

# NASA Utah Oct. 9-11 2020

## HPDE 1 Drivers Information Packet

It's October, and our season draws to conclusion. Thank you for joining us for this last event of 2020. We hope you enjoy meeting our team of leaders, and instructors and they make this first step with NASA a fun experience. NASA provides a driver with a safe place to learn and progress, and it all starts in HPDE 1. Ask questions, take in information, and enjoy the driving experience! This packet contains some of the information you will need, but also your drivers meeting will provide a great deal more. Keep an eye on the schedule for the meeting times! Saturday will be featuring the outer loop, and Sunday we will be driving on both the WEST, and EAST tracks!

**READ THIS PACKET FIRST – YOU ARE RESPONSIBLE FOR DOING THE REQUIRED READING REFERENCED IN THIS BRIEFING. THIS WILL REQUIRE PLANNING AHEAD.**

**Daily Schedule:** [www.nasautah.com](http://www.nasautah.com) - You are responsible for making sure you are where you need to be when you need to be there.

- Be to Grid 10 minutes before your schedule says your run group is scheduled. A sign board adjacent to grid will communicate which group is on track, and which should be in grid!
- We are not responsible if you miss your session. Watch the grid board, and the schedule to stay on rotation!
- We will be able to tech on site if you haven't been able to tech prior to the event. Please bring your completed tech form to registration. Tech will be open at tech garage as well as west paddock near registration.

### **The goals for this weekend are**

- Be Safe – car comes home in the same condition it came to the track in – minus some tire and brake pad life
- Have Fun – we come out to have fun and challenge ourselves and our cars.
- Go Fast(er) – we want to improve our car control skills
- Avoid catching Corona – unless it's the beer and the track is cold (after the last session of the day)

This weekend will require teamwork, communication, cooperation, and respect from all drivers in the run groups. This will be different and weird – we ask for your patience and flexibility. If everyone does their part then we will have a great event and we will be able to come back next time!

Other resources:

Link to CCR - <https://nasa-assets.s3.amazonaws.com/document/document/282/2020.3.pdf>

NASA Utah website (for schedule, tech forms, etc.) - [www.nasautah.com](http://www.nasautah.com)

Link to update your NASA member info (for ensuring your cell phone number is correct so we can send you SMS alerts) - [https://nasaproring.com/users/sign\\_in](https://nasaproring.com/users/sign_in)

Communications - All Groups

In order for effective communication between drivers and NASA Utah staff, the following items are required in order to participate

1. Complete review of this entire document. Due to the complexities of operating a track event, standard operating procedures/rules will be outlined below. Meetings will focus on working out kinks in operations, coaching group performance, etc.
2. **HPDE 1 will be meeting** in person due to controlled small group size near the **Fast Track Cafe in the middle of the paddock**. This area features some tree's and ample space for social distanced meetings.
3. We have a SMS system in place utilizing a service NASAproring has prepared. This system relies on drivers entering their mobile device number in their nasaproring account profile. Then the group leaders can message the group as a whole. Please log into your account before the weekend and enter your mobile number. This system will vastly improve communications as we get more familiar with using it.
4. Your HPDE leaders can be reached during non-meeting times via text or call. Please note that both group leaders also participate or support one or more racing groups and may not be available during those sessions.
  - a. Greg Troester - 801.633.1928
  - b. Blake Troester - 801.633.9221

## General Rules - All Groups

Subject to update from NASA Utah officials, the following restrictions are in-place:

- Friends and family are welcome but please abide by the rules outlined below to help maintain a safe environment for all drivers so we can continue to host events!.
- Nose and Mouth coverings are 100% required. These will need to be worn whenever you are in public areas. You will not need to wear these in your vehicles, or if sitting alone in your paddock space. These can be a homemade mask, a bandana, a balaclava, etc., but they need to be able to stay on your face while you use your hands. You will need to provide these yourselves.
- UMC is requiring temperature to be taken at the front gate to enter the facility. This will happen each time you enter the gate.
- All participants will need to practice social distancing, and all paddock parking will need to be done with this in mind.
- Day garages will only be allowed to house 1 vehicle (parked in the middle. GP garages will only be allowed to house 2 vehicles (nose to tail)
- We will not be able to provide HPDE 1 at this event.
- No ride-alongs, no exceptions
- No Media
- Registration by credit/debit card only. No cash
- No BBQ and Awards ceremony
- [Read the NASA National Policy](#) – Some of our policies will be more restrictive because of Utah State, and UMC guidelines.
- Vulnerable individuals to COVID-19 (those greater than 74 years old, and those with serious underlying medical problems such as hypertension, diabetes, obesity, chronic lung disease and asthma, or immunocompromised state) should neither participate in nor attend events and should shelter in place at home until Phase 3, as outlined at <https://www.whitehouse.gov/openingamerica/>. Non-vulnerable participants need to understand that there is risk of bringing the virus home from any event and should take extra caution to isolate from vulnerable individuals once back home.
- Participants who are sick or coughing should not go to the event and will be required to leave.

