

**CA San Diego Region/Zone 8 DE & Time Trial**  
**APRIL 27-28, 2019**  
**Chuckwalla Valley Raceway (Clockwise)**

Dear Friend,

I'm sure you're looking forward to the winter PCASDR Zone 8 DE & Time Trial at Chuckwalla Valley Raceway (<http://www.chuckwallavalleyraceway.com>). It is crucial that you familiarize yourself with all the information contained in this letter in order to ensure a smooth event. Prior to answering your questions by phone or e-mail, we must insist that you first check this letter and see the websites provided for answers.

For those of you going to a track for the first time, you'll want to arrive early (but not too early; see ON-SITE EVENT INFORMATION section below) to deal with the inevitable things that will happen and things you forgot. And remember, it is about 50 minutes from the closest hotels (Indio or Blythe) to the track, and you may have a short wait to get into the facility in the mornings. Leave early if you are arriving in the morning Saturday or Sunday! Check oil, tire pressures, change to race tires, get your harnesses set up, empty your car, put on sunscreen, pit stop, torque the lug nuts, eat some food, tech and check-in if you have not already, etc., etc., etc. This is not an 11-mile Autocross event and you are at least 50 miles from the automotive shops in Indio and 75 miles to the closest Porsche dealer in Rancho Mirage. The good thing is that everyone helps one another, many of us bring tools, and a few of the guys even know how to use them.

As always, I'm happy to answer any unanswered questions. E-mail me (best) at [tt@pcasdr.org](mailto:tt@pcasdr.org) or call 619-395-7506 before 8 p.m. unless it's an emergency or you want to give me a Cup car.

Safe driving,

Greg Phillips

**PLEASE NOTE:** Time Trial and Driver Education events, while absolutely not racing, nevertheless entail the close proximity of cars at extremely high speed on the track. This may result in minor to severe injury to you or your car. Please consider these risks before attending. If you wish to cancel, please inform the Registrar at [preregAway@pcasdr.org](mailto:preregAway@pcasdr.org) immediately. Also note that you should consider the weekend to be an athletic sporting event. As such, you should be mindful of all factors affecting human performance including, but not limited to, hydration, alcohol consumption, sleep, etc.

**There are new rules for 2019 regarding harness systems and HANS devices (see next page).**

## Harness Systems

The number one priority of PCA's HPDE Program is track safety. A core belief in the DE program is that a person can purchase a stock Porsche and take it to the track for an HPDE weekend, after an appropriate tech inspection of course.

Some people choose to modify their cars to increase performance and others to increase safety. A popular modification made to track cars is the addition of a multi-point harness system. Starting January 1, 2019, the DE Minimum Standards will be expanded to state that if a driver uses a harness system, he or she will **ALSO** be required to utilize a **head and neck restraint system**, commonly referred to as a **HANS device**. **These devices must meet SFI 38.1 or FIA 8858-2010 standards.**

A head and neck restraint device is an integral part of the harness system. Because the rule of equal restraint always applies, **if a driver uses a harness system there must also be a harness system available and used by the passenger.** Thus, both the driver and passenger will be required to use a HANS device. Head and neck restraint system devices are now more affordable and easily purchased online.

The DE Committee's decision was made over the course of two years after careful review of options, conversations with DE participants and discussion of a variety of perspectives. Please pass on this information to your DE drivers and instructors as soon as possible to avoid any confusion.

As a reminder, members of the DE Committee can be found here:  
<https://www.pca.org/national-driver-education-committee>



Do not park in the ADMIN Area

## UPCOMING EVENTS

As always, our up-to-the-minute, complete schedule can be viewed at <http://www.pcasdr.org/competition/dett-schedule/>.

Our next event will be September 21-22.

### Track Dates for 2019

#### **Willow Springs**

Big Willow September 21-22

#### **Chuckwalla Valley Raceway**

April 27-28

October 12-13

#### **Buttonwillow Raceway Park**

November 2-3

## INSURANCE

Lockton Affinity, which provides motorsports insurance and is endorsed by PCA, is offering physical damage coverage at this event for both Driver Education (DE) and Time Trial (TT) participants. Here's the link: <https://locktonmotorsports.com/events>. It used to say, "Competition Sessions Excluded" or "This event is only eligible for DE participants", meaning that the Timed Runs session on Sunday afternoon beginning at 2:30 p.m. isn't covered, only practice sessions. It appears that now you can additionally purchase Timed Runs coverage. Do your own due diligence though and satisfy yourself that the coverage offered is truly what you are looking for.

