

Kentucky Region Porsche Club of America

2020 Fall Festival Driver Education Event

September 11 - 13



Event sponsorship provided by:



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Louisville, KY 40207

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<http://porsche.bluegrassauto.com>

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Welcome to Fall Festival 2020

The Kentucky Region Porsche Club of America in conjunction with Blue Grass Motorsport is proud to make possible our 26th Bi-Annual Driver Education event. We welcome you and hope you have a very enjoyable time at our event. The event staff is here to help if you have any questions or concerns, so please bring them to our attention. We take great effort to provide everyone with a very safe and structured environment for you to drive your car at speed on a track. We also ask your cooperation to keep your own safety in mind this weekend, and most importantly have fun while doing so. Thank you for participating and we sincerely appreciate you choosing to attend our event.

Tech Inspection and Registration

When arriving at the event you will need to get signed in which is a two-step process. First step is taking your vehicle through tech inspection. You will need to bring your tech inspection form along with your helmet to the tech inspection area. When you've completed tech inspection you then proceed to registration. You will need to bring your completed tech form and your driver's license to the registration desk.

On Friday evening from 7:00 – 9:00 tech inspection and registration will be open at our host hotel, the Cambria Suites in Plainfield IN. As the parking lot and driveway space is relatively tight, we ask that you pay attention to the traffic flow to avoid vehicle congestion for both you and your fellow participants. If you are unable to get signed in Friday evening, you can complete tech inspection and registration at the track. Both tech and registration will be open at the track on Saturday morning at 7:00. Tech inspection will take place in the tech shed, which is to your right as you enter the track, and the registration desk is located in the tower.

Drivers Meeting

Every morning at 8:00am there is an all-hands drivers meeting held under the big white tent. Each participant is required to attend, so please allow yourself plenty of time in the morning to arrive at the track. The track gates open at 6:30 on Saturday and 7:00 on Sunday.

Evening Festivities

Blue Grass Motorsport will be hosting a party both Friday and Saturday evening at the host hotel. There will be plenty of food and drink and a chance to meet and mingle with your fellow participants. We would also encourage both instructors, and students assigned an instructor, to **locate each other** during the Friday night party. This will help with the introduction portion of the Saturday morning driver meeting. We also try and have a video portion during Friday and Saturday evening showcasing various drivers and in car track video.

Attire

Long sleeve cotton shirt, natural fiber long pants (or driving suit), and shoes with leather or canvas uppers are recommended. We do however allow shorts and short sleeve shirts if you prefer.

Hydration

It is very important that you remain hydrated during the weekend and we offer free cold bottled water throughout the event. We also ask you to keep an eye on your fellow participants to ensure they too are drinking enough water. You will find large white coolers at the following locations:

- Main Tower
- Large White Tent
- On the Grid
- Each end of the Paddock

Lunch

We provide instructors lunch as appreciation for their efforts. All other participants must provide their own lunch. There is a snack shed on the premises near the large white tent, and you are of course welcome to go elsewhere to eat. The majority of locations nearby for lunch are in the town of Cloverdale, which is at I-70 and US-231. During the lunch period the instructors will be meeting and having their own lunch in the white tent, so please be respectful of this time.

Fuel

During the course of the weekend you will need to refuel your vehicle. There is a Marathon gas station on the corner of US-40 and US-231 (see enclosed map), which is approximately 5 miles from the track. In case of an emergency, Putnam Park does offer fuel on site. The prices are higher than regular gas station fuel, so please plan ahead.

Goodies

The Blue Grass Parts department will have a tent setup with various Porsche clothing, hats and other items for sale. Come by, say hi and have look around.

About Putnam Park

Putnam Park was built in 1991 and the Kentucky Region PCA began hosting DE events here in 2004 and is one of several Porsche clubs to utilize this excellent circuit for high performance driver education. The track is a 1.8-mile long, ten-turn road course with an excellent layout. The entire circuit can be seen from the pit area. It is a favorite of professional racing teams doing their testing and of club racers alike. Because the track is relatively flat, has high visibility, with plenty of run off room, it makes for a terrific place to begin your high performance driving experience. Putnam Park is great for experienced drivers as well and offers positive and negative camber corners, several high-speed corners, and a downhill main straight.

