:45 AM** REGISTRATION OPEN beside Proving Ground
- **7:45 AM** Trackside Tech open beside Proving Ground

- **8:15 AM MANDATORY** Class 25 min
 - Review objectives (solo) and answer questions
- **8:45 AM MANDATORY** Drivers Meeting
 - Create 2 groups (Skid Pad / Lower Course)

Note: Group structure - Looking to keep advanced solo drivers together

- **9:00 AM** Skid Pad Open
 - 1 Car at a time
 - First run, each driver will be offered a MNY Instructor
 - On subsequent runs drivers may solo or have an instructor
 - Instructor will observe students and may recommend instruction: instructor discretion
 - Instructors available for track-side discussions on techniques
- **9:00 AM** Lower Course Open
 - 9- 9:15 – Track Walk
 - Up to 4 cars at a time for 5-6 minute sessions
 - 9:15 First run for each driver will be offered a NYM Instructor
 - On subsequent runs drivers may go alone or with instructor
 - Instructor will observe students and if may recommend they have further instruction
 - Instructors available for track-side discussions on technique
- **10:15 AM** Switch Groups
 - Same Guidelines as above
- **11:30 AM – 1:00 PM** – Full course if recommended by instructors
 - Close Skid Pad
 - Connect Lower and Upper course

Note: The indicated times are an approximation – exact times will be determined at event

	<p>LRP Proving Grounds:</p> <p>Thursday April 17th –ARRIVE AND HAVE YOUR CAR READY BY NOON</p> <p>Friday April 18th –ARRIVE AND HAVE YOUR CAR READY BY 8:00 AM</p> <p>Driver Aids:</p> <ul style="list-style-type: none"> - You MUST disable your auto-brake collision avoidance system if present; - You will need to turn off stability and traction control. <p><u>PLEASE READ THOROUGHLY!</u></p>
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Proving Grounds: 2 Sections

(1) Skid Pad-

Get comfortable with driving on a wet skid pad by gradually increasing speed until you feel the car begin to slide. Practice controlling your car through drifting turns to prepare for race track conditions. Learn essential techniques for mastering the skid pad, which is a foundation of track driving.

The wet skid pad is used to better understand your car's dynamics. With your car in its standard driving mode, you will enter the skid pad and proceed to drive around at increasing speed. Lateral force will eventually overcome tire adhesion and you will start to learn how to really control your car. Do you experience oversteer or understeer, how do you correct?

Next, gradually disable the various driver aids (traction and stability controls) and notice the difference.

Ross Bentley Advice:

- Start by getting comfortable with driving on a wet skid pad. Gradually pick up the speed until you feel the car begin to move around a little – a little slide. Most cars will begin to understeer (“push” or “plow”) as speed increases; the circle you’re driving will get bigger as the tires slide.
- Now you have a baseline – both speed and a comfort level for driving in a circle on the pad – gradually increase your speed (smoothly) until the car understeers. If necessary, force understeer (apply steering input quickly), but ideally due to increased speed. Now it’s time to practice correcting understeer...
- quickly), but ideally due to increased speed. Now it’s time to practice correcting understeer...
- As the car understeers on a larger radius than you want, rather than turning the steering wheel more (which is human instinct), turn it less. Straighten the steering marginally, and notice how that affects the direction of the car. As you bring the front tires back to an angle that they can grip the skid pad surface, note how the car turns more. *This is managing understeer.*
- Now work on oversteer. Gradually increase speed until the front begins to understeer just the slightest amount, then quickly lift the throttle to transfer weight/grip to front tires. If this doesn’t induce oversteer, and you’re in a rear wheel drive car, give the throttle a good stab to induce power oversteer. Now the goal is to maintain that oversteer for as long as possible, balancing it with throttle and steering. *This is controlled oversteer.*
- Once you’ve spent time inducing and managing both understeer and oversteer on the skid pad these skills can be transferred to the road course.
- An overall goal is to use the brakes, throttle, and steering to purposely induce understeer and oversteer, and then manage both. Repetition and experimentation are key.



LRP Proving Grounds:

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(2) Road Course -

This is a small track where you can test your skill and your car's capabilities. It is expected that you will push beyond the limits and on this little track you and your car should remain safe. Take risks, try different techniques, and get feedback from an instructor.

From the skid Pad you have gained some experience with understeer and oversteer. On the short handling course you will have a little speed as you accelerate in between corners, and may have to brake lightly as you approach the point where you begin the return part of the run. As you do this, induce rotation as you apply and release the brakes – use the brakes to help you turn the car. Once you've induced rotation in the car, use the throttle to manage the oversteer the rest of the way around the corner until it's time to straighten the wheel and accelerate towards the next corner repeat until proficient. Practice and develop skills to navigate the course as fast as your skills and car allow!

Some Skills the Proving Grounds lets you focus on:

1. Mastering Traction

Learn how to get your wheels to hook up when they lose grip. This skill helps maintain control in challenging conditions.

2. Oversteer Correction Techniques

Experience how to correct and compensate for oversteer. This skill can prevent spins and worse on slippery roads.

3. Advanced Braking Techniques

Improve your braking skills, including threshold and trail braking, to slow and possibly stop safely and efficiently on low-friction surfaces. Smoothness and accuracy of brake application and release are key.

4. Vehicle Weight Transfer Management

Understand and feel the nuances of weight transfer specifically in your vehicle. This awareness is vital to maintaining control during braking, cornering, and acceleration.

5. Accident Avoidance Skills

Learn and practice control that mimics emergency maneuvers: including unexpected changes in velocity, direction, and obstacle avoidance.