## PRE-EVENT INFO

### **Car Classification:**

- 1) You should have already posted or updated your Porsche's info on the Zone's classification website at <http://zone8.pca.org/CarClass/Default.aspx> (point your cursor to the word "Menu" to get started) before you registered for the event. Even if you made no changes, the rules for 2019 are now in effect. You must edit your car (select "View/Edit My Cars", then "Edit Car Info") by clicking through all questions, ensuring they are still accurate or updating where necessary, until you see the "Finish" button appear. You *must* click the "Finish" button in order to have your classification recalculated. **The date you do this is now recorded, so please do it so we don't have to bug you about it.**
- 2) If there are any changes since you initially registered for this event on MotorsportReg.com, e-mail the Registrar at [preregAway@pcasdr.org](mailto:preregAway@pcasdr.org) immediately to notify of the change (send updated Base, Tire Size, Performance Equipment (PE), and Total points along with SS or CC class).
- 3) If your car is not correctly listed on the Zone's classification website by one week prior to the event your registration will be placed on hold and you will not be allowed to drive until you've completed this task, which is harder, if not impossible, to do from the track.
- 4) Drivers of X class cars should use the spreadsheet located at [http://www.zone8.org/assets/docs/DE\\_TTSafetyEquipCalculator.xlsx](http://www.zone8.org/assets/docs/DE_TTSafetyEquipCalculator.xlsx) to determine their PE points and send this info to the Registrar (e-mail address above).
- 5) You must ensure that the Zone 8 classification site or spreadsheet, MotorsportReg.com, and your tech form all reflect the same information. Changing your class on your tech form will not change your class in our systems.
- 6) A final class list will be posted on the online results site (see below for URL). No changes allowed after 1:00 p.m. Saturday.

### **Pre-tech and check-in:**

- 1) Please fill out a tech/registration form at home and have it ready and signed-off before you come to check-in at the track. We need this at the event even if you already provided yours previously. The best way to do that for a Porsche is to print it directly from the classification site mentioned above. **Go to the “View/Edit My Cars” menu and click on the “Car Info PDF” link for your car.** Add the date in the top right and fill in any info that is missing on the form, then print and sign it. This will ensure that you are using the latest form with all info properly filled in.
- 2) If you have an X class car or need to do it manually for some other reason, go to <http://pcasdr.org/misc/ax/AXRegForm.pdf> for the form, fill it out online, print and sign it. Out of date versions of the tech/registration form **will not** be accepted, and you will need to re-tech. Be sure you download the current 2019 version.
- 3) **You must pass tech before you come to check-in.**
- 4) Please only turn in the first page of the form.
- 5) All your important info will be printed on the envelope you receive at check-in. Please look at this carefully and advise the Registrar of any changes right away.
- 6) For those who use reading glasses, please bring them with you to check-in to help speed up the line and increase accuracy.
- 7) Try to tech in advance at Black Forest, Mirage Int'l, Comeau Racing Enterprises or European Motorsports. Please call in advance for an appointment and thank them for their service.
- 8) You may also tech at a Zone 8-approved station ([http://www.zone8.org/events/tech\\_stations.php](http://www.zone8.org/events/tech_stations.php)) using the correct Zone 8 tech form described above, properly filled out by the tech, or any other Porsche shop, however cars not tech'd at one of the **four** shops listed above are subject to random at-track re-inspection.
- 9) **Tech forms with a POC stamp (or any other stamp) that are not filled out properly by a tech will not be accepted!** See the tech letter at the end of this document for info on how a tech can properly fill out your form. Hint: A bunch of check marks with no other data won't be accepted – read the tech letter. Be your own best advocate regardless of who is teching your car – read the 2019 Rules and be sure yourself that you meet them, especially with respect to safety equipment: <http://www.zone8.org/assets/docs/2019/2019Z8Rules.pdf>. This document contains information on how to classify your car and the details on what type of safety equipment is required.

There is no specific event hotel for this event. Hotels in Indio can be sold out due to other events in the area. For an alternative location you should consider staying in Blythe which, like Indio, is about 50 minutes from the track (but to the east). You may call the Best Western in Indio and see if they have a Porsche Club rate, mention that you are going to Chuckwalla Raceway.

81909 Indio Blvd Indio CA 92201 760 347-3421

The track now has cabins on site, which are likely sold out, but check the track's website for booking info in case there are cancellations: <http://www.chuckwallavalleyraceway.com/cvr-ranch-onsite-cabins/>.

**Directions to the track:** Depending on which direction you are coming from, head east on I-10 from Palm Springs/Indio or west on I-10 from Blythe. If coming from the west, the last very large, reasonably priced gas stations are at the Coachella exit a bit east on I-10 (Dillon Road – truly the last stop before you are in the sticks). If you have an RV or are towing a trailer these are very easy in/out.

From the Coachella exit it's about 45 miles to the track. About twenty-five miles later you will see signs for the General Patton Memorial Museum. This is the second closest western fuel stop to the track. Sorry, never been east of the track, so you're on your own if coming from Blythe.

Twenty miles later and you will be at Desert Center – Rice Road which is the exit for the track. Take the Rice Road off-ramp and turn left at the stop sign and go under the freeway. The entrance to the track will be on your right 4.2 miles down Rice Road. There is a huge tank on the right that lets you know you have arrived at the track. There is no place to turn around a trailer for quite some time if you miss the track turn off.

You will eventually come to the main gate. Here is where you will pay your facility entrance fee, sign a track waiver and get a track wristband. See the On-site Event Information section below for arrival details. Follow the signs to the paddock or fuel depot.

### TRACK FACILITIES INFORMATION

**Fuel:** There is supposed to be fuel (91, 95, 100 and 110 octane) at the track, but it's a long way from the next gas truck so be prepared either way. 91 and 100 are self-serve, so bring some credit cards. 110 required the track's assistance previously. The nearest gas station is located 9 miles west of the track on the north side of I-10 (Chevron).