Directions to Putnam Park From Plainfield

Please allow yourself approximately 40 minutes







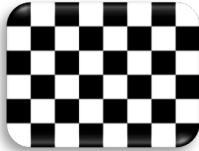
The driving time from Plainfield to Putnam Park is approximately 40 minutes. In addition, you'll need to allow some time to go through the track entry process at the main gate. All event participants are **required to attend the all-hands meeting** every morning, so check your schedule for the appointed time and please don't be late.

- Take I-70 W 25 mi
- Take exit 41 for US-231 toward Cloverdale/Greencastle 3.6 mi
- Turn right at US-231 N/N Main St. 3.6 mi
- Turn right at US-40 E
- Turn right toward S Co Rd 550 E (look for a brown Putnam Park road sign)
- Continue straight onto S Co Rd 550 E
- Putnam Park will be on your left (look for white fencing)



For your refueling needs during the weekend, there is a Marathon gas station at the corner of US-40 and US-231, which is approximately 5 miles from the track

Track Flags

<p>Green Flag:</p> <p>The solid green flag is displayed to indicate the start of a session. During a session, it is displayed at the end of a caution period to indicate that the session is restarting.</p>	
<p>Yellow Flag:</p> <p>The solid yellow flag, or caution flag, universally requires drivers to slow down due to a hazard on the track. When shown at a station, drivers are prohibited from passing until either the hazard or the next flag station displaying a green flag is passed.</p>	
<p>Red and Yellow Flag:</p> <p>The yellow and red striped flag is displayed stationary at local flag stations to indicate that there is something on the track which could reduce grip or cause a car to lose control.</p>	
<p>Red Flag:</p> <p>The solid red flag is displayed when conditions are unsafe to continue the session. Cars must proceed to the nearest safe spot on the track within view of a corner worker and stop. The corner worker will direct you when it's safe to proceed.</p>	
<p>Black Flag:</p> <p>The solid black flag is used to summon a driver to the pits. Black flags can be waved at all observation posts simultaneously to order all drivers to clear the track.</p>	
<p>Blue Flag:</p> <p>A light blue flag with a diagonal yellow stripe informs a driver that a faster car(s) is approaching and that the driver should allow one or more faster cars to pass.</p>	
<p>Checkered Flag:</p> <p>The checkered flag is displayed at the finish line to indicate that the current session has been completed. Upon seeing the checkered flag and crossing the finish line, drivers should ease off the gas gently and continue around the track for their cool down lap.</p>	

General Track Tips

Tires

- Keep an eye on tire pressures. Pressures can vary by one pound for every 10 degrees in temperature.
- Check tires when they're cold! It is not uncommon for tires at driver education events to increase 5-10 lbs during the course of the day.
- While we are talking tires, when was the last time they were balanced? An unbalanced tire will lead to uneven tread wear, not to mention the hand message you will get by trying to hold on to your steering wheel.
- If you are running street tires, add air to stiffen the tire and sidewall to provide better stability and less tire deformation.
- Learn to read your tires. If the scrub marks fall short of the triangles around the tire, let out a little air. If the marks exceed the triangles, add some air.

Lug Nuts / Bolts

- Always torque your lug nuts or bolts to recommended specifications, typically around 94 foot-pounds. This will keep you from over torquing the nuts.
- These will be checked during the tech inspection and you can have a tech check them throughout the weekend.

Clothing

- Bring appropriate clothing no matter if the weather forecast says hot or not. Prepare for the worst. A cap is good together with sunglasses.
- Bring sunscreen, even in April and October!
- Sneakers are OK, however, avoid running or other sneakers with soles that extend beyond the shape of the foot. They can get in the way during quick foot movements while driving.

Helmet

- Remember your helmet! A nomex sock or balaclava is also good idea, but not necessary. It can help to keep the inside of your helmet cleaner and dry.

