

NORTHERN OHIO REGION PCA

Nelson Ledges

Driver Education Guide



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"Smiley" symbols - ☺ ☹ - indicate a warm (or cold) 'feeling', an attempt at humor, or even irony.
Comments followed by a "smiley" are not always intended to be taken seriously.

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1. Introduction

Welcome!

You are probably reading this Northern Ohio PCA Driver Education Guide as a result of a visit to our Web site, maybe as a result of wondering what "DE" is all about. This text is intended to help you in your preparations and to provide information about what to expect once you get to the track. If you are considering or if you have already made the commitment to a Driver Education (often abbreviated to 'DE') event, please take the time to read this Guide. The better you are prepared, the more you will get out of the event.

So what's contained in this Guide?

Chapter 2 explains the aims and objectives of the DE event - the 'mission statement' if you like - both in the official language and a personal, unofficial interpretation.

Chapter 3 gives answers to frequently asked questions from beginners about DE events

Chapter 4 explains how to register and a how a typical day is organized.

Chapter 5 explains about the safety equipment required to participate at an event.

Chapter 6 takes you through pre-event preparation such as what to bring to the track, accommodations near the track and getting your pre-event technical inspection.

Chapter 7 covers your arrival at the track, what to expect and where, how to prepare your car and yourself. This chapter also covers important information that you need to know when you are on the track, such as the hand signals you may give.

Chapter 8 is a gathering place for some miscellaneous tips.

Chapter 9 is aimed at more advanced drivers and discusses some of the safety and performance related changes you may consider making to your car.

Chapter 10 provides a short list of various other resources that may prove useful, from local suppliers of equipment to Internet sites and books on performance driving.

Chapter 11 contains important information about the flags you will see on the circuit. As a student driver you must know and understand the meaning of and expected actions for each of the flags.

Chapter 12 contains a summary of the personal checklist (from Chapter 6) of items you may want to take to the track.

Finally, chapter 13 provides driving directions to Nelson Ledges and a list of local hotels.

2. What Is Driver Education? (The 'Officialese')

The mission and purpose of the Porsche Club of America Northern Ohio Region's Driver Education Program is to provide a safe, structured and controlled teaching environment in which participants can learn advanced car control techniques. The Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Northern Ohio Region Driver Education events are *not* racing, preparation for racing, or a competition of any kind. No times or placings are recorded and no awards or prizes are received by the participants at Northern Ohio Region Driver Education events. Any conduct considered by Northern Ohio Region to be either unsafe or inconsistent with the spirit or purpose of the Northern Ohio Region Driver Education Program will not be permitted. The Northern Ohio Region Driver Education Program is designed to afford participants the opportunity to experience first-hand the capabilities of high performance automobiles in a controlled environment and to acquire skills that will improve their driving abilities on the street as well as on the track.

...In other words

Driver Education events allow us to learn more about our cars, to learn more about ourselves and, above all, to have fun. You'll learn the rudiments of performance driving in a safe, controlled, and non-competitive environment and be able to use the experience to improve your safety and driving ability on the street. In fact DE events are one of those rare enjoyable things in life that aren't illegal, immoral or fattening ☺. You'll learn, at first, that the limits to how you drive are yours and not your Car's. You'll find you have to push yourself harder to approach the limits of the handling of the car and, with your instructor beside you, you will learn to recognize these limits and to control the car as it approaches them at relatively low speed.

Many of the lessons learned from a DE experience can be carried over to street driving and you should end the day with an increased confidence level in your own and the car's abilities.

The events are organized with safety as the paramount consideration and with the aim of providing enjoyment for all. Driver Education events are *not* races. By requiring a signal from the driver in front to permit a pass - and taking cars off the track if they fail to obey the rules - the competitive element is eliminated. Your ego and pride should not be dented if another car passes you. On the contrary, you should help the other driver get around you while you concentrate on driving your car totally accurately. Remember: the only prize you can win is to get to drive your car home in the same state in which it arrived.

If you want a competitive event then why not try your hand at other Northern Ohio PCA events that are competitive in nature, such as the Autocross, Concours or Rally.

3. DE - Frequently Asked Questions

This section attempts to answer some of the questions that many beginners ask about doing a DE event. Don't worry if you don't understand all the terminology in the answers - the terms will become clear as you read through this Guide.

Is My Car Eligible?

Generally speaking, any hard-top or soft-top sports car with a roll bar is eligible for Northern Ohio DE events. Hard-top cars do *not* require a roll bar. Soft-top cars without roll bars are not eligible. All targa tops must be installed, unless there is additional roll over protection.

All open top cars must have a roll bar and conform to the following:

1. The top of the main hoop must be at least two inches above occupants' helmet(s). With the driver and/or passenger correctly seated and securely belted in the vehicle, occupants helmet must be at least two inches below a straight line drawn between the top of the windshield and the top of the roll bar.
2. Roll bar must be padded in any area that may come in contact with the occupant's helmet or person.
3. Drivers in open cockpit cars must have arm restraints and full-face helmets with shield in place.
4. All other cars must run with the top up.

What about my Cayenne?

Cayenne's have run successfully in other regions events, but not yet with Northern Ohio. If you are interested in doing a DE event in your Cayenne, please get in touch with the driving committee.

Am I Eligible?

If you are over 18 years of age, and have a current driver's license, then, yes, you are eligible.

Can I Participate If My Car Has An Automatic Or Tiptronic Transmission?

No problem. A manual shift is not a pre-requisite for a DE event. In fact, as a beginner, learning may be simpler as you do not need to be concerned with shifting on the track. Come along and give it a try.

Will A DE Event Harm My Car?

Porsche, as well as many other sports cars manufacturers, have followed a long tradition of over-engineering its components and as a beginner it is unlikely you'll be stressing any of its mechanical components. The old saying that "Every Porsche Built is a Race Car" has a solid foundation. They are built to be driven and are in their element on the track. Cars used for DE are often better maintained than street-only cars with owners ensuring they are in tip-top mechanical condition. A pre-event technical inspection ensures it is in safe and suitable condition for your DE event.

Some people may be concerned about stone chips or other cosmetic damage. A good coat of wax, along with judicious use of a bra and/or racers tape can all but eliminate any cosmetic damage. That said, if you are overly concerned about an occasional stone chip, DE may not be for you. Come and join in our Concours events instead!

Is My Car Insurance Valid On The Track?

The short answer is 'maybe'. This is a constantly evolving area and one of the noticeable trends over the last couple of years has been the addition of clauses in standard insurance policies that effectively exclude coverage at DE events. In the past, most policies excluded competitive events (such as autocross and racing) but because Driver Education is not competitive, it was generally covered.