**Tire service:** No tire service will be available at the track. There are several tire stores in Indio, with the closest tire store to the track being America's Tire at 81124 Hwy 111, Indio, CA, (760) 775-5366.

**Camping:** RV camping in the paddock is allowed at the track. \$20 for the weekend. There are no electrical, water or sewer hookups. Pay the track at the track, not PCA. No extra charge for tent camping. The paddock will be continuously accessible starting at 5:00 p.m. on Friday January 26. Be sure to stop at the guard shack upon arrival. **Please note that quiet hours will be enforced from 10:00 p.m. to 6:00 a.m.** Be respectful of your fellow campers or you may be asked to depart early. **Please turn off any generators during these hours** as well, if possible. For more info on camping, including RV rental info, or cabins or hotels see the event registration website.

**Important:** *Please do not park outside the lines that delineate the inside of the paddock. Also, do not park in the area by the timing building and the classroom. That area will be set aside for the timing and administration team. Changed slightly from January, see photo.*

**Garages:** There are no garages available for our use. There is a canopy in the middle of the paddock, but it will be a walk from there to your pit. Bring your own shade.

**Bathrooms:** The facility has bathrooms with showers.

**Food:** The snack bar at the track should be open for breakfast and lunch both weekend days. They have a full selection of drinks and snacks. The Club will not be providing any refreshments or even water. Be prepared for anything.

## IMPORTANT TIMING AND SCORING INFORMATION

**TT Transponders:** Time Trialers, if you have a rechargeable AMB/MYLAPS transponder, be sure to start charging it a few days before the event. Those who rented transponders, we will provide you with a fully charged unit when you check-in at the event.

To ensure proper run groups, gridding, and posted times, a working AMB/MYLAPS transponder is required and **must be ON at all times** for all Time Trialers.

Do not let someone else drive your car on the track with your transponder on it without notifying our timing crew *in advance*. It messes up our database and potentially gets you moved into the wrong run group.

**To get results at the track:** Drivers' times are posted just after sessions end at <http://zone8.pcasdr.org>. A track map, class list, announcements, etc. are also available on this site. If you did not check a box for a results feed subscription when you registered for the event, you can subscribe the week of the event. Go to <http://zone8.pcasdr.org> and click the **Subscribe** button on the results site. You will be taken to a separate page to input your mobile phone number and select what info you are interested in. You won't get flooded with announcements or spammed. You can unsubscribe at any time. You should either receive a test message to confirm it's working or a response that identifies you by name.

Check your results early in the event, or better yet be sure you are subscribed to notifications (see above) to ensure that your times are being recorded. If you don't and there is a problem, we won't know about it and you may not receive an official time for the event.

Following the event, all lap times will be permanently available at [http://results.pcasdr.org/event\\_standings.php?time\\_format=0&database=tt&event\\_date=2019-01-27](http://results.pcasdr.org/event_standings.php?time_format=0&database=tt&event_date=2019-01-27).

Note: We need a volunteer to assist with gridding cars for Sunday afternoon TT Timed Runs. If you are not running Timed Runs or will have a guest who can help, that would be best. E-mail [tt@pcasdr.org](mailto:tt@pcasdr.org) to volunteer.

## OTHER IMPORTANT INFORMATION

**Payment:** If the credit card you used to sign up for the event has since been lost, stolen, etc., please sign into MotorsportReg now and update your account.

**Flags:** Prior to coming to the event, please be familiar with track warning flags. Please refer to my Drivers' Meeting notes that follow.

**Track map:** Bring copies if you want paper, otherwise use <http://zone8.pcasdr.org>.

## ON-SITE EVENT INFORMATION

### April 26, Friday:

You may access your cabin on Friday afternoon starting at 4:00 p.m. Note that if you arrive prior to 5:00 p.m., you should plan to stage your car/trailer/tow vehicle on the road leading to the track and will need to wait until 5:00 p.m. to enter the paddock. Starting at 5:00 p.m., the track should

allow continuous access to the paddock, but please do not show up extremely late and make a bunch of noise, disturbing those camping in the paddock. **Most important:** DO NOT argue, raise your voice, be rude, or have any negative interactions whatsoever with any track employees no matter what the situation is. If you do, you jeopardize the ability for all of us to return in the future. If you have any problems with the track, call me at the number on the first page of this letter before doing anything else.

Assuming all goes as planned, we will have on-site **tech from 5:00 - 6:00 p.m.** at the track, in the paddock. If we have any techs staying at area hotels who can assist those of you not arriving at the track on Friday evening, we will send out a text to that effect, so be sure you are subscribed to the announcement feed. On-site **check-in will be from 5:30 - 6:00 p.m in the classroom.** Please don't ask to check-in prior to 5:30 p.m.

*As always, please pre-tech if at all possible.*

The track will have a separate waiver and wristband requirement when you enter the facility (expected to be \$15 per day/\$25 for the weekend). The PCA wristband and waiver that you will receive at PCA check-in are separate from the track's. You, all your guests and crew must have both wristbands and sign all waivers. Anyone with a guest who does not have a PCA wristband risks expulsion from the event. **KEEP YOUR WRISTBANDS ON ALL WEEKEND.**

### **April 27, Saturday:**

**Gates open:** 6:30 a.m. for those not staying at the track.

**Final tech at track:** 7 a.m. - 7:30 a.m. Get there early.

**Check-in:** 7 a.m. - 7:40 a.m. in the classroom. Be early. Please note that anyone registering on Saturday may miss a run session if the volunteers cannot complete tech and check-in before their scheduled run session.

