



Diablo PCA DE

Pre-Track Day Briefing

- Preparation
- On the Day
- Driving the track
- Things to focus on



“Drive fast, be safe, have fun!”

Preparation

Car Inspections:

The driver certifies their car is safe to run on track and has had an Inspection within 30 days of the DE event

- Inspection form at diablo-de.org

Helmet with a Snell rating of SA2010 or newer (Closed or open face) – no motorcycle helmets

- Helmet rental at Thunderhill, None at Laguna Seca

Watch videos/check out information at: Diablo-DE.org

Stay near the track if it's a long drive.....

(You can check in the night before at dinner too!)



Sound limits at Mazda Laguna Seca

We have to cope with them if we want to run this track...

Track day limits are 90/92db – some Porsche models exceed

- 911 GTS, GT3, GT3RS, GT4 & models with sports exhaust...
- Worse in misty conditions

(BTW, it's not just Diablo, all track days at MRLS have to comply)

What to do?

- Throttle management ~4,000 rpm & Sports button off T5-6
(Avoid high rev yowl and low rev growl and Don't pinch T5!)
- Add-on pipes
- Plug to disable vacuum valves
- GPS based software (for T5-6)

Process:

- One violation (black/meatball flag):
 - lose the session
- Three violations: done for the day



Managing your day

What to bring:

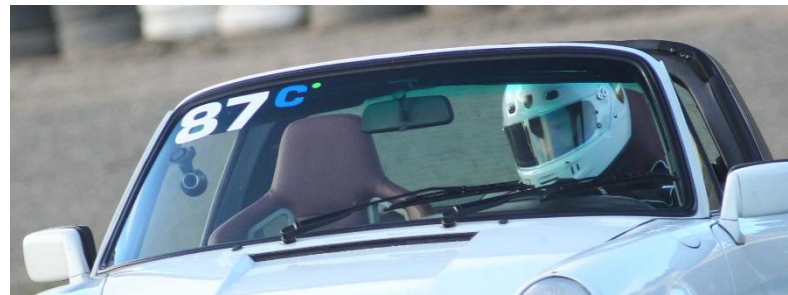
- Flat soled, closed toe shoes
- Sunscreen & Lip balm
- Camera/GoPro/Cellphone mount
- Folding chair
- Tire pressure gauge
- Torque wrench for wheel lugs, tools, flashlight
 - Work gloves or some hand cleaner and a rag
- Extra engine oil and brake fluid
- No alcohol allowed at the track...



Fill up with Gas before **(check fuel gauge throughout day!)**



At the track



1. Find parking place near the others (Thunderhill has canopies)
2. Check-in if you did not do so the night before
3. Do final Car Prep:
 1. Empty car....**No loose objects**
 2. Put on tow hook
 3. Put on numbers
 4. Helmet + Safety Inspection form in passenger seat
4. **Wait with your car** for 'Grid Tech', then you are free to roam
5. Attend Driver's Meeting – MANDATORY!



Morning Drivers Meeting

Drivers + Instructors MUST attend

- Passing rules
- Updates on groups, run times...
- Instructions for conditions
- Meet 'go to' people
- Advice to make the day go smoothly



A + B Groups will have briefing before first session and after each session

Parade Laps may start the day

- 60 mph, seat belts, no helmets, no passing, passengers allowed...



Track Sessions

- Grid & Hot Pits

Line up at the Grid, 5+ minutes before sessions with helmet on, windows down

- Grid will check wristband, run group and numbers
- They will give two minute warning and a 30 second alert
- They point to you when to go out - acknowledge with 'thumbs-up'

Pay attention when entering track

- Keep within 'blend line' at Thunderhill
- Give way to cars on track

Build speed gradually

Yellow flag – first lap No Passing!!!