However, in the last few years, clauses excluding accidents on any sort of "racing surface" or "Used in a high performance driving or racing instruction course or school" started appearing in the exclusions section of policies.

You would be well advised to Read the 'exclusions' page of your policy to confirm there isn't language that would exclude DE events (for example, excluding *any* event on a track). If you don't find such language you may be happy to leave it at that, or you may wish to talk to your agent but if you do so make sure to get the answer in writing from the head-office underwriter. Answers from agents may be wrong! Don't assume that insurance companies know anything about DE. Be sure to understand and explain that DE isn't racing, is non-competitive event with no prizes, no placings etc. etc.

It is possible to get insurance specifically for DE events. See the 'Resources' section at the end of this guide.

Do I Have To Make Any Modifications To The Car?

If you are a beginner attending your first few DE days the answer is "No". Once you graduate to higher "run groups" (see the "*Event Organization*" section in Chapter 4) you may want to add various other safety or performance enhancements.

Do I Need A Helmet?

Any driver or passenger on the track **must** be wearing a helmet. You may have friends who can lend you one, or you can purchase a helmet. See Chapter 5 for more detail about helmets.

Do I Get Instruction ?

As a student, you will receive both classroom instruction and on-track instruction. In the classroom sessions you will be briefed on the terminology that will be used by your instructor, basic performance driving concepts, safety and flag meanings etc.

An instructor is assigned to you for the day and they will write up your log book at the end of the day, noting your progress. There is no extra charge for instructors.

What are Run Groups?

The Event Chair and the Chief Instructor work together to assign drivers to a run group based on your track driving experience. Your car has a sticker that also indicates your run group.

The run groups are:

Run Group	Description	Instructed
D	Beginner driver with little or no track driving experience	Yes
C	Intermediate driver, still learning technique.	Yes
B	Intermediate/advanced driver	Yes
A	Advanced drivers	Yes
I	Instructors	No

You start in run group D, and move to a higher run group as your skill improves. There is no pre-defined schedule for how long it takes to progress to the next run group. That depends purely on your abilities your skill and your experience.

What Happens If It's Raining?

The event is run come rain or shine although if conditions are extremely poor the Chief Instructor may cancel run sessions. Of course, when it is wet you will be driving somewhat slower as your tire grip will be reduced.

Can both myself and my spouse drive at an event ?

If you are going to share a car you will need to be in different run groups. Of course if you have 'His' and 'Her" Cars you have no such problems ☺. Also, read Chapter 4 for more information about registering with a co-driver.

Can Family Members Or Friends Ride With Me?

Only registered drivers are permitted on the track and if there is a second person in your car they must be an instructor. So you won't be able to go out with you spouse or with friends. Once you have progressed out of the beginner's group why not share your car with your spouse and both experience Driver Ed?

However, there are a couple options for non-participant to get a ride. During lunch on Saturday and Sunday "Track Touring" rides are possible. Cars, vans and SUV's drive in low-speed convoy around the track and you are welcome to drive your friends and family around in your car, SUV, or any other vehicle.

The second option is to get a ride with an instructor. Any non-participant - friend, family member, car enthusiast, or general adrenaline junkie - can get a ride with an instructor at speed. They will need to sign a waiver, get a wristband showing that they have signed a waiver, have on the appropriate clothing (natural fiber, long pants, and tennis shoes), and round up a loaner helmet.

4. DE Event Administration

The following sections deal with the general administration of DE events. Learn about how events are organized and how to register for an event.

General schedule

In general, Northern Ohio region run four events per year in May, June, July and beginning of October. Obviously the specific schedule dates vary slightly from year to year so check the web site or the *Voices From The Trunk* NOR PCA newsletter for information.

Registering For A Northern Ohio DE Event

Northern Ohio events can fill up in advance and it is therefore important to send your registration in early. The first day that registration is open is not too early. Porsches will be running alongside other marques and a full event may have 130 cars.

You will need to check on the web to find out when registration for a specific event is opening. It typically opens some eight weeks before the event when the application form is made available on the web, a few days before registration opens. From the front page, click on the "Driver's Ed" button on the let menu bar. The application and the payment check (some events accept Paypal) can now be mailed (US Mail only) to the event registrar - but not before the opening date.

Sharing a Car

You may share your car with a co-driver if you wish. Each driver needs to fill in their own form and the drivers will be in different run groups. For this reason sharing a car is not recommended if both drivers are beginners. Each driver pays the event registration fee.

Cancellation

If your plans change, the entry fee is refundable in full, less a \$100 administration fee (that can be applied to next years event) if the event chairman receives notification in writing or via email to the address stated in the event application form more than twenty-one (21) days prior to the event. There are no refunds within 20 days of the event. The administration fee for returned checks will be \$50.

Event Organization

The track at a typical DE event opens at 7:00AM. Trackside tech inspection is usually open from 7:00AM to 8:00AM. A drivers meeting at 8:00AM is followed by the instructor introductions and low-speed track familiarization ride. The first run group will get on the track around 8:30AM. We stop for an hour at lunch (actual times depend on run group) and continue until 5:00PM.

All DE entrants are divided into "Run Groups" according to experience and ability. Group I is for instructors, Group A is for advanced drivers (some instructors may be in group A), Group B is for advanced/intermediate drivers, Group C is for intermediate students, and Group D is for beginners. Instructors are assigned to drivers in all groups. Each run group gets 30 minute sessions on the track, typically 3 per day. When you register at the track you will be given a timetable. Keep it handy so you know when you are due to drive, and pay attention to the Public Address announcements for schedule changes.

5. Mandatory Safety Equipment

The following section covers the only mandatory safety equipment - a helmet.

Helmet

A helmet is a mandatory safety item for Northern Ohio events and all helmets must carry the Snell Foundation's certification. The helmet safety standards are updated every 5 years, the current standard for auto-racing helmets being SA2005. Helmets made to the older SA-2000 standard are also acceptable. M rated helmets for motorcycles are not acceptable. Read about these standards at the Snell Foundation Web site: <http://www.smf.org/>

It is recommended that you do **not** purchase a pre-owned helmet; if the helmet has been dropped it may be ineffective, despite looking OK externally.

It is often asked, "How much do I need to spend on a beginner's helmet?" to which the answer is, "How much is your head worth?" ☺ Seriously though, price isn't always a good guide. The helmet must have the SA2005 certification but after that you may be paying more for a lighter helmet, or a helmet with a nice paint job etc.

