



Winton, June '07,

Photo Ron Widdison

## *Introduction to Entree Class*

The rationale for the Entrée Class is to allow you to experience your vehicle in a race track environment, with the limits to the experience being set by your car, your skills and a non public physical environment.

These notes are designed to explain what you might expect.

### *Prior to the Event*

Preparation is the key to an enjoyable session on the track. Putting the car on the track stresses it in a different way to day-to-day road use. While the level of stress is chosen by the driver (you) on the day some preparation makes the vehicle more capable and the day progress more easily administratively for you.

The following comments assume you are bringing a fairly standard vehicle. If you are planning to enter the Entrée Class driving something a little different (i.e a non road worthy vehicle) contact the Competition Director to discuss what differences apply.

The following checks can be performed by the provider of your routine vehicle servicing. Particularly prior to your first run, you might book your car in for an inspection, making sure that you tell the mechanic that the inspection is a safety check prior to a club sprint session. If the mechanic is unfamiliar with Porsche Club cars, providing the Scrutiny Sheet (from the Appendix in the PCV Standing Competition Regulations on the website) will give a guide to areas benefiting from an inspection.

The vehicle needs to be roadworthy.

**Tyres.** Check your tires to ensure they are in good general condition, particularly looking for defects in the sidewalls or on the surface of the tread. Wheel nuts should be tight. Wheel bearings should not have any play. If you are driving with road tyres you should consider adding an extra 5 – 8 PSI to each tyre. These tyres are typically designed for ride comfort on the road and will deform in heavy cornering situations. Increasing the pressures will remove some of this compliance. Pressures at the top of this range lead to a harder ride (on the way to the track!) but provide for better performance on the track (and on the road).

**Brakes.** Brakes need to be in good condition. (See also 'On the track'). Check for pedal softness and ensure brake fluid levels in the reservoir are within the limits. Check brake lights and the operation of indicators. We suggest that fluid is less than 12 months old and that brake pads are less than 50% worn. Standard road pads will wear quickly in racetrack conditions, so they should be checked regularly. Likewise normal brake fluid can overheat

on the racetrack, so if you feel your brakes getting spongy, head to the pits to let everything cool down.

**Interior.** This is an excuse to tidy up the inside of your car, which may be a good or a bad thing depending on personal preference. Remove everything from the inside of the car not bolted down. This has two purposes. Firstly, if there is an accident, it removes items that could cause injury if you are struck by them - umbrellas on the rear seats, tools on the floor, coins randomly distributed. Secondly, it removes items that could shift under the cornering or braking on the track. The risk here is if they suddenly appear, the movement in the corner of your eye could be a distraction, at a time when your concentration needs to be on your driving and your car. These loose bits can also get caught under pedals, which may prevent full application of (say) the brake pedal.

**Luggage.** While it might be important to carry around a full set of tools in the luggage space if you drive a Ferrari (on account of them always needing repair (lol) ) cleaning out the luggage space removes parasitic weight and reduces things that might move around on the track. Removing them before the day reduces the task on the day, since the interior and luggage space both **must** be clear of loose objects. Some club members remove the spare tyre and carry a can of 'Pssst' around town.

A **fire extinguisher** is not required (for entree class) but if you fit one make sure it has a steel bracket and is firmly attached.

**Optional:** Wash and Polish. OK, removing dirt must make the car go faster, but I am not sure that is entirely the reason.

**Petrol.** Half full. This is a compromise between excess weight, spillage on the track and running out.

## *On the day.*

### **Packing**

The instructions for the day will include Supplementary Regulations, at the top of which is the time table for the day. These should be printed out, read thru and brought on the day. You should also bring your

- helmet,
- CAMS licence <sup>1</sup>,
- PCV membership card,
- the Entry Forms

It is also a good idea to buy and bring a roll of gaffer tape, commonly referred to as race tape. Black is ok, as is clear.

Safety requirements include being dressed in non inflammable long sleeved shirt (ie wool or cotton not nylon or synthetics), long trousers and closed shoes

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<sup>1</sup> This can be obtained from the CAMS website, simply by filling out the form (L2S licence minimum) and paying the fee - \$100 for 2010 :

<http://cams.com.au/en/Development/Get%20Involved/Competitors/Licence%20Types.aspx>



Most race tracks seem to be built in weather singularity points, and at most times of the year you will need rain, sun and cold protection over the course of the day.