**DE Instructor's Meeting:** 7:30 a.m. in the classroom.

**Drivers' Meeting:** 7:45 a.m. Mandatory for everyone at the track. Meet in the classroom.

**DE Novice Chalk Talk:** All DE participants must attend this meeting at 8:30 a.m., no exceptions! As a result, please plan to arrive at the track by 7:00 a.m. on Saturday morning January 27 so you will have enough time to set up your pit area, empty your car, tech and check-in (in that order), attend the drivers' meeting, and go directly to the classroom session followed immediately by your first driving exercises.

**Track hot:** 8:30 a.m.

**Track Tour:** 12:40 p.m.

**Track cold:** 5 p.m. No motorized vehicles allowed on track after 5 p.m.

**Chalk Talk:** 5 p.m. [Come to this Presentation and Q&A given by Steve Grosekemper PCA-SDR Tech Advisor. He will discuss car set-up 101; whether in a stock Boxster, GT class car or heavily modified early 911. He guarantees everyone will walk away learning something new. Don't miss the free data sheet handouts and display of simple, inexpensive tools to make yourself faster. Cool door prizes for those who attend!](#)

### **April 28, Sunday:**

**Gates open:** 6:30 a.m. for those not staying at the track.

**Track hot:** 8:30 a.m.

**Drivers' Meeting:** 1:15 p.m. Mandatory. Meet in the classroom (Instructors please arrive 5 minutes early).

**Time Trial Timed Runs:** 1:45 p.m. approximately.

**Saturday**

7:00 a.m.	Tech and Check-in. Tech closes at 7:30 a.m., Check-in at 7:40 a.m.
7:30 a.m.	DE Instructor meeting
7:45 a.m.	Drivers' Meeting for ALL drivers. MANDATORY!

**4 run groups. One 25-minute session, four (three for Green) 20-minute sessions, one 15-minute session. Start at 830 a.m.**

Time	Group	
<b>Session 1</b>		
830 a.m.	Green	Classroom session
830	Red	
855	Orange	
920	Yellow	

<b>Session 2</b>		
945	Green	Regardless of start get back on sched. by 945 Ducks-in-a-row exercise
1010	Red	
1030	Orange	
1050	Yellow	

<b>Session 3</b>		
1110	Green	Passing exercise
1130	Red	
1150	Orange	
1210 p.m.	Yellow	

**1230-120 p.m. LUNCH** TRACK TOUR runs 1240-110 p.m.

<b>Session 4</b>		
120	Green	
140	Red	
200	Orange	
220	Yellow	

<b>Session 5</b>		
240	Green	
300	Red	
320	Orange	
340	Yellow	

<b>Session 6</b>		
400	Green	
415	Red	
430	Orange	
445	Yellow	

500	All	Chalk talk (Car Setup 101 Steve Grosekemper)

**Sunday**

**4 groups. Three 20-minute sessions, timing then 2 open sessions. Start at 830 a.m.**

<b>Time</b>	<b>Group</b>
<b>Session 7</b>	
830 a.m.	Green
850	Red
910	Orange
930	Yellow

<b>Session 8</b>	
950	Green
1010	Red
1030	Orange
1050	Yellow

Regardless of start get back on sched. by 950

<b>Session 9</b>	
1110	Green
1130	Red
1150	Orange
1210 p.m.	Yellow

**1245-145 p.m. LUNCH 115 DRIVERS' MEETING (Instructors at 110)**

**145- Timing** Timed laps will be run in lap time order. Fastest to slowest.  
Report to grid when your best lap time is called.

<b>1230</b>	<b>Green</b>
320	Open 1
340	Open 2
400	Closed

NOTE: no further timing  
Normal      Passing  
Normal      Passing

## Chuckwalla Drivers' Meeting

This is a preview of Saturday's drivers' meeting. However, the meeting is still mandatory since things can change, e.g., different flags, passing rules, etc. Please be on time at 7:45 a.m.

### **THIS IS NOT A RACE!**

General Run Group order for Saturday (after the first session) as well as Sunday morning is GREEN (DE), RED (TT), ORANGE (TT), YELLOW (TT). Regardless of when we start we will try to get back on the posted schedule by the beginning of the second run session cycle each day.

We are running clockwise!

### **IMPORTANT PROCEDURES**

**TT drivers:** Do not let another registered driver drive your car on the track with your transponder on it without notifying our timing crew in *advance*. It messes up our database and potentially gets you moved into the wrong Run Group.

Return your rental transponders to the container at the Black Forest/911SG trailer before you leave on your last day! Take the bracket off, insert the pin in the empty bracket, and return it separated from the transponder, as it was when you got it.

**Instructors:** We are very thankful that you have volunteered to help. We need you to stay through the last practice session for your Student. If you take off early, your Student won't be able to continue, so we really appreciate your commitment to their driving education.

**Be respectful of the flag team.** They are here to keep you safe, but aren't PCA rule or procedure experts, and have to make judgement calls from time to time that you may disagree with. If so, keep your cool and come see an event chair.