The fit of your helmet is very important and a very personal choice. You will spend a bit of time inside it - some of it in unpleasantly hot weather. Although the Internet does have various fitting guides and you may get a better price, it is recommended that you look at local suppliers where you will be able to try on various helmets and get good advice as to selection. Not all same-sized helmets feel the same and by trying them on, you will be able to make a much better choice. Various styles are available and, again, a local supplier will be able to help you choose. For example, some helmets are designed primarily for open cockpit racing and have a small eye port, others have a larger eye port to take account of eyeglass wearers (if you are an eyeglass wearer, don't forget to take them with you when you go to buy a helmet), some have full-face protection, others are open-face, some have a visor, others don't, etc.

Modern helmets can be a little claustrophobic if you are not used to wearing one. Your first track event is not the time to find you are uncomfortable. It is suggested that you practice wearing your helmet at home before coming to the event. (People do tend to stare if you wear your helmet on the street - although, arguably, it may not be out of place on I-480 ☺)

At most DE events Northern Ohio has some "loaner" helmets for use by those beginners who have not yet purchased their own helmet. Please check with the Registrar if they will be available at the event you will be attending.

6. Pre-Event Preparation

So, you've registered for an event. Congratulations for taking the plunge! Now read about other topics and items that will aid your preparation.

Accommodation

Once you have booked for your event, don't forget to settle your accommodation. Depending on where you live, the event may require you to travel on the day or evening prior to the event and with a two day event you will probably need to stay overnight near the track. See chapter 13 for details of local hotels.

Spectators

Spectators are welcome at Northern Ohio DE events. If you want to bring along a spouse or a friend please feel free to do so. The track management will typically require each person entering the track premises to sign a waiver of liability at the track entrance.

Technical Inspection

Your Car needs to go through the pre-event technical and safety inspection before each and every DE event. This is an important part of your preparation.

The Web site contains the Tech form that you need to complete. Print or photocopy the form, fill-in the top section, and present it with your car at the inspection station. Each event requires a separate form and the car must be inspected no more than 2 weeks prior to the event.

You can check many of the items yourself; look at the tech form and see what you can check yourself. Check your brake lights, inspect your tires for wear, learn to determine how much brake pads you have left, and keep records of when the brakes were last bled and when the brake fluid was last changed and so on. Note that you cannot do the checks yourself and sign the form.

You can save yourself some stress by arranging your tech inspection in good time, and by getting any remedial work done early. Don't leave yourself open to disappointment by leaving the inspection till the last minute, only to find you need some work done which may mean you miss the event.

Tip: Always have your brakes bled, not just the brake fluid topped off.

What Do I Need To Bring?

A summary of this list is given in Chapter 12. You may want to print it as a checklist.

- Driver's license
- Completed Tech Inspection Form
- Completed helmet and medical forms
- Maps and directions to the track and hotel
- Paper towels - useful for window cleaning, mopping up oil drops etc.

- Window cleaner - you'll pick up a few bugs during the day!
- Tire pressure gauge - essential to get the maximum grip from your tires
- Duct tape - for covering headlights and protecting them from stone chips
- A penknife or similar to cut the tape
- If you don't have pre-made numbers, some low-adhesive tape to form the numbers on your windows
- A quart of oil and a funnel. (A rolled paper plate can be used as a standby funnel)
- Plastic bags for storing the contents of glove compartment, door pockets etc.
- A tarpaulin, ground sheet or large garbage sacks for placing your belongings on and to cover them if it rains. Also useful on wet days for keeping rain off everything.
- Helmet
- Sun protection such as a wide-brimmed sun-hat, sunscreen and an umbrella for shade
- Rain protection such as a poncho or waterproof outer clothing. An umbrella.
- A folding chair.
- Appropriate clothing: The clothing you wear is intended to keep you safe and comfortable. For driving, a short or long-sleeved shirt and long pants, both made of natural fibers such as cotton or linen, are **required**. (Jeans work well) Shoes should also be made of natural fibers and should have a flat sole. Tennis shoes or leather driving shoes are ideal (not jogging shoes with their thick soles). Shorts, sandals or other loose fitting shoes are **not** acceptable driving attire. Bring a change of clothing for when you are not driving - whatever is comfortable and suitable for the prevailing weather.
- Cooler with drinks and ice - You *will* get dehydrated at the track so you must drink plenty of liquid. No alcoholic drinks are permitted at the track for either drivers or spectators until the end of the day - but remember that alcohol can affect your judgment for up to 24 hours so at a two day event be careful.
- Food & snacks. Nelson Ledges has a canteen open at lunchtime.

More advanced drivers may also consider:

- A torque wrench, jack, jack pad, jack stand etc., if you will be changing tires at the track
- A can of brake fluid and spare brake pads
- Air tank

7. At Last.....

The day of the DE event has arrived. Read about what goes on and what you'll need to do. The sections are presented in more-or-less chronological order.

Getting To The Track

Check chapter 13 for details of how to find Nelson Ledges. If you are going to your hotel first, don't forget directions to it as well.

Remember that we all enjoy the use of our host track. Please obey speed limits and other traffic directions so that we may continue to have the support of the local communities. It is not unknown for the local constabulary to post speed traps when they know the club is at the local track!

When To Arrive At The Track

Get to the track early and with a full tank of fuel (you'll use it a lot faster than on the highway and you wouldn't want to get towed off the track on your first day, would you?). The track typically opens at around 7:00AM and shortly after is a good time to be there.

What do you do when you get there

- Sign the Nelson Ledges insurance waiver - at the gate
- From there you enter the infield of the track by either going straight ahead. Across the track (before 8:00 AM and after 5:00 PM) or turn left after the track office and follow the dirt road around to the bridge (trust me - it won't fall down)
- Find a parking spot
- Line up at the Tech building (looks like a big car port) to get your car teched - have your filled out tech sheet and helmet ready.
- After your car has been through tech head over to the Registration table with you signed off tech form to:
 - Sign the Northern Ohio PCA waiver
 - Receive the timetable for the day, the event rules, a track map and list of your fellow DE drivers
 - Receive a colored wristband - wear it on your left wrist. It is waterproof and should be left on overnight for the second day.
 - Receive your event T-shirt

Entering the Paddock

Enter the track paddock area and find a parking place. Just look where other cars are parked. Leave adequate room around the cars to allow for trailer loading, belongings on the ground etc.

Preparation for Trackside Tech

Now attend to your car and empty it - empty it of **everything**. You don't want that old coke can under the seat rolling under your pedals on the first lap do you? Or that old kids toy on the back seat hitting you the first time you brake hard? Check the trunk(s), the door pockets, glove compartment, remove your radar detector, seat covers and any other loose items. Double check under the seats! If you have detachable floor mats they, too, should be removed - both at the front and rear.