Head Position

- Try to keep your head upright. Do not lean your head when cornering. The brain is used to receiving info in an upright position. E.g., motorcycle drivers lean bodies, heads are upright. When driving, entering a corner, move your head side to side, do not lean or tip it.

Braking

- All cars are capable of stopping much faster than accelerating.
- Think 'squeeze on - ease off' the brakes.
- Proper braking starts with how you take your foot off the throttle. Do not lift off throttle abruptly (ease off quickly) then begin squeezing on the brakes.
- Practice braking on the street (be smooth), modulate (ease up) on the brakes so that you cannot feel the exact point where the car comes to a stop.

Accelerating

- The throttle is not an on-off switch: BE SMOOTH.
- On take-off, practice as you do braking, squeeze & ease
- Visualize a martini glass super-glued to the front hood of your car, half full. GOAL: Do Not spill.

- Brake and transition to throttle so smoothly you cannot pinpoint the exact point of acceleration.

Cornering

Your goal in each and every corner is really quite simple: Spend as little time in the corner as possible. Get maximum speed out of the corner by accelerating early to maximize straight-away speed. Often, maximizing one of the above means sacrificing the other. In other words, you may have to compromise corner speed for straight-away speed or vice versa.

Look where you are going

- Look and think as far ahead as possible. Thinking further ahead refers to the driver's "field of awareness". Focus your eyes on where you want to go. Look far ahead, sometimes using the horizon as a focal point; use your peripheral vision. Be aware.

Visualization

- Visualization, or mental practice, is so very effective for a number of reasons. First, it's perfectly safe. You can never hurt either the car or yourself. Second, you can visualize anywhere. You don't need a track or a car. And because of that, it's free.

General Tips

- Even a penny can wreck your day. No loose change in your vehicle, EVER. Imagine it is you against Lincoln, only the coin is wedged in your pedal cluster. It's your job to ultimately verify the safety of your vehicle.
- At the track, don't park with the hand brake on. It will stick to the hot drum and you will be more than embarrassed, you could be immobilized.
- ALWAYS do your own inspection of the car before each track day. And look over your vehicle before each track session.
- Remember to bring directions to the track and emergency phone numbers.
- Leave floor mats at home, as you're not going to a concours anyway. If you arrive at the track with them, take them out before tech line inspection.
- Go for a ride with as many instructors as possible, but remember they are busy instructing so be cognizant of their time!
- Observe as many parts of the track as possible. If possible go on a track walk.
- Check your car's fluid levels before each run session. Lower your personal fluid levels before each run. (ie: use the toilet facilities)
- There's nothing worse than putting on a cold wet helmet on the 2nd morning of a two day D.E. At the end of the first always remember to take your Helmet, gloves, and shoes to the hotel and place them somewhere that will help the interior to dry out. Heating / Air conditioning units in the hotel room work well for this.
- Be observant and helpful in the paddock. Watch your speed when driving through the paddock.
- If you can, do a track walk. It gives you insight into nuances such as camber, texture, and grip provided by previously laid down rubber. Also, you better understand run-off areas (although you won't need them). As in flying, always be aware of where you'd set down in an emergency - this approach works well at the track. Besides, who wouldn't benefit from a 2.5 mile walk, even if it is after the first day of an event?
- Keep your gas tank at least 1/2 full. Start with a full tank. Don't interrupt your day (and concentration) by running it low. Starvation, vapor lock, missing a run group are steep prices to pay when the solution costs so little.