### **Track Tour**

We will plan to run a low speed, no helmet Track Tour on Saturday from 12:40-1:10 p.m., assuming we can get a volunteer to help.

All Track Tour drivers and passengers will need to sign the PCA waiver. If you want to run in the Track Tour please bring your car and passengers to pre-grid at 12:30 p.m., or as soon as the track goes cold after the 3<sup>rd</sup> run session cycle. VOLUNTEERS: please report to Black Forest/911SG area at admin area/classroom by noon at the latest for instructions.

Track Tour vehicles and speeds: Any licensed 4-wheel vehicle or a car that has our tech sticker may be taken on the track during the Track Tour. Helmets are not required, but a minimum of 3-point seat belts are. Speeds must be SLOW. No passing. Straight speeds are 55 mph. Anyone exceeding the above rules will risk expulsion from the remainder of the event. DE drivers are encouraged to use this time to see the track at lower speed with their instructor, so that they can easily converse while learning the line.

## Passing Rules

We need to see a point with every pass in all groups. If there are three cars behind you, three points.

PASSING WILL BE ON **EITHER SIDE**. We prefer that a car being passed track out and stay to the track-out side of the track. If a car is passing down a long straight, the car being passed should simply hold its line and make sure that the passing car has made the pass before turning in for the upcoming corner.

The sign to pass on the RIGHT is point up and over your roof. Drivers; make the point clear.

The sign to pass on the LEFT is to point straight out your window.

Please do not make the passing sign confusing with the sign to get off the track. That is a fistel arm UP AND OUT the window. Do this whenever you exit the track.

If you don't get a point or are not sure, don't pass!

If you are the car in front, point, let off the gas gradually but definitely and let the car(s) by. This is required at every passing zone at Chuckwalla. Even slow cars can hold off a much faster car on these short straights. This is not a drag racing event. When the car goes by, don't swerve back. There may be a car behind the car that just passed you and it may be right on your driver's door in your blind spot. Be careful. This is a common cause of car-to-car contact.

If you are holding up cars and are not letting people pass, the flag team will black flag you. **Driving fast is about driving fast in the corners, not just down the straight.** Please don't hold people up. If you think you're fast, still let the car pass. If you are really faster, you'll get to pass them back. That's fun. The blue flag is helpful, but it is not a substitute for using your mirrors. Check them at the start of each straight!

If you want to MAKE A PASS, you've got to let the driver in front of you know you're there. Get up there, but safely, and expect anything. Follow a car length or two behind until the straight. If this doesn't get their attention, hopefully the blue flag will. If you are still hung up, don't get crazy, just pull into the hot pit. Give the "more space" sign and wait for the starter's directions to reenter the track.

Passing cars – it is always **YOUR** responsibility to make the pass cleanly. "He didn't lift enough" is not an excuse. If you can't make a clean pass before the turn-in point, get back in line. There is no passing in the corners, except in Red (**with a point**).

## **PASSING ZONES**

1. Front straight – between turns 17 and 1.
2. After front straight – between turns 3 and 4.
3. Between turns 7 and 8
4. Back straight – between turns 10 and 11
5. After bowl – between turns 13 and 14.
6. Between turns 15 and 16.

See Track Map with marked passing zones at <http://zone8.pcasdr.org>

All these passing zones require maximum cooperation. The car being passed must slow down.

**Red group ONLY may pass anywhere (with a point!).**

**ADDITIONAL BLACK FLAG INFO** – Any four-wheel off in the first session on Saturday will result in the end of that session for you.

Any car that spins on track or puts even two tires off the track during the first run session each day will receive a black flag but will be allowed to continue driving after being reprimanded slowly by the pre-grid worker, using up your track time.

**Let's work together to keep the track clean and our cars safe.**

YELLOW – Caution.

Some trouble ahead. SLOW down. Look ahead. NO PASSING.

The yellow stands until you pass a corner station without a yellow. The more frantically it's waving the more immediate and/or serious the trouble!

YELLOW W/RED STRIPES – Debris.

This can indicate any kind of debris that you can drive through. Big car parts will probably generate a yellow flag rather than a striped flag. Slow down until you identify what the trouble is. The flag team will typically show this flag for two laps. Don't assume if the flag is down the debris is gone. It is probably NOT.

**If you are dropping oil, please drive off the time trial line.** Don't drop oil all the way around the track on the line. It will take forever to clean the track and we'll make sure you help. Drive off in the marbles.

**IMPORTANT PROCEDURE:** If you do leak fluids on the track or have a mechanical failure of any kind you must see an event chair after addressing the problem but before going out again. Failure to do so will result in elimination from the event.

MEAT BALL – Black with orange ball. Something is mechanically wrong with your car. Return to pre-grid to find out what it is.

FURLED BLACK – You're doing something wrong. If you know what you did and can remedy it, you don't need to come in. If you don't, come in, because you are going to keep getting the flag until you get the open black.

UNFURLED BLACK – Means you must come in so the pre-grid can talk to you. You may have done something wrong, or you may have some car damage.

If you spin more than 180 degrees or if you put 4 wheels off, expect to see a black flag. If you do either of these things, come into the hot pits, even if you don't see the flag. Tell the pre-grid worker what happened and let him look over you and your car before sending you back out.