Use your duct tape to cover the headlights and fog lights to protect them from any stone chips or debris on the track. Some people also tape the leading edge of the hood and the side view mirrors. You may have a "bra" on the front of your car for debris protection when on the street. At high speed bras can sometimes flap around and actually cause more damage than debris. It is advisable to tape down a loosely fitting or a magnetic bra.

Trackside Safety Inspection – "Tech"

Place your pre-event Tech form under the windshield wiper, put your helmet on the passenger seat, leave the trunk and engine lid unlocked and drive slowly to the Tech line. Here the trackside tech inspection crew will greet you, descending on your car to check the torque of your wheel nuts, the state of your brake pads, that your car is empty of junk, that it has its numbers etc. You will probably be asked to use the brake pedal so they can check your brake lights and also 'blip' the throttle so they can check the throttle return is working correctly. A small sticker will be placed on your windshield indicating you have passed Tech. Return to your parking place and check that your engine lid and trunk are locked closed. You only need to present your car to trackside tech on the first morning.

Drivers Meeting

You may have a few minutes to spare to have a quick breakfast, but check your timetable for the Drivers Meeting. Don't be late - it is embarrassing to have 100+ pairs of eyes on you as you stroll up late! All drivers gather and you will be told about the track, any special conditions on the day, the location of the passing zones, how the flags are to be used, etc.

At Northern Ohio events, instructors and students are paired prior to the event. The type of car you drive is also taken into account and efforts are made to pair you with an instructor familiar with your type of car. Depending on their workload (some instructors may have two students) your instructor will find you, either prior to the first session, or if not, at staging for your run group.

Classroom Sessions

You will have a couple of classroom sessions where a senior instructor will talk you through the theory you will be (or have been) practicing. Please ensure you are on time for these sessions.

Evaluation Forms

You will be given an instructor evaluation for you to evaluate the performance of your instructor, and your instructor will have a student evaluation form (to be filled in by your instructor at the end of the 2nd day). You and your instructors will be able to record your progress as you do DE events

and as you progress to "going solo". The entries will also assist your instructor(s) at subsequent events in understanding your progress thus far.

Preparation for Driving

Let's now go through some topics in preparation for actually getting out the track.

Clothing

You have, of course, read the pre-event preparation section so will have brought the correct clothing ☺. Northern Ohio requires that you must wear a short or long-sleeved shirt and long pants made of natural fiber. Shoes should have a thin, flat sole with adequate grip so they don't slip off the pedals. Worn sneakers or 'boat' shoes work well for many drivers. Thick-soled shoes are *not* recommended. You 'communicate' with your car through the seat of you pants, your hand and the soles of your feet. You'll get messages from your Car more easily if you feet are not insulated from the car by big thick soles. Leather-soled shoes tend to be too slippery and are not recommended.

The Weather

Take account of the weather: If it is hot and sunny, as it invariably is at Northern Ohio events ☺, apply your sun protection *now*, before you get sunburned. Perhaps even more importantly, you need to keep yourself properly hydrated throughout the day. By the time you feel thirsty your body is already dehydrated and this can seriously impair your judgment and safety on the track. Remember to keep drinking liquid, even when you don't actually feel thirsty. *This cannot be stressed highly enough.*

There are still a couple more items that need attention before you get on the track. Depending on your schedule, you may want to do these earlier, as you prepare the car for trackside inspection.

Seating Position

The seat position you use for DE is unlikely to be the same as you use on the street. The majority of drivers position themselves too far back or with the seatback inclined too much. Do *not* imitate what you see on TV with either the NASCAR driver's position, upright and close to the wheel, or the F1 drivers who appear laid back with outstretched arms.

The correct seating position takes into account how you contact the seat, leg position and arm position. In order to get better leverage on the steering wheel and in order to get a better "seat-of-the-pants" feel of the car, it is usual to sit a little further forward and more upright, and perhaps a little lower than you may do for street driving. Try following the recommendations below.

You may find it necessary to lower the seat depending on your height (with your helmet on) and whether the car has a sunroof or not.

Sit in the seat by *pressing* into it so that you maximize your body area in firm contact with the car. Pressing down snugly will help you to feel the car communicating with you. Your back should be flat against the seat back, you backside firmly wedged in the right-angle between

seat back and seat cushion and the underside of your legs should be in contact with the seat. Put on your seat belt and ensure it is a tight fit - you don't want to be sliding around the seat at the first sharp corner.

Adjust the forward/rearward position of the seat so that you can move your feet easily between the pedals with clearance under the steering wheel. There should be a moderate bend at the knees when you fully depress the pedals with the ball of your foot (not the toes).



Adjust the seatback angle so that with your arms extended and without pulling your shoulders away from the seat, your wrists should be able to rest on top (12 o'clock position) of the steering wheel. Your arms should be bent when your hands are placed on the steering wheel at the three o'clock and nine o'clock positions. This slight bend in your arms, even when being

fully outstretched during cornering, helps prevent the arms from getting tired through over-extension. This same position should also allow you to change gears without needing to lean forward.

Your seating position can best be tried in advance of the event.

Mirror Adjustment

Having, probably, changed your seating position, you now need to adjust all your mirrors to ensure they cover their areas properly.

Windows

The driver's side window and the passenger side window must be all the way down.

Tire Pressure

With the tires cold in the early morning, check the tire pressures all round. As a starting point ensure they are set to the recommended values given in the car's handbook. Air is available - just ask where it is.

Staging

"Staging" is designed to minimize the time between run groups by ensuring that the next group of cars is ready to get on the track as soon as the previous group is off. Cars are

staged in the 'hot pits' area. Prepare for your run in good time. Go to the bathroom if you need and ensure you are at the staging point with several minutes to spare. Generally your instructor will meet you at staging, although he/she may have made arrangements to meet you in the paddock area - it tends to depend on their workload and number of other students.

Communicators

Your instructor may be equipped with a two-way communicator to help in-car communication. He or she will give you an earpiece attached to a boom microphone. Put your helmet on first, then take the earpiece and gently insert it inside your helmet between your ear and the helmet padding. The boom microphone will be naturally positioned in front of your mouth. At the end of the run, remove the communicator by grasping the earpiece. Do *not* pull the connecting wire - they do not last long if you do ☹

If your instructor doesn't have a communicator don't worry - you will still be able to hear their comments and instructions.

It's All In The Mind

So now you're ready for your first track sessions.... But as the TV detective Colombo made a habit of saying "Just one more thing, Sir..."