**No passengers allowed unless a registered instructor. Instructors may take a passenger
- as long as they are a registered driver on the day AND 1 run group higher**



Your First Track Session

After Group briefing, meet up with instructors

Instructor drives first lap of first session to show “the line”

Then you drive:

- Speed will come later – get to know where the track goes!
- **First lap under yellow flag** – no passing

Get used to seeing ALL corner workers

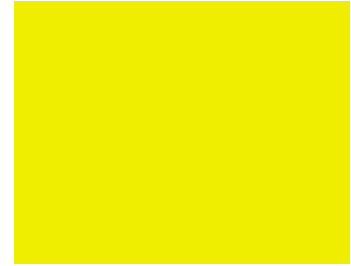
- Eyes up!
- Try to be smooth
- Learn the ‘line’



Flags: They Keep Us Safe

➤ Yellow Flag

- Caution! Slow down! Danger ahead!
- No Passing!
- Standing yellow flag – it's ahead somewhere
- Waving yellow flag – it's here!



➤ Surface Flag (yellow/red stripes)

- There is something on track
- Be aware – slow down



➤ Red flag

- Stop to the side where you can see flagger
- Stay in your car and wait



Co-operative Passing Rules

Being passed

- Complete your turn
- Check mirror
- Give a “point by”
- Do not push on the gas!
- Your responsibility to let them pass

Passing someone

- Set up so the other driver can see you
- Wait for the point by!
- Complete pass by end of zone
- You don’t need to take a pass – you can wave it off
- Don’t push yourself into the next turn too fast

Blue flag - you must let other cars pass



Black Flags

Furled and pointed at you

- Behave! Don't do it again...

Waved and pointed at you

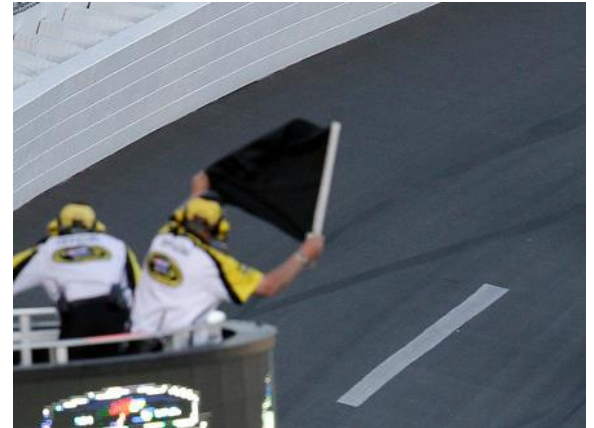
- You must leave the track
- Go into hot pits to see Safety Officer

Black flag waved at all

- All cars must exit to pits
- If session still going, come into hot pits
- Safety team will indicate where to stop

Meatball flag -- waved and pointed at you

- Come in to the hot pits
- Something wrong – could be sound (MLRS)



Common Causes:

Overtaking on Yellow, Missing blend line, 2 or 4 wheels off, sound violation...