- Passing (see map below)
  - **Read the HPDE Course conduct section in the CCR – Page 20 section 6.0 - [link](#)**
  - Point by is required. This means the lead car uses a clear arm out the left side window to indicate it is safe to pass. Lead car stays on line, while overtaking car executes the pass by moving off line and around. Use only the marked straights outlined below in the passing map. Stay in touch with leaders after each session, they may add additional passing zones if needed.
  - If a train forms (multiple cars waiting patiently to make passes safely) it can be difficult to break them up. Please feel free to use the pit to break up the train. This means simply exit the course in west 10, and drive at speed limit thru pit right back up to track entry. Look to the course worker at the track entry for a signal to wait or enter track. They will try to put you in a space of clear track, this can take 20-30 seconds.
  - Dive-bombs will not be tolerated
  - **No cars side-by-side in corners**
  - If you are having a mechanical issue and are exiting track, maintain one side of the track, provide the 'exiting course' hand signal (fist in the air, out of window), maintain slower pace and be predictable.
  - If you cannot complete the pass during the acceleration zone, please back out and plan for the next passing zone. Be courteous, low car count means lots of track space for drivers.
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- Last Lap of Session
  - Passing is still allowed in passing zones, but keep in mind that you should begin a cool-down lap at the half-way point through your final lap and some drivers are not expecting a pass on cool down laps, use caution!
  - Checkered flag will be thrown at:
    - Start/Finish tower or wall
    - Turn W5 (Black Rock)
- Exiting Course
  - Left hand out window at a right angle – either closed fist or fingers pointing to the sky
  - Roll down hotpit lane and follow the direction of the corner worker to exit
    - **25mph speed limit in Hot Pit**
  - For further info, read the CCR page 24 section 8.1
- Flags - see addendum at end of this document for standard flag explanations. (will attached pages 22-23 of NASA CCRs - [link](#))
  - Black flag station will be manned, but communication will be limited as described above. Get stopped, take a breath, and wait for instructions.

- Grid
  - Grid will be in front of West day garages, and we will enter the track thru Gate 2 or 3 near medical depending on track config, grid staff will organize this. When your session is concluded, we will exit gate “4” near the tower on Saturday, and Sunday will exit either gate 2 for east track, or 4 again for west track. **Never drive counter-grid! No backing up in grid unless a grid marshall is directing you.**
  - First come, first served. Please arrive early and grid yourselves according to your relative pace.
  - Please get to grid 10 minutes early
  - Helmets on, seatbelts buckled, front windows down
  - Please remain in your vehicle and keep staff/support to a minimum.
  
- Instruction / Instructors / Passengers
  - No in-car instruction will be provided
  - No passengers - no exceptions. This includes pro coaches, shop coaches, stage coaches, or your dog Skippy :)
  - We will be trying out a new curriculum. Instructors will be staged for lead follows. This means they will line up and we will send one student behind one instructor. Follow the instructor car around for out lap, then two more across start/finish. After that they will pull off track and HPDE 1 drivers should proceed to explore the track. The instructors goals will be to initially show students the preferred driving line, including brake points, turn in, apex, and track out (exit). Then they will gradually increase their speed while keeping their student without outpacing their student. As a student if you are unable to maintain their pace, please slow down they will adjust their speed accordingly. If you are comfortable with the pace maintain a comfortable distance (approx. 3-4 car lengths in braking zones, closer on straights if you are comfortable). Instructor cars will be marked with a yellow X on the back bumper.
  - After the initial laps some will filter back on track to observe drivers and offer guidance in their own way. This can take the the form of following HPDE 1 drivers for a lap or two, or overtaking when given the point by in a controlled and safe manner, then leading for a lap or so.

Flags (source: NASA National CCR)

HIGH PERFORMANCE DRIVING AND TIME TRIALS

**7.0 HPDE, SCHOOL, AND OPEN TRACK FLAGS**

Flags are the MOST IMPORTANT form of communication the Officials have with the drivers while they are on the track. Therefore, it is imperative that drivers know what each flag means.

Note: Flags listed in this section are simplified from the Competition Flags, for the purposes of HPDE Program. Competition License Candidates are held responsible for the information contained in the "FLAGS, SIGNALS, AND COMMUNICATION" section #19.0 of the CCR.

**7.1 Green Flag**



Session is open.