There are (at least) a couple of ways you can approach your first few track events. Let's call the first the 'male' approach. You've figured out a way to get to drive your Car on the track, you've only got a handful of sessions and you want to make the most of them. You want to get out there and you do everything you can't do on public roads: pushing the car's limits as much as you can, trying to squeeze every tenth of a second out of it that you can -- full on the gas; full on the brakes; catch that guy in front etc. etc. On your first day at DE a guy can't help but think (however irrationally) that he's going to be the best and bravest, driver out there - a Schumacher or Senna in the rough, so to speak.

This is fine and may be a lot of fun, but it will only get you so far. It's like trying to lift the absolute maximum weight you can manage on your first trip to the gym, and then calling that a workout. It's utilizing the perpetually-12-year-old part of your brain. Before too long, you'll have 'pushed' the car as hard as it will go, and -- what the heck? -- guys in lower-powered cars are still overtaking you. You walk away scratching your head, or writing a big check for a new set of pistons and cylinders.

Or....you stumble on the second way of approaching a Driver Ed event; Let's call this the 'female' way, since women are often better learners at performance driving. It's linked to the 'you'd go a lot faster, if you'd just learn to slow down' school of thought which experienced drivers will be able to tell you about. For you golfers, it's just like when you slow down and take a nice easy swing and find that you hit the ball 20 yards longer than when you were trying to grip and rip it.

The smarter way of approaching a Driver Ed event in your first season is to leave your ego in the paddock and see what you can learn from your instructor - your mind as a blank slate, open to listening and learning. Learning the best possible line through each turn - long before you're carrying the maximum amount of speed through each turn - and getting a sense of the subtler

relationship between driver inputs and the way the car reacts. It's a slow process. And you've got to accept the fact that the faster guys are faster because they've been doing it longer, and have taken the time to figure out the less fun parts of the equation. Beginners always try to sort out the difference between fast and slow lap times based on the specifications of the cars involved. It's the Viper mindset. The more experienced guys know that horsepower doesn't matter very much -- that 90% of the journey is learning how to drive, and the other 10% is about having a fast car.

Hopefully, you'll soon realize that you're just starting out and there's going to be a long and fun road before you.

On The Track

It's quite simple really: Remember "Asphalt - good, Grass - bad" ☺ Seriously though, remember the aims of DE (learning about your Car and yourself and having fun), listen to and obey your instructor and enjoy yourself.

As this guide has tried to emphasize, the better you are prepared the more you will enjoy the experience. There are many books and articles as well as Internet sites that explain the principles of performance driving. Some are listed in the Resources section and the end of this document. If you have the opportunity, you are recommended to read some of these.

Flag Signals

It's no use cresting a hill, wondering why the flag marshal was waving a yellow flag! By the time you see the car stopped in the middle of the track just over the brow of the hill it will be too late ☹

Understanding the flags and knowing what action to take when you see one is vital. Please take a few minutes now to read Chapter 11 now, test yourself on the flags for a few minutes and then return here. As it says there: **Read, Understand and Memorize.**

Passing Zones

You are only permitted to overtake or be overtaken in designated passing zones, generally the long straight-aways. Higher run groups are permitted to pass in additional areas. At the drivers meeting you will be informed where the passing zones are.

Overtaking Signals

In DE events it is not permitted to pass a car without receiving a hand signal from the driver being overtaken. This applies equally in *all* run groups. The signals are as follows:



"Overtake me on the left" - point your left arm straight out of the window



"Overtake me on the right" - point your left arm over the roof of the car

Each of these signals indicates to a *single* car behind you that they may overtake. If there are more cars behind, wait until the first car is starting its overtaking maneuver, then give the same signal for each subsequent car. You may need to back off the gas momentarily to allow a safe pass.

If the car in front of you signals you to overtake, it is your decision as to whether to take the opportunity. You are not obliged to pass and you should not pass if you feel at all uncomfortable - for example, you may be nearing the end of the passing zone on the straightaway.

End Of Run

At the end of your run you will see the checkered flag. Slow down (but not to a crawl) and use your brakes as little as possible to allow them to cool during the remainder of the 'cool-down' lap. Keep your concentration up, even on the cool-down lap and continue to drive the correct line. Approaching the pit in turn-off clench your fist and hold your left arm straight up, out of the left window to indicate you are pitting. Use this signal if you need to pit-in during a run as well.



The "pit in" signal

Drive back to your parking spot, still trying to use the brakes as little as possible. The rotors will be very hot and you want to avoid transferring this heat to the brake fluid in the calipers. When you stop and switch off the engine leave the car in gear to prevent it moving. **Do not engage the parking brake - your brakes will be very hot and this will most likely cause your rotors to warp.** Your instructor will often want to sit with you for a couple of minutes to discuss the run.

Condition Of Your Car

After a run it is wise to check your car in preparation for your next outing.

- Tire wear - Check your tires after every session for nicks, punctures, or worn areas.
- Tire pressure - Check tire pressure before each session. Tires typically increase more than 5 PSI during track sessions so if your tires have increased pressure this is normal.
- Oil level and temperature - Check the oil level every couple of sessions and add oil if needed. Get in the habit of checking the oil gauge on the track and monitoring oil temperature.

- **Coolant temperature** - As with oil, monitor your coolant temperature regularly while on the track. If you get a reading in the red zone or no reading (too little coolant), you should end your session early and let things cool down.
- **Fuel level** - You'll be surprised at how quickly you can go through gas. If you're not sure whether you have enough to make it through an entire session, get more gas. You don't want to take up everybody's track time getting towed off the track.
- **Brakes** - Track driving takes its toll on the brakes. You may have an indicator light that warns you when the brake pads are getting thin, but if your car doesn't have one, you should learn to examine the brake pads yourself. Ask someone to help - they'll be only too willing to show you how. While driving if ever the brake pedal starts to feel soft or spongy, tell your instructor and come into the pits immediately. A soft brake pedal happens shortly before the pedal goes straight to the floor without any resistance - not a fun experience. This happens when your brake fluid boils and can be easily rectified by "bleeding" your brakes. This is a simple process - again, ask someone for help if you need to do this.

Your condition

Are you sweating after your run? Don't forget to keep properly hydrated! Drink a little, often.

8. Miscellaneous Tips

The following sections are an accumulation of distilled knowledge that didn't belong in prior sections. They are however, valuable tid-bits that may prove useful to you at some stage in your DE career.

Your Well-Being

At summer events you need to be aware of the effect of heat and sun on your body and take measures to cope. The tips below may sound like common sense, but are important; People have been known to collapse from heat exhaustion and, even in less serious cases, unfortunately, your judgment is one of your first faculties to suffer through dehydration.