*Sandown March 2006*

*Photo Ron Widdison*

There are two periods – preliminaries and on the track.

### ***Preliminary.***

The time nominated in the Supplementary Regulations for ‘Scrutiny’ is critical. You need to allow sufficient time to get to the track, register (5-10 mins) and get into the queue for scrutiny well prior to the end of the scrutiny session. Most track days will require scrutiny of 80-90 cars, and we will generally be intolerant of late arrivals.

### ***Registration***

For Porsche Club events in Entrée Class, registration requires a check of the validity of your CAMS Licence, collection of the ‘Group Label’, numbers and a name tag.

Take these back to your car.

- Affix the numbers. For closed cars, the white numbers go on the rear quarter window on each side and the yellow high up on the passenger side windscreen. For convertibles, the white numbers go on the doors and the yellow as above on the passenger side of the windscreen.
- Stick the Group Label on the outside front of the windscreen, as high as possible, either above the rear view mirror or in the driver’s side top corner. (See ‘dummy grid’ below’)
- Remove all loose items from the interior of the car, glove box, door bins and luggage spaces (tool kit etc). Many members have a sausage / duffle bag that can hold these items for the day. Leave the glove box open.
- Remove the tow hook from the tool kit and fit it to either the rear or front of the car.
- Place your helmet on the passenger seat.

If you have any questions, either ask the people at the registration desk or (most commonly) ask the person you parked next to.

### ***Scrutiny***

Then, drive over to the scrutiny queue.

A member of the scrutiny team will check the items on the form (as per Appendix 2 of the Standard Club Rules) and you need to stay with the car to assist with the checks. Once cleared the sticker put on the windscreen is signed by the scrutineer. Go back to your parking spot and grab a coffee.

### *Briefing*

The drivers briefing covers a number of topics. It is given by the Event Director

- Track condition.
- Running arrangements for the day
- Review of safety items, flag meanings, etiquette etc (some of which you will have read on the Supplementary Regulations.)
- Introduce Clerk of Course and other officials.
- New member welcome and social club coming events
- Questions



The briefing is compulsory.

**A supplementary briefing is then held for new drivers. At this briefing you are paired with your experienced driver who will be your mentor for the day. This person will drive your car on the first track session to show you lines, braking points and how to approach the track. The briefing will also review the safety and etiquette arrangements and answer any queries.**

The marshals are then distributed around the track and vehicles are then called up in groups.

## *On the track*

### *Logistics*

Cars and drivers are placed by the organisers in 'groups', of roughly similar performance, with Entrée forming a group of its own.

The first Group will be called and the cars form up on the dummy grid. Once the marshals are distributed and the track cleared, the first group goes out, and the second group is called up to form up on the dummy grid. This continues through all the groups, including Entrée.



Listening for your group is a key skill. Your group is on the 'Group Label' sticker. The prominent location is so that the groups can be kept separate on the dummy grid.

### *Dummy Grid*

On the dummy grid

- Put your helmet on, do up the strap.
- Put on your seat belt.
- Check your sleeves are rolled down.
- Quick check for loose items in the cabin.
- Wind down the drivers side window.



Turn off the radio. (No distractions)

- If you are a passenger (i.e. on the first circuit) do not stick your elbow or any part of your body out of the window, as this will cause the marshals to call you in using a “black flag”. This is very embarrassing.

### *Track Work*

There are two equally important areas – skill and etiquette.

#### *Skill.*

The club has an abundance of people who can help you improve your skill and enjoyment of your vehicle. In entrée class – as in all others – a day you drive away from is the basis of a good day. Drive within your capabilities, enjoy your car, talk to members about the track and what you find hard and difficult to get right - corners, gear selection, braking points, lines.



The skill you will find most difficult is watching your mirrors. On a track, approach speeds are quite different to those on the road, and your inbuilt judgement about how often to look in your mirror may not serve you well. Look often, until you learn to judge approach speeds. Also watch the flag marshals, as a waved blue flag indicates that a faster car is behind you and looking to pass.