**If a black flag is shown at all corners slow down and come into the pits.**

BLUE FLAG WITH YELLOW STRIPE – Called Advisory or PASSING flag. This is advising you that the corner thinks you should let the car behind you pass. This is very important at an event like this. If you are sure you are faster, you don't need to let the car pass, e.g., you are on a warm up lap and not really up to speed but will be *very* soon. However, if you are driving full out

and you get the flag, point the car or cars in back by at the next passing zone. If it turns out you are faster, you'll be right on them and then they'll get the blue flag.

The biggest problem comes with new drivers with a lot of horsepower. Fast down the straight and medium or slow in the corners. If in doubt, let the car(s) in back pass.

**If you find you are in a TT Run Group that is really not suited to the speed of your car or your comfort level, come and see me or Mark Rondeau and we can change your Run Group, if it seems appropriate. We typically re-adjust TT Run Groups at lunch on Saturday based on the morning's transponder data.**

WHITE FLAG – Means a slow-moving vehicle on course. Usually an emergency vehicle and it can be moving in any direction! SLOW WAY DOWN. You can pass an emergency or slow vehicle, but VERY carefully.

A white flag will also mean last lap when we do our official timed laps on Sunday afternoon.

RED FLAG – FULL COURSE SHUT DOWN, usually for a major emergency. Check your mirrors, slow down, **pull over off line**, and stop in view of a corner working station, with your car still running, and wait until the corner directs you to proceed. Stay in your car! A red flag and a yellow flag together will indicate that you should return to the pits slowly.

CHECKERED FLAG – End of session. Shown at Start/Finish and possibly at one other location. Passing is allowed under checkered, but not recommended. Use the checkered to cool down unless you plan to take tire temps. Don't blow the checkered flag. You'll be cutting into the next group's time, and we'll all be sitting here watching you go around by yourself. Look at start-finish every lap.

GREEN FLAG – Hot track.

DISABLED CAR – **Unless your disabled car is on fire or in an extremely dangerous place, do not get out of your car.** Indicate that you are okay by tapping your roof or otherwise indicating to a corner worker that you are conscious and unharmed. Absolutely do not walk around your car inspecting it for damage or try to repair it while the track is hot. Stay in your car or get away from it. Nothing in between, unless it's on fire, in which case you should use your fire extinguisher if you can safely. You and your car will be towed back to the pits at the end of the session or during it if the car is in an unsafe place.

## **FIRST LAPS**

DE novice participants will have special procedures for their first two sessions on Saturday. The DE instruction team and your instructor will explain these procedures to you.

The first two laps of each TT run group in the first session only on Saturday and the first two laps of all run groups on Sunday will be under full course yellow. NO PASSING. If you enter in the middle of the first session, beware that other drivers will have had the benefit of yellow laps but you will have not. Try to be on time to at least your first grid-up each day. Since this is one of the only opportunities you will take to drive the course slowly, I strongly suggest you look at your runoff areas. Take a look at where you really don't want to go off. That's where you will be extra careful. See also those places where you can runoff relatively safely. There's really only

one correct way to go off the track and that is by driving straight off. You will be lucky if you only screw up your wheels and have them full of rocks. These rocks are very unkind to wheels and tires and can end your day. The way to avoid going off sideways or backwards is by being prepared and anticipating your car's movement on a given area on the track. Be ready to correct.

The following are corners where it is easy to spin or run off the track at Chuckwalla: 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 15, 16. Get the idea? Try to recognize the places where it is safe to try to fight to save it, and others where it is best to just give in early and drive off. Our goal is to get every car and driver back home in essentially the same condition as they started. The best way to achieve this is by taking a close look at the track and thinking about what can happen at each place and what you're going to do about it if it does. If the first time you've thought about it is when it's happening, it's way too late. If you do go off the track, re-enter the track when directed to do so by a corner worker, slowly, to avoid dragging rocks onto the track.

**Cones:** Any cones demarcating the track are for relative reference only and are not intended to show exact turn in, apex, or track out points. They may move at any time. Don't depend on them.

**Entering the track:** It is very difficult to see down the front straight from the track entrance at Chuckwalla. Pay close attention to the pre-grid worker and when they signal you to go, move it out quickly but carefully. When you enter the track, stay to the outside of the track and enter the track staying behind the painted blend line until it ends; then proceed onto the driving line after making sure the track is clear. Don't jerk across the track to get on the driving line for the first turn. There is no advantage to doing this and it can cause a wreck if you did not see the car blasting down the front straight.

## INSTRUCTION

**DE drivers:** The DE instruction team will outline your instructional procedures on Saturday morning at the chalk talk. Most of our DE instructors at this event will be running in the Orange group. Note that there are some instructors running in the Red group that may be able to take you out as their passenger during Red sessions if your assigned instructor can't give a ride in their car, he/she just needs a break, or you'd like to experience a different car. Feel free to inquire with any driver wearing a red checkered arm band about getting an instructional ride-along.

**TT drivers:** The fastest way to learn the line is to have an instructor who knows the line drive it with you as a passenger, especially at this track. If you want to learn the line, have an instructor drive your car for a few laps to show you. Instructors, this doesn't mean to show them how fast you can drive the line, just take it at 7-tenths (**and notify the timing crew before you do this so that we can adjust the timing system for a change in driver**). We want the instructors to impress the students with how gentle they can be with their cars. No student is being forced or pressured to have an instructor drive their car, it's the student's call. Instructors, get a Nady or Chatterbox communicator. We may have some that can be borrowed. It is much more difficult to communicate with your student at the track than at an Autocross.