- Apply sunscreen liberally.
- Wear a hat while in the paddock
- As stressed earlier, dehydration leads to deterioration in judgment, concentration and mental performance. **Medical studies have shown that fluid loss exceeding approx. 3% of bodyweight impairs reaction time, judgement, concentration and decision making.**

Says Glen Lindsay, a physiotherapist with the Jordan F1 team: ..."And if you think a driver can rely purely on his own body to tell him when to drink, you would be very much mistaken. "On race day I encourage drivers to drink little and often, monitoring their hydration levels regularly," said Lindsay. "In fact feeling thirsty is not the best indicator because by the time you experience thirst, the body is already dehydrated. Basically it's my job to keep a drink bottle in the drivers' faces at all times"

Drink 16-32 ounces of cool fluids each hour, even if you're not thirsty; thirst is NOT an accurate indication of dehydration.

- Be alert and if you notice any of these symptoms of heat exhaustion pull off the track and let someone know: Dizziness, Headache, Heavy sweating, Muscle cramps, Nausea, Weakness.

Lug Nuts

For those of you who change tires at the track: Most early Porsches have light, aluminum alloy lug nuts. Along with the wheel, these lug nuts will get hot during your run. Do not try and remove them when hot. If you try and remove them with the commonly used soft-socket-with-a-plastic insert (to prevent damage) the plastic may turn to a gooey mess. If you use a regular steel socket it is easy to break the neck of the lug nut from the collar. Removal of such a destroyed lug nut is not generally something that can be done at trackside and you'll be on an early journey home! Wait for the lug nuts and wheel to cool, or alternatively use open, steel lug nuts.

Although later Porsches like the 996, 997 and Boxster utilize steel lug bolts, it's still advisable to allow the wheels to cool somewhat before attempting to remove them while very hot.

Keys in car

Leaving your car keys in the car while you are away from it is a personal choice, but bear in mind that in the event of a sudden summer thundershower while you are away from the car, a helpful colleague may be able to get your windows and sunroof closed and save your interior from a drenching.

9. Safety and Performance Modifications

The following topics are not a concern for the beginner driver. Once you have several events under you belt you may want to consider some of the changes mentioned below. The paragraphs below are placed in no particular order.

Harness, Seat and Roll Bar/Cage

These three topics are all covered here because current thinking considers them all as part of a safety system. A harness may not be used without seats designed to accommodate them, and if you do have an appropriate seat and harness a roll bar or roll cage is recommended, to complete the safety system.

Once you have done a few events and your cornering speeds increase, you may find yourself bracing yourself against parts of the car. The stock seat belts are good, but cornering and braking from high speed ideally calls for a harness to keep you firmly in your seat. Most popular nowadays are 5- or 6-point harnesses. (4 point harness are not safe and are no longer permitted) If installing a harness, ensure you install it for the passenger too. Most regions require the same restraint system for both occupants. After all, if it's good enough for you it should be good enough for your instructor ☺. Nowadays, harnesses may not be used without seats specifically designed to deal with them - see below.

National PCA requires that all cars equipped with a 5 or 6-point safety harness must have appropriate race seats. You may not use a 5 or 6 point harness with stock factory seats. A specially designed racing seat must be installed along with harnesses. These generally provide more support when cornering and may be lighter, saving some weight compared to the stock seats. However, they may not be so comfortable for those long drives on the street. Other drivers will be happy to discuss their choice of seat with you and allow you to see how you'll 'fit' in their car.

The likelihood of a rollover accident is very small but it can happen. If you have installed seats and harnesses, you will be firmly strapped in your seat and may find it difficult to bend out of the way of the roof. While the roof pillars on your Porsche are very strong, a roll bar or roll cage may be installed for extra safety. A roll bar is typically a steel hoop bolted or welded to the body and extending above (and behind) the driver. These are often welded in place, although some models are "bolt-in" and can be removed if, for example, the car is sold. A roll cage extends the roll bar along the roofline, down the windscreen pillars and usually anchoring on the front door sills. Roll cages are primarily intended for dedicated race cars and are not generally used in street cars because of the difficulty of getting in and out of the car and the fact that unless strapped in with the racing harness, there is the chance of hitting the steel tubing in the event of a street accident.

Tires

Good quality street tires are entirely adequate during your first several events. Without any track experience, you won't be using *any* tires to their performance limits. Learning the feel of your car through street tires aids learning and will teach you how the car feels and behaves as you approach the limits of adhesion. Also, starting out with your car in stock configuration will give you a baseline for comparison so that once you get some track experience you will be better able to judge the impact of a tire upgrade on your performance. Any of the Z-rated street tires give you very good

performance on the track and it works out less expensive because they wear so much less than track tires. (You won't go through a set of street tires in a track weekend!).

As you become more experienced, you may want to try tires with higher performance (more grip). If your car is also used on the street you have a few choices; you can fit high performance street tires, you can fit R-compound track tires that are street legal (but which wear more quickly than street tires), or you could get a second set of rims and fit dedicated track tires (slicks). As you attend more DE events ask plenty of questions and make your own decisions.

Brake Pads

Stock Porsche brake pads work well on the street but for most early cars they are not optimized for the heavy braking you will be doing at the track. After several events, as your speed increases, you may find that you want to try a pad more suited to the track. However, the brakes on late models such as the 996, 997 and Boxster have brakes that are generally adequate for your first season of DE events. Several upgrade options are available - from out-and-out race pads to ones suitable for mixed track/street driving. In general, track pads need to be hotter to get maximum braking effect, which is why they may not be completely effective on the street on a cold winter morning. They will also tend to be tougher on the rotors than stock brake pads.

Changing pads is such a simple job it is practical to have one set for street and a second set for the track.

Brake Fluid

Brake fluid is a hydraulic fluid used to transfer pressure on the brake pedal into the clamping action of the brake pads onto the rotors. Driving at the track causes brakes to get very hot. Some of the heat is dissipated by the large metal mass of rotors, some is dissipated by the airflow over the rotors, but some heat is transferred through the brake pads to the calipers and the brake fluid in the calipers. Unfortunately, brake fluid absorbs water from the atmosphere (in technical terms it is "hygroscopic") and the longer it has been in your brake system, the more water it will have absorbed. Brake fluid has a very high boiling point (often over 400 °F) but water doesn't. If the heat transferred to the fluid causes any water in the fluid to boil, steam is generated and air bubbles form in the brake fluid. Brake fluid is not compressible (that's why it's used) but air bubbles are. The end result is that the brake pedal will start to get "soft" and will eventually go to the floor with no braking power at all. (If ever you feel your brake pedal going soft, slow down, pump the pedal a few times to get full braking effect back and pull in at the pits as soon as possible.)