Having mentioned flags, watching for flags is another key skill to develop, as these give you the only warning of a dangerous situation ahead. The flag points are usually mentioned at the drivers briefing and it is good form to identify them on the warm up lap.

Signalling. Do not use indicators on a race track, in these events. If someone is looking to pass you

- Hold the line you are driving on
- indicate ‘pass me on the drivers side’ by a hand extended fully out the drivers window, held horizontally

- indicate ‘pass me on the passenger side’ by a hand extended fully out the drivers window, looped back over the roof, pointing to the passenger side.

Track. Racing tracks vary widely in their adhesion in wet or dry conditions. During the course of a day, cars going off the racing line or into the grass on the sides (referred to as ‘doing some gardening’) will introduce gravel, dust or other materials on to the track that may reduce its adhesion. Adjust your approach to the conditions, include margins for error and listen for announcements or conversations about changes in the track. If an ‘off’ reduces track safety, the meeting will be paused while marshals clean the track.

### *Etiquette*

Skill errors will embarrass you.

Etiquette errors threaten the safety of all those on the track and will quickly get you black flagged. This means that a Black flag is shown at the start finish line, a Board with your number is shown and/or the finish marshal holding the Black flag points at you.

**If you are black flagged, slow down, exit at pit lane and find the Clerk of Course.**

You will be required to explain your actions. Sanctions could include warnings, suspension, ejection from the meeting or worse.

The etiquette of club events is that all track participants make allowances for the skill errors of others. This includes

- No overtaking under braking or in corners unless there is a clear indication from the driver in front that he has seen you and indicates a side to pass on –  
**for Entrée Class there is to be no overtaking under brakes or in corners.**
- Otherwise overtaking is only on straights when there is a significant clearance gap to do so safely
- Absolute adherence to yellow, red or black flags
- Sensible approaches to track conditions, including changes in adhesion, car density and relative speed. Entrée class contains a wide variety of vehicles and driver skill. Monitor traffic flow and driver behaviour.
- If you are getting caught in traffic, slow down, allow space to accumulate in front of you, and use that to clear your run. Do not use aggressive or risk taking manoeuvres to pass thru a group of drivers. If you repeatedly get caught in traffic, discuss
  - Driving technique,
  - Being placed at the front of the Dummy Grid, or
  - Moving from Entrée to Sprints
 with club members.

A major component of etiquette is monitoring your vehicle. During a day the vehicle could suffer from deterioration in brake or tyre condition, or unexpected mechanical issue. Brake deterioration could include fade from pad or fluid heating, and be noticed thru pedal softness or reduced braking effectiveness. Tyre performance will change over the space of several laps - especially road tyres which soften as the track work heats them up.

If you are not sure, ask. Porsche days often have mechanically experienced members or support staff who can advise you what might be behind a change in the way your car feels. If in doubt, stop. Driving on, to see if it ‘clears up’, is both a risk to yourself and your car and also a major breach of etiquette.

A day you drive away from is the basis of a great day.

*Motorkana (Atwood, DECA) or Hillclimb Events (Haunted Hills, Broadford)*

A motorkana event is one that involves the driver navigating through a course laid out on stretch of normal road, usually in a driver training facility. The course is indicated by a series of cones and a defined running sequence. The competition is to complete the course in the minimum time, with penalties added for touching cones or going the wrong way.

A hillclimb is a section of road with multiple permanent curves and hills, generally around 1km in length.

Entree for these events is similar to Track Entree in preparation.

On the day, scrutineering may be different and the running is different, in that there is only one vehicle on the track at a time. Instead of sessions in groups as above, the vehicles are run in number order singly through the course several times in the morning. The course is then re-set, and the cars run through several times in the afternoon.

## *Enjoy*

The club hopes that these notes have answered some of the questions you may have about joining us on an Entrée Class run. Further information can be obtained via [administrator@pcv.com.au](mailto:administrator@pcv.com.au), or just turn up as a spectator to see how a day runs. Event dates are listed on the website.

Enjoy participating with us. We all look forward to you enjoying your machine as much as we do ours.