**Outside instructors or coaches:** We have had requests from drivers to use a coach or outside instructor. To try and prevent confusion or misunderstandings we have tried to better codify how we will allow outside coaches/instructors to participate at our events.

1: Coaches or outside instructors all need to be checked and vetted if they are going to be in the cars on the track. If they are just checking video and data and not in cars, no problem they just get a guest armband and sign the waiver.

2: They will need to register for the event and get an instructor's armband. If they are going to drive at all, then they need to register and pay a fee as a driver, **if not driving there is no charge.**

3: They are only available to drivers who are already cleared to drive solo, not for DE or TT students who have not been cleared for solo. Those students will need to use an SDR instructor until they are cleared for solo.

We already have an instructor category in registration, go ahead and register as an instructor who will be sharing the student's car (will need to enter your student's car info also) and leave a note to the registrar that you will be instructing only and let them know the student's name.

## CHALLENGES

Please first communicate any issues regarding disputed car classification (or other potential rule violations) exclusively to the event chairs. The Zone 8 Rules encourage you to also involve the other party with whom you disagree, but the event chairs are nevertheless requesting you first contact them so they may be present when the other party is approached. Failure to do so may cause you to be ejected from the event even if you are not at fault.

## CORRECT CLASS

Unless there is a challenge to a class, there are no changes to car classes after 1:00 p.m. on Saturday. Please check the online results site to make sure you are classed correctly and that your car number matches what is in the Club's system before then. Even better, take care of this when you check-in with the Registrar. See the envelope you receive at check-in and check the online results website at <http://zone8.pcasdr.org> (set a bookmark now!). Note: If you are upclassing you must notify the registrar Cathy Young of this by 1:00 p.m. on Saturday if you have not already done so for this event.

## CLOTHING

Please pay attention to the clothing rules. **Natural fiber long sleeved shirts and long pants (or a driving suit, if your car is modified enough) along with closed toed shoes are always required** unless specifically waived by the event chairs, and only for those *not* required to wear a driving suit. **Don't assume hot weather rules will be in effect!** Come prepared for anything.

## SAFETY

1. No drugs, no alcohol.
2. Other liquids – stay hydrated. Drink water, drive, and pee. That's what you should be doing a lot.
3. Sunscreen – use it.
4. Windows down wherever there is a person I suggest both windows down even if no instructor.
5. Don't exceed your limits. For many of you this event will provide about 2 hours more seat time in one day than you are used to. Most bad things happen when you are tired. You don't need to run every session. Don't run the last session or two if you have any

- doubt. This is a technical track that demands your attention. Your tires will get hot. Remember judgment is the better part of valor.
6. Make sure all loose items are removed from your car.
  7. 5-10 mph in the cold pits. Go slow. Watch for people and cars. In the hot pit, use your judgment, but no more than 50 mph.
  8. Watch out for cars when you are walking in the pits. Some racecars have very limited visibility. Also drivers coming in from a session are still adrenalized. Watch out and give the cars the right of way.
  9. Remember, let your tires (and brains) warm up.
  10. Occasionally, an instructor and student pairing does not work out. If you want to change, see me. No problem. No explanations necessary.
  11. If you have not gotten your Zone 8 Solo Permit, you should have a yellow student LOG BOOK to be signed by your instructor. TT'ers, ONCE THEY SIGN YOU OFF FOR THIS EVENT, YOU CAN DRIVE WITHOUT AN INSTRUCTOR. **You need at least 4 TT days to get a final sign off and your Solo Permit (and must inform Mark Rondeau when that occurs). IT IS YOUR RESPONSIBILITY TO GATHER THE NECESSARY SIGNATURES AND INFORM MARK THAT YOU HAVE BEEN SIGNED OFF.** Ask your instructor to do it but ask them to be honest in their assessment of your performance. Everyone can have fun driving. However, we each develop at a different pace. Knowing your limits is very important in this sport.
  12. If you are going to want a CDI recommendation for Club Racing, see the CDI's early in the event so he can have a chance to observe your driving *before* you need the recommendation. Likewise, if you'd like to possibly become an Instructor for SDR.
  13. Passengers are not allowed unless one of the people in the car is an instructor. No one who is not registered for this event may be a passenger or driver. Everyone in the car must have a red, blue or black checkered wrist band. If two people are in the car, one must have a red checkered wrist band. The only exception to this rule is during the Saturday lunchtime Track Tour.
  14. Check your oil.
  15. Keep an eye on your tires and consider rotating them during the weekend.
  16. Use jack stands if you are working under your car.
  17. No temporary-mount (e.g., suction cup) cameras allowed. All permanent mount cameras must be securely attached to the car and tethered and may not be touched by anyone in the car during a run session.
  18. Next Drivers' Meeting Sunday at 1:15 p.m.! Be there. Listen for announcements in the meantime and subscribe to the announcement feed. **CHECK YOUR TEXTS!**

The track will close at or about 5 p.m. Please hang around and ask to help pick up and load up on Sunday. I know it's a long drive home, but it's going to be a lot longer for those of us who were here at 6:30 a.m. setting things up, and are here at 5 p.m., too, tearing things down.