If you become a DE regular, change your brake fluid for each event and use a high-quality, high-boiling point brake fluid.

Driving Shoes

Purpose designed and made for performance driving, although they may still be worn around the paddock, they provide excellent 'feel' through the soles.

Driving Gloves

Driving gloves serve mainly to allow you to keep a good grip on the wheel. Good gloves, typically with leather on the palm and fingers, give you a good feel on the steering wheel while also absorbing the sweat from your hands. Choose a contrasting color to your car to help other drivers see your passing signals.

Driving Suit

Primarily of utility to those drivers taking part in Porsche Club Racing, a good quality driving suit can provide several seconds of protection to the driver in the very unlikely event of a fire inside the car. Think of it as extra insurance! The more expensive suits are made from an inherently fire-resistant material, (Nomex, Kevlar, PBI), while cheaper ones are made from treated cotton fabric (Proban, Fireware). Generally speaking, the more layers of material, the greater protection is offered. Besides the fire-resistance of the material itself, the air gap between the layers is also important.

If you go down this route, remember that the driving suit is just one item used for total body protection. The other items include: helmet, head sock (balaclava), helmet skirt, HANS device,, gloves, underwear, socks, and shoes. All these items must work together to achieve total protection. If any one part is inadequate or fails, it will undermine the effectiveness of the whole.

Head and Neck Support device (HANS)

You may see some drivers wearing an odd shaped contraption attached to their helmets and extending down over their shoulders. This is a 'HANS' device, designed to stop the head from "whipping forward" in a crash. Mandated by many race series, these safety devices are now within the budgetary reach of DE enthusiasts.

10. Resources

Where local resources are available these are mentioned.

Helmets

For helmets and other driving apparel and accessories local to the Cleveland area try

Trackday Motorsports in Chardon, OH
<http://www.trackdaymotorsports.com/>

Summit Racing in Tallmadge, OH
<http://www.summitracing.com/>

Internet

On the Internet there are a plethora of sites dedicated to Porsches. A small selection follows:

www.norpc.org - Your own PCA club Web site. Check it periodically for updates

www.rennlist.com - The premier Internet resource for the Porsche enthusiast

www.pca.org - The Porsche Club of America site. It has useful links to Web sites of all other clubs and regions.

<http://platz.com/> - Links to everything Porsche on the Internet

<http://home.pon.net/hunnicutt/perfdriv.htm> - Performance Driving

Your monthly copy of the **Northern Ohio PCA** newsletter contains useful advertisements and articles.

Performance Driving Books and Articles

(In no particular order)

- Secrets of Solo Racing by Henry Watts
- Driving in Competition by Alan Johnson
- Going Faster by Carl Lopez/Skip Barber Racing School
- Porsche High Performance Driving Handbook by Vic Elford
- Speed Secrets - Professional Race Drive Techniques by Ross Bentley

DE Insurance Resources

<http://www.everittboles.com/index.htm>

<http://www.wsibinsurance.com/index.html>

<http://www.prosure.net/>

<http://www.capcoverage.com/motorsports.html>

<http://www.snellingswalters.com/motorSport/index.php>

11. Flag Descriptions - READ...UNDERSTAND...AND MEMORIZE

If you are viewing this on a screen or have a color printer the flags below are shown in glorious Technicolor. If you have a black and white printer use your imagination ☺



A waving **RED** flag is an indication of a serious problem on the track and that the run group is ended immediately. Pull off the line to the side of the track, just off the roadway and **STOP** immediately in a safe manner, **within sight** of a flag station. Remember to check your rearview mirror before braking to a stop; Someone behind you may not have seen the flag!

Do not proceed back to the pits. Remain in your car and await instructions from a flag marshal. The red flag will be withdrawn or replaced with a black or yellow flag. A black flag after a red flag will indicate to all drivers to proceed at reduced speed to the pits. A yellow flag following a red flag will indicate to all drivers that they may proceed at a reduced speed with no overtaking until given the all clear to continue at speed.



A **BLACK** flag is a signal to **PULL INTO THE PITS**. It may be used to bring all cars in the session to the pits, or it may be used to signal an individual driver to come to the pits. In either case, pull into the pits, giving the pit-in signal.

When used to warn a particular driver, the flagger on the Start/Finish line or at the Black Flag Station will point the Black Flag to the car being flagged as it passes the station. In addition, the car # may be displayed at the Black Flag Station. The driver should acknowledge the Black Flag with a hand signal and proceed at reduced speed, with caution, to the pits where they will report to the Pit Marshal. The Black Flag may indicate either mechanical trouble or incorrect driving behavior.

When used to bring all cars to the pits it will be displayed in the standing position at the Start/Finish line and at the Black Flag Station and may be displayed with a sign ALL. All cars will proceed at a reduced speed to the pits and follow the instructions of the Pit Marshal.



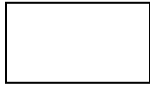
STANDING YELLOW: Slow down (but do not jam on the brakes). There is a problem on the track ahead requiring **CAUTION** in the vicinity of the flag, such as a car off the road, an animal on the track, etc. **NO PASSING.**



WAVING YELLOW: There is a problem in the immediate vicinity. Proceed with **EXTREME CAUTION** and be prepared to stop. **NO PASSING.**



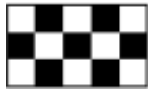
YELLOW with **RED STRIPES** indicate a **SLIPPERY** or **HAZARDOUS** track. There is something on the track causing a slippery condition. It may be oil, water, debris, dirt etc. on the track. Drive with **CAUTION**. Remember, once you have seen this flag, the track is likely to remain slippery at this place on future laps - even if the flag is no longer displayed.



The **WHITE** flag means that there is a **SLOW-MOVING** or **EMERGENCY VEHICLE** on the track ahead of you. Treat this flag as a yellow flag. **NO PASSING**. Reduce speed and proceed with **CAUTION**.



BLUE or **BLUE with a YELLOW STRIPE**: The flaggers have noticed a faster car behind you. **CHECK YOUR REAR VIEW MIRROR**. Allow them to pass at the next passing zone by giving the appropriate signal.



The **CHECKERED** flag means the **END OF THE SESSION**. Displayed at the finish line. Finish the lap at cool-down speed, then pull into the pits, giving the pit-in signal. Do not pass after the checkered flag.

