

THINGS TO THINK ABOUT FOR STUDENTS AND NEW DRIVER'S TO CVAR

1) You already know the rules about watching your mirrors, pointing faster cars by, and holding your line, so I won't belabor those here.

2) Except the part about "holding your line" ... what that means, to me, is that you hold a PREDICTABLE line in the turn. It means no quick changes of direction mid-turn. If you have committed to the conventional line, outside -- in to the apex -- drifting out to the edge at the exit -- then stay on that line! Do not change course mid-turn and try to "get out of his way". The only way you remain predictable to the other driver, is to hold the line you are on.

Obviously you might have selected a different line for the corner, say for instance a wide line to allow the faster car through on the inside (point-by, starting wide, coming in to maybe center track, then drifting out to the edge at the exit) -- that is fine, too, just don't change course mid-turn -- even if another fast car comes along mid-turn.

3) Realize that your first responsibility is to maintain control of your own car! We have seen far too many drivers point someone by, then run so wide they are out in the marbles, lose control and slide off the track or spin. If you can't comfortably point someone by because you need to concentrate on your own line, then for heaven's sake forget the point-by and concentrate on maintaining control! And when you point someone by, realize that you don't need to give them 30 feet of pavement to get by -- save some pavement for yourself. Leaving them 10 feet at the apex is plenty of room, our cars are only 5 feet wide.

4) If you're having a great dice with another driver and all of a sudden here come the fast guys, consider breaking off your personal dice for a moment to allow the faster cars to get by cleanly. Drop in behind your rival (no sudden moves, do it well before the faster cars close in), run in single file for a while, and allow the leaders to get by easily. You can always resume your dice afterwards.

And remember, if you are in the lead of a small pack of evenly-matched cars, you may have a hard time seeing a much-faster car approaching. Check mirrors often!

5) When a fast car shows up in your mirrors ... remember it may be fast carS! There may be a quick little Midget hiding behind that Alfa. So, when you point the first car by, remember there may be two ... or three ... that assume the "point-by" applies to them also. Don't point one car by, and then slam the door mid-turn right after car #1 goes by.

6) Generally you will want to stay to driver's LEFT on the straights, and allow faster cars to pass on your right.

You have heard all the lectures about passing, the overtaking car has the primary responsibility for a safe pass, etc. I'd like you to consider a few other details.

1) The slower driver paid the same entry fee that you did. He may seem unbelievably slow to you, but he has just as much right to the real estate. That little patch of blacktop at the apex is his land, once he has committed to the turn.

2) My rule of thumb -- and most vintage race stewards -- is that the overtaking car must be dead even, or ahead, of the slower car AT THE TURN-IN POINT in order to take the line. And even then, the overtaking car is still responsible for a safe pass until the pass is completely finished. You must have your headlights even with the slower car's, before the turn-in, otherwise the slower car has the right to the apex. And -- the slower car determines the turn-in point (not you). If that dog-slow Prewar car turns in at the 300 foot braking marker, that's his turn-in point! If you weren't even with him at that point, you don't have the line -- it's his turn. Any passing attempt that begins after he has turned in, can be considered a dive-bomb.

3) The slower driver may very well have much skinnier tires than you do. So don't assume he can change his line, mid-turn, to accommodate your diving maneuver. The other car may seem incredibly slow, but he may very well need every inch of the asphalt, given his limited grip. If you're in an Porsche on 6" wide Hoosiers, it's nothing like a TC with 4" wide tires on 19" wheels!

That other driver is probably trying pretty hard, don't assume he's just coasting along because he's "slow".

4) With your faster car, you undoubtedly have plenty of choices on where to pass. Save it for the straight (especially during practice). There are tons of straightaways you won't have to wait long. Don't force an aggressive pass mid-turn.

5) If, during the race, you're having a great dice with an evenly-matched car, and you come upon a slower car (or group of slower cars) ... consider breaking off your private dice for a moment, and work on passing the slower cars safely, single file. You can resume your dice after you've cleared the lap traffic. Please don't use the slower cars as "blockers" to hold up your rival. Please don't go side-by-side with your rival, passing slower cars making it three-wide during the pass. Please don't pass the slower car on the right while your fast buddy is passing him on the left! I know, it sounds like a lot of fun and a great photo op -- but please consider a

more courteous approach for this event, since we have so many cars.

Please use practice sessions for practicing. A practice session is not a race! Please resist the temptation to become involved in a hot & heavy dice with another car during practice. Take it down a notch during the practice sessions, learn the track, get comfortable with your car, memorize the flag stations, learn the corners.

Many incidents happen in the first session on the first day, when someone tries too hard. You probably haven't been in a race car for a few weeks, you are mentally a bit rusty, you may have made changes to your car since the last event, the track conditions may be different from the last time you were here -- there are millions of reasons to take it easy in practice, especially the first session!

If you already know the track, you should still realize that **MANY OTHERS DON'T** and will be learning their way around. If you're in a tooth & nail fight with your best buddy during practice, you're taking a huge risk in a session when others are exploring the line and finding their way around. Please save the dicing for the race (and even then, be careful).

Bottom line is ... please use practice sessions for practice!

Please keep in mind that you will be unfamiliar with most of the other drivers in your group. You won't know their tendencies, how their car usually reacts, that sort of thing. This calls for a different approach to driving, than your average small event with your home club (where you probably know most of the drivers).

So -- give people some extra room. The track at TWS is huge (long, and extremely wide) -- most turns tolerate some different lines. So please do not try to run within inches of other cars! One small unexpected move by an unfamiliar driver, and you could have contact.

As in many things in life, you better know your partner pretty well before trusting them completely. Use extra caution around unfamiliar drivers, and remember **MOST** of the drivers will be unfamiliar to you!