- If you have electric seats, buckle yourself in as snugly as possible, then adjust the seat slightly up and/or forward to firmly tighten the belt.
- Make sure your radio is turned off before entering the track.
- Make sure your passing signals are crisp and clear, one point by for each car to pass. And lift on the throttle briefly to allow the cars you've signaled to pass, to pass.
- On your first laps each day at the track, use the first several laps to warm up your tires, your engine, and your focus.
- Keep your helmet visor down! Even if you wear glasses. Twice this writer has had "foreign objects" enter the cockpit - the first was a speck of sand which required removal by scalpel (this led to keeping the visor on and down). Second, a gumball left behind by NASCAR, and delivered to me by a passing 930, ricocheted off of my side mirror and thwacked my helmet visor! Don't risk your eyesight.
- Talk yourself through your laps - even out loud. Hit the key markers and call them out to yourself. Though learning, you may someday be the instructor and this will all pay off.
- Don't drive with your wallet in your hip pocket.
- Check your gauges on the pit straight or when possible. You're busy driving the car and can forget to check all gauges, especially the oil pressure and temperature.
- Listen to your instructor... carefully with undivided attention.
- Err toward late (vs. early) apexing, particularly when learning a new track.
- Concentrate on consistency and smoothness...not times. Jerking your vehicle can upset its balance.
- Brake strongly and modulate downwards. This means brake harder at first application, and while still braking; gradually ease up on the brakes until just before you turn-in. This is much easier on the brakes, and naturally much smoother before turn-in because the suspension is already unloaded.
- Use your cool-down lap to allow your engine and brakes cool down. Complete the lap at reduced speed, use your brakes as little as possible, and continue to drive the line. Keep concentrating!
- After a run session, cool the brakes by using them as little as possible when returning to your spot. Do not leave your foot on the brake pedal while the brakes are hot. Coast to a stop with the clutch depressed, turn off the engine with the car in gear, and then release the clutch. Do not use the emergency brake; instead leave the car in gear while parked.

Track Terms

AERO

Commonly used abbreviation when referring to the all-important science of aerodynamics.

AERODYNAMICS

The science of understanding different forces acting on a moving element in gasses such as air. The application of this study to racing is credited with much of the sport's recent progress as teams learn more about drag, air turbulence, and downforce.

ANTIROLL BAR

A bar linking suspension parts which can be adjusted to alter handling characteristics to compensate for tire wear and varying fuel loads.

APEX

The point in a corner where a car is closest to the inside edge of the track. Drivers try to "hit" the apex to take the straightest line and maintain maximum speed. See also early apex and late apex.

ARMCO

Steel material forming barriers designed to prevent vehicles from leaving the track similar to highway applications.

BACK OUT

When a driver takes his foot off the gas pedal (all the way or part way), he "backs out" or "lifts off."

BALACLAVA

Fire resistant headgear worn under helmets.

BLISTER

Excessive heat can make a tire literally blister and shed rubber. Drivers can detect the problem by the resulting vibrations and risk more serious damage if they choose not to pit.

CAMBER

The angle that wheels are tilted inward or outward from vertical. If the top of the wheel is tilted inward, the camber is negative.

CHECKERED FLAG

The black and white checkerboard style flag which signifies the end of a session.

CHICANE

An "S" like track configuration generally designed on a fast portion of a track to slow cars. Also referred to as "esses" or a "switchback."

CHUNKING

A softer compound rain tire will shed pieces of rubber if a track becomes too dry.

CIRCUIT

Any track. Also refers to the entire slate during a scheduled season.

COLD PITS

There is no racing activity on the track and the pits are open to people other than team members and racing officials.

COMPOUND

The rubber blend for tires. In some series, teams can choose their tire compound based on the track and weather conditions. A softer compound tire provides better traction but wears out much faster than a harder compound tire which doesn't provide as much grip.

CORNER WORKER

Staff in the corners to notify drivers of any dangerous situations in the area.

DRY LINE

A clear (or dry) line which develops after rain because of more frequent use.

EARLY APEX

A driver turns into a corner early.

FILL THE MIRRORS

A driver is pressuring another driver so feverishly that the rear-view mirror is filled their pursuer.

FIRE SUIT

Fire-resistant clothing that is required apparel for drivers as well as crewmembers and anyone else in the pits.

FLAGMAN

The person standing on the tower above the Start/Finish Line who controls the participants with a series of flags.

FLAT SPOT

When drivers lock up brakes, they expose one area of their tires to excessive wear causing flat spots to develop. Flat spots lead to vibrations which may require a tire stop.

GOES UP THROUGH THE GEARS

Refers to a driver upshifting from the lowest to the highest gear.