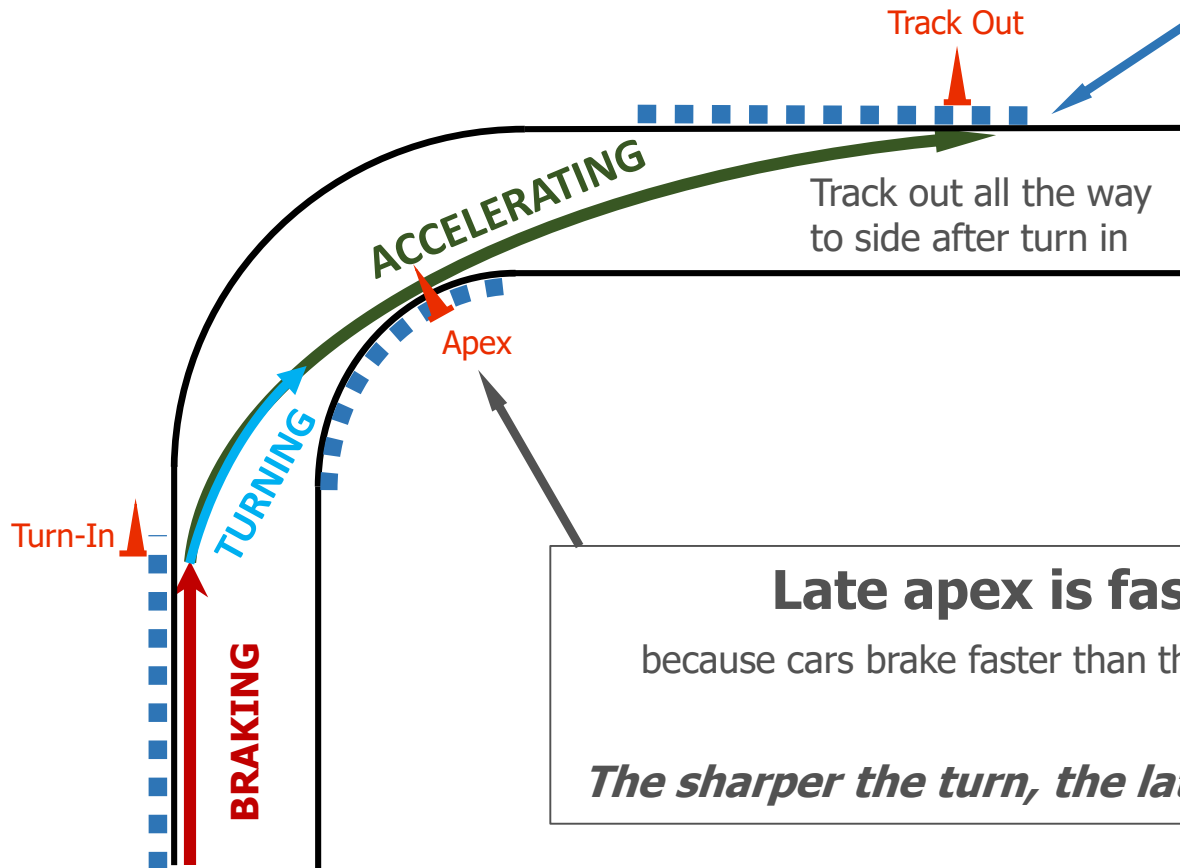


Taking Turns

- the fast and safe way...



Berms – don't go on them unless they have grip and are smooth!!!



Late apex is fastest

because cars brake faster than they accelerate!

The sharper the turn, the later the turn-in



End of track session



Checkered flag – begin cool down

- Wave to the corner workers
- **Exit track** next time you pass pits

As you approach the pit lane, hold your arm out the window

- Fist raised high signals you are entering the pits
- Drive slowly – 5 mph – through Paddock to your parking spot
- Don't park with emergency brake – your brake pads will stick!

Go to de-briefing session.

Don't run out of gas – check gauge frequently!!!
(Turbo cars can be doing 4mpg...)



A Group Drivers

Things to work on...

- Driving position
- Terminology
- Flag stations – see them every time
- Passing safely
- Entering/leaving track safely
- Using mirrors
- Braking
- Learning the line



B Group Drivers

Things to work on...

- Oversteer & Understeer
- Threshold braking
- Tire temps and pressures
- Balancing throttle
- Correcting errors
- Manage speed differentials in group
- Consistent line within 1 foot of turn-in, apex & track out
- Knows when approaching the limit
- Basics of Weight transfer



C Group Drivers

Things to work on...

- Trail Braking
- Double Apex
- Passing and overtaking both sides
- Maximizing speed in turns
- Optimizing brake points
- Handling on limit
- Driving flawlessly and effortlessly
- Throttle steer
- Drives within a few inches of apexes and lines
- Spatial awareness on track



Secrets to Success:

Look Up & Be Smooth

Look where you want the car to go

- **The car will go where you're looking!**

The farther out you look, the more time you have to anticipate

Smooth transitions; braking, shifting, turning, accelerating

– means you maintain more traction through the turn

Interact with other drivers, on and off the track....



“A driver should never feel the end of a corner - the transition from cornering to acceleration should be so smooth as to be imperceptible”

Jackie Stewart, 3 time F1 Champion



Now let's go have some fun!