**7.2 Yellow Flag - Motionless**



Slow down. Danger ahead. **ABSOLUTELY NO PASSING** is permitted, until completely past the incident, or until past next manned flag station that is not displaying any Yellow Flag(s), whichever comes first. There may be one (1) yellow flag covering more than one incident. There may be several yellow flags before reaching the emergency area. The requirements are still the same, "SLOW DOWN, NO PASSING." [Ref:(25.4.1)]

**7.3 Yellow Flag - Waving**



Great danger, slow down. Be prepared to stop. **ABSOLUTELY NO PASSING** is permitted, until completely past the incident, or until past the next manned flag station that is not displaying any Yellow Flag(s), whichever comes first. Note: There may be one (1) yellow flag covering more than one incident. [Ref:(25.4.1)]

**7.4 Double Yellow Flags**



Full course yellow condition exists. Be prepared to encounter a Pace Car and/or emergency vehicles. Drivers should not significantly slow down. Be prepared to encounter a slow moving pack and other local flag conditions. Always obey the local flag conditions (e.g. waving yellow). **ABSOLUTELY NO PASSING** is permitted, until the Pace Car (if on track) has pulled off AND the driver has passed the next manned flag station that is not displaying any Yellow Flag(s). [Ref:(25.4.1)]

**7.5 Black Flag - Open**



Track Officials want to talk to you. Complete current lap and pull into the pits for consultation.

**7.6 Black Flag - Furled**



Warning. You are driving in an unsafe manner or you did something wrong. If you continue to do so, an open black flag will be shown to you.

**7.7 Black Flag All - Waving**



All manned flag stations will display waving black flags during this condition. Some flag stations might display a sign with the word "ALL." All cars proceed slowly to the hot pits. No passing.

(continues below)

## HIGH PERFORMANCE DRIVING AND TIME TRIALS

### 7.8 **Checkered Flag**

Session is over. Complete current lap cautiously and exit via pit lane or otherwise designated end-of-session track exit point. Passing rules remain the same during the checkered flag lap as during the session.

### 7.9 **Red Flag**

Emergency. Come to an immediate and controlled stop on the side of the track in a safe location.

### 7.10 **Blue Flag** (with diagonal yellow stripe)

Another vehicle is following very closely and may attempt a pass. The driver receiving the Blue Flag should consider giving a passing signal.

### 7.11 **Debris Flag** (yellow and red stripes)

Caution. To be displayed motionless. Oil or debris may be present on the track surface or a slippery condition may be present. This flag will be taken down after several laps, but that does not mean that the condition has resolved, just that the driver should now be taking it into account

### 7.12 **White Flag**

Emergency vehicle or slow moving vehicle is on course.

### 7.13 **Emergency Vehicle Flag** (white flag with a red cross)

There is an emergency vehicle on course. Pass with extreme caution.

### 7.14 **Mechanical Black Flag** (with orange ball in center)

(*a.k.a. meatball flag*) There appears to be something mechanically wrong with your car. Proceed to the pits at reduced speed.

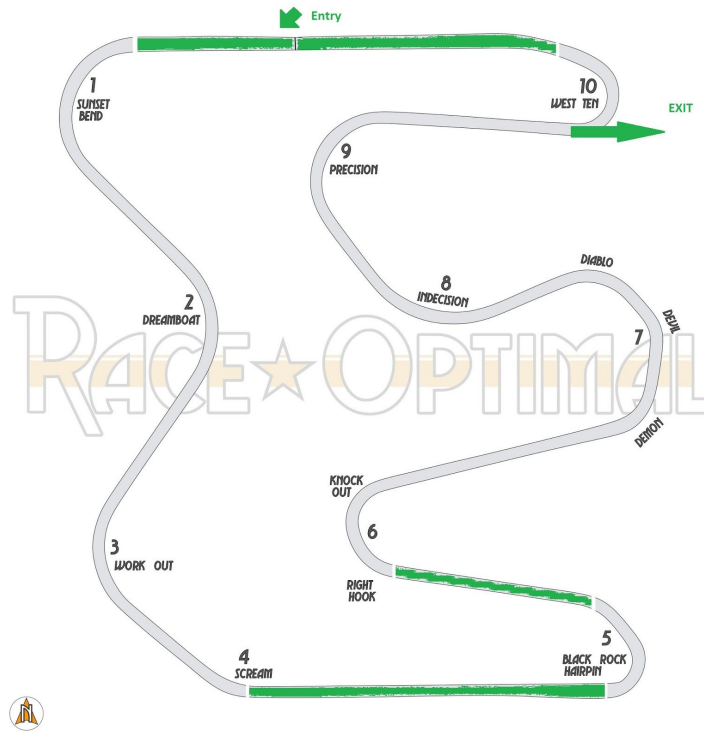
### 7.15 **Pace Car (with lights on)**

Follow the Pace Car at about the same speed. Do not pass the Pace Car unless instructed to do so by the Pace Car personnel. Passing is only allowed after the Pace Car has pulled off AND the driver has passed the next manned flag station that is not displaying a yellow flag.





## SUNDAY AM West passing zones, session 1 and 2.



## SUNDAY PM East passing zones, session 3, and 4