12. Personal Checklist

Please feel free to print copies of this for future use

PACKED	ITEM
	Driver's license
	Completed Tech Inspection Form
	Maps and Directions to the track and hotel
	Paper towels
	Window cleaner
	Tire pressure gauge
	Duct tape
	A knife
	Quart of oil
	Funnel
	Plastic bags
	A tarpaulin or large garbage sacks
	Helmet
	Sun protection: sun screen and a sun hat
	Rain protection
	Folding chair
	Driving clothing
	Non-Driving clothing
	Cooler with drinks and ice
	Food & snacks

13. Driving Directions and Local Hotels

Nelson Ledges Road Course is located on the south side of Ohio State Route 305 in Garrettsville Ohio between OH-282 and US-422. It is approximately one mile east of the intersection of OH-282 and OH-305. If you want to map it on your computer or your GPS, Nelson Ledge's address is:

10342 State Route 305, Garrettsville, Ohio 44231-9100. If you get lost on your way to the track call me on my cell at 440-681-0124.

From Cleveland Metro and East: Take US-422 east to OH-282. Turn right (south) on OH-282 and follow it to the end. At the stop sign, turn left on OH-305 and watch for the track on your right.

From Points West: Take I-80 east (The Ohio Turnpike toll road) to exit 192, which is OH-44. Exiting the toll- booth, turn left on OH-44 heading north. At the second traffic light, turn right OH-82 heading east. At the traffic light in Hiram, proceed straight ahead from OH-82 onto OH-305. At the traffic circle in Nelson, proceed as straight as possible to stay on OH-305. Watch for the track on your right approximately 2 miles east of the traffic circle.

From Akron and Points South: Take I-77 north to OH-21 (exit 146) toward I-80. Merge onto I-80 towards Youngstown (The Ohio Turnpike toll road). Exit at OH-44 north (exit 193). Turn left on OH-44. Turn right on OH-82. Stay straight to go onto E. Wakefield Road/OH-305. Continue to follow OH-305. Pass through one roundabout.

From Columbus and the Southwest: Take I-71 north to I-271 north. Exit I-271 north at US-422 east. Take US-422 east to OH-282. Turn right (south) on OH-282 and follow it to the end. At the stop sign, turn left on OH-305 and watch for the track on your right.

From Pittsburgh and Youngstown: Take I-76 west (PA/Ohio toll road). Merge onto I-80 west. Take exit 209, which is OH-5. Exiting the toll- booth proceed west on OH-5 to OH-534. Turn right on OH-534, heading north. At US-422 turn left heading west. At OH-305 turn left again continuing to head west. Watch for the track on your left about 4 miles from US-422.

From Erie and Points Northeast: Take I-90 west to OH-11 south. Proceed down OH- 11 to the OH- 5 & OH-82 bypass around Warren. Go west on the 5 & 82 bypass to US-422. Take US-422 west to OH-305. At OH-305 turn left continuing to head west. Watch for the track on your left about 4 miles from US-422.

Local Hotels

If you will be staying overnight, you should make reservations now. There is no headquarters hotel, but we recommend the following hotels located within 30 minutes of the track.

Embassy Suites
3775 Park East Dr.
Beachwood, OH 216-765-8066

Aurora, OH
Telephone:330-562-9171

Courtyard Cleveland Beachwood
3695 Orange Place
Beachwood, Ohio 44122
Ph: 216-765-1900

Walden Country Inn and Stables
(15.1 miles away)
1119 Aurora Hudson Rd.
Aurora, OH
Telephone:330-562-5508

Hampton Inn Beachwood
3840 Orange Place
Beachwood, Ohio, 44122
ph: 216-831-3735

Best Western
(15.13 miles away)
9172 Market Square Drive
Streetsboro, OH
Telephone:330-422-6446

Hampton Inn Solon
6035 Enterprise Pkwy
Solon, Ohio, 44139
ph: 440-542-0400

Fairfield Inn- Niles
(18.22 miles away)
1860 Niles Cortland Rd. SE
Warren, OH
Telephone:330-544-5774

Marriott East
26300 Harvard Road
Warrensville Heights, Ohio 44122
Ph: 216-378-9191

Holiday Inn Express
(18.31 miles away)
135 Highland Ter Blvd.
Warren, OH
Telephone:330-544-8807

Holiday Inn Express
(9.09 miles away)
4185 State Route 5
Newton Falls, OH
Telephone:330-872-6000

Fairfield Inn- Streetsboro
(19 miles away)
9783 State Route 14
Streetsboro, OH
Telephone:330-422-1166

Comfort Inn
(13.99 miles away)
136 N. Park Avenue
Warren, OH
Telephone:330-393-1200

Comfort Inn- Streetsboro
(19 miles away)
9789 State Route 14
Streetsboro, OH
Telephone:330-626-5511

Aurora Inn
(14.12 miles away)
49 E. Garfield Rd.

Holiday Inn Express- Streetsboro
(19 miles away)
9459 State Route 14
Streetsboro, OH
Telephone: 330-422-1888

Microtel Inns & Suites
(19 miles away)
9371 State Route 14
Streetsboro, OH
Telephone: 330-422-1234

Towneplace Suites by Marriott
(19 miles away)
795 Mondial Pkwy
Streetsboro, OH
Telephone: 330-422-1855

Bed & Breakfasts

Stonewall Bed & Breakfast
(6.32 miles away)
16137 McCall Road
Route 88
Parkman, OH
Telephone: 216-310-5705
Cell Phone: 216-650-2909
email: BBatStonewall@aol.com
Contact Name: Bill & Cathy Tabac

Hiram Inn - B&B
(6.8 miles away)
6867 Wakefield Road
P.O. Box 1797
Hiram, OH
Telephone: 330-569-6000
Toll Free: 888-447-2646
email: hiraminn@hiram.edu
Contact Name: Nick Rudy

Lily Ponds B&B
(7 miles away)
6720 Wakefield Road/State Route 82
P.O. Box 322
Hiram, OH
Telephone: 330-569-7502
email: lilypondsbb@adelphia.net
Contact Name: Marilane Spencer

Lavender Farms Bed & Breakfast
(7.5 miles away)
12056 State Route 700
Hiram, OH
Telephone: 330-569-3251
Toll Free: 800-308-1178
email: marymiracle8@alltel.net
Contact Name: Mary Miracle

The President's House
(9.76 miles away)
11552 Garfield Road
P.O. Box 333
Hiram, OH
Telephone: 330-569-3121
email: us8296@cs.com
Contact Name: Judith E. Barber

Red Maple Inn
(13 miles away)
14707 South Cheshire (Route 700)
Burton, OH
Telephone: 440-834-8334
Toll Free: 888-646-2753
email: info@redmapleinn.com