## Important Information from your PCASDR Tech Advisor

I know you are all looking forward to running the upcoming DE or Time Trial. What will make this event run easier is if all cars are pre-teched before arriving at the track. Therefore, I am sending a list of pre-tech shops as well as a checklist of what is expected in the inspection. There will also be a tech team at the track. You will have to wait in line. You will be much better off doing this ahead of time, as repair services will be minimal trackside.

The authorized service facilities in San Diego will be:

Black Forest – (858) 292-1192

Mirage International – (858) 581-1101

Vollig Autowerks – (858) 693-9300

European Motorsports – (760) 599-9307

Comeau Racing – (619) 994-0919

For more info see: <http://www.pcasdr.org/competition/tech-inspection/>

If you are coming from areas outside San Diego you can use any of the authorized inspection stations listed on the Zone 8 website (but you still must use the correct Zone 8 Tech form; see link two paragraphs below): [http://www.zone8.org/events/tech\\_stations.php](http://www.zone8.org/events/tech_stations.php). **However, all cars not inspected at one of the 5 above San Diego shops or by our at-track techs are subject to random re-inspection at the track.** Still, for your own safety, you are encouraged to have an authorized local shop tech your car.

We have not called any of these shops. They may or may not do this service for you. No shop is under any obligation to tech your car. I suggest going to a shop with whom you have a relationship and that you call in advance. **Make an appointment at the shop of your choice as early as possible!** These shops are doing you a favor and are very busy especially the two weeks prior to our events.

**Bring in a completed 2019 Tech/Registration form with you at your appointment time. Also bring your valid driver's license and any safety gear like a helmet, driving suit or HAN device. This form can and should be filled out and printed from your profile stored on the Zone 8 classification website (print out and bring both pages to your inspection):** <http://zone8.pca.org/CarClass/Default.aspx>. X class cars should use the form located at <http://www.pcasdr.org/misc/ax/AXRegForm.pdf> and must indicate Class and Performance Equipment points (but preferably all requested point categories) on the form prior to having the car teched. Download the form to your computer, then open it with a PDF reader (not in your browser) and use the fill-in feature to complete the form. With X class cars, modifications are relative to the stock version of that car and take points for the same categories as a Porsche, and safety equipment requirements are identical for a given Performance Equipment point level. For help determining Performance Equipment points and safety equipment requirements for X class cars, see the spreadsheet located at [http://www.zone8.org/assets/docs/DE\\_TTSafetyEquipCalculator.xlsx](http://www.zone8.org/assets/docs/DE_TTSafetyEquipCalculator.xlsx). Only the first page of the tech form should be turned in when you check-in at the track.

Helmet requirements for 2019 have not changed so only SNELL 2010 and 2015 SA and M helmets will be allowed. But there are new rules regarding the use of Head and Neck Restraint System (HANS). Helmet stickers may be issued at the track tech inspection station. No driver

will be allowed on-track without this sticker. Drivers whose cars were pre-teched without a helmet only need to bring their helmets to tech inspection where there will be a separate helmet inspection line.

Rules have changed regarding modified classes and 2 newer classes added. **Whether either of these applies to your car or not you must log in and update your car classification.** When complete your view page will read “*Implementing 2019 Zone 8 Rules*” and you can review the detailed rules changes here:

<http://www.zone8.org/assets/docs/2019/SummaryRulesChanges2019.pdf>.

***Techs, please note the Performance Equipment points of the car you are tech’ing. This must be written on the form by the driver before you start your inspection. As indicated below, certain safety equipment may be required for a car (including X cars) depending on Performance Equipment points. The tool to calculate these points for Porsche’s is located at:***  
<http://zone8.pca.org/CarClass/Default.aspx>.

The specific items that need to be checked are detailed on the tech inspection information site:  
<http://tech.pcasdr.org/files/AX-Tech-Insp-Training-Manual-2016.pdf>.

If you do not use one of the San Diego facilities listed on the previous page, please supply your shop with the above information link so that they can fill out the form properly. ***Cars with improperly filled out forms are subject to re-inspection and will likely lose preparation and/or track time!***

Look at this provided example of how the sheet should be filled out:

<http://tech.pcasdr.org/files/Sample-tech-form%201-10-16.pdf>.

Notice there are specific answers to tires, brakes etc. If your tech sheet has multiple check marks only it will be rejected, and you will lose preparation and/or track time. Show that you are paying attention, and have it filled out correctly.

If you or your inspection station has any questions they can view the full selection of rules documents at:

<http://www.zone8.org/events/rules/current.php>.

**If you have any additional questions after reviewing the above materials, please use the following contacts:**

Region Rules (Questions/clarifications) [rules@pcasdr.org](mailto:rules@pcasdr.org)

Tech Inspection (Questions/requirements) [techinspection@pcasdr.org](mailto:techinspection@pcasdr.org)

Or I can be contacted by phone 8:30am to 4:00 pm M-F for last minute immediate response only, 858-292-1192 or at [techadvisor@pcasdr.org](mailto:techadvisor@pcasdr.org).

Steve Grosekemper  
PCASDR Tech Advisor