GROUND EFFECTS

Aerodynamically designed parts which are fitted to the lower areas of a car to create additional downforce. Many production car owners add ground effects more for style than function.

HAIRPIN

A slow, 180-turn which exits in the opposite direction a driver enters.

HEADSOCK

A fire resistant head mask or balaclava.

HOLDING UP TRAFFIC

When a slower car causes cars running faster on the track to slow and does not heed the "move over flag" of the officials.

HOT PITS

A car(s) is/are on the track. Only crew members and racing officials are allowed into the pits for safety reasons.

INSIDE GROOVE OR LINE

On road courses, the inside groove refers to the line closest to the curbs or walls forming the inner portion of turns.

LATE APEX

Turning into a corner late and missing the optimum apex point.

LIFT

To raise or lift your foot of the gas pedal. Commonly used when drivers have to "lift" after an unsuccessful pass attempt to slow down and get back into the racing line.

LOOSE

A car has more grip in the front than the rear end and tends to "fish tail." Drivers often report whether the car is "loose" or "tight" so the crew can make Pit Pass adjustments. Please see oversteer.

LOOSE STUFF

Area above the racing line that contains chunks of rubber, stones and other materials that can harm the car or tires and cause a driver to lose control.

MARBLES

Rocks and debris that collect off the racing line. If a driver enters the marbles at an excessive speed, his car will lose grip and drive perilously into awaiting hazards as if a person walked across a bed of marbles.

OFF LINE

Driving off the best racing line. Drivers will go off line to attempt a pass or to move out of the way of faster cars.

OUTSIDE GROOVE

The outside racing line. Sometimes a car will handle and perform better on the outside/inside line and a driver opts not to use the optimum groove.

OVERSTEER

A condition when the front of a car has more grip than the rear. This is the same as a car being "loose."

OVERTAKE

A term commonly used by announcers meaning a pass.

PADDOCK AREA

The enclosed portion (or infield) of a track.

PICK UP

Debris built up on tires from rubber bits and small stones.

PIT ROW

The area designated for teams to set up temporary garages and accessible to ("pit out") and from ("pit in") the track. Each team is allotted one pit area (or space) per car. Drivers pit so crews can refuel, change tires and make any other repairs or adjustments. Simply called the pits most often.

PITS

Short for pit row or a dejected driver. Also see hot pits or cold pits.

PUSH

The rear end of a car has more grip than the front. This condition makes a car harder to turn into a corner. Commonly known as understeer.

RACER'S TAPE

Heavy duty duct tape used to temporarily repair hanging body parts which might hinder aerodynamic features and decrease performance.

RAIN TIRES

Softer compound with better tread for wet-weather conditions. In dry conditions, these softer tires wear faster than harder compound tires with less tread.

ROAD COURSE

A track with multiple left and right hand turns. Generally refers to permanent, purpose-built racing facilities. Can also refer to temporary street courses built on big city streets which were popularized in the 1980's.

ROLL BAR

Large, sturdy bars designed to protect a driver's head if the car rolls over.

RUNNING ANYWHERE

A car is handling so well, a driver can use any racing line (or drive anywhere.) Sometimes, handling problems lead to a preferred line where the car handles better.

SHIFT POINTS

The best engine r.p.m. at which to shift gears. Some cars have lights to indicate when a driver should shift gears.

SLICKS

Tires with no tread designed for dry weather conditions.

SLIP STREAM

The cavity of low-pressure area created by a moving object. In racing, drivers use this slip stream to draft another vehicle.

SWEEPER

A large sweeping corner on a road or street course.

TECH

Short for tech (or technical) inspection. Each car is submitted to tech inspection so sanctioning body officials can confirm all chassis and engine parts meet series' guidelines. A "teched" car has passed inspections.

TURBULENCE

Rough air encountered by drivers.

UNDERSTEER

When a car has more traction (or grip) in the rear than in the front.

VORTEX

In wet conditions, cars can produce vortexes off their rear ends or wings. These vapor trails are similar to those produced by the engines of jet planes.

WARM-UP LAP

The lap before a session starts. Drivers use this lap to warm up their engines and tires.