



Welcome to 10/10ths Motorsports

I want to Thank You for coming out with 10/10ths Motorsports. Our goals are simple:

- Provide you with a safe and fun event.
- Provide you with effective educational material, classroom and in-car instruction.
- Send you home a safer, more confident and competent driver and in the same condition as you arrived.
- Provide you a venue where you can become a competent High Performance Driver.

If you are new to high performance driving, there are a few very important tips to remember when at the track:

- Begin by knowing the paddock and pit procedures. This should be discussed in the drivers meeting, regardless of what group you run with.
- Absolutely know and obey the "Blend Line" at every track. This is a very important aspect of your's and others safety. NEVER disregard the blend line.
- Give obvious point byes, one for each car and if you have a high horsepower car, don't forget to "Lift" a bit to let the car around.
- When coming in from a session, **DO NOT** set your parking brake. The rotors and pads need to cool down. Doing so could damage your rotors.
- A day or two of performance track driving can easily consume a set of brake pads. You should start each day with a minimum of 70 % brake pad left and check them after each day. Know the warning signs such as brake fade etc. and come into the pits immediately to check. If something feels wrong, it probably is.
- Brake fluid can play a major role in the performance of your car. Be aware that any air in the braking system can cause serious brake fade. It is a good idea to have your brakes bled prior to an event.
- As you progress in your skills and place more demands on your brakes / fluids, you may want to upgrade to a performance type brake fluid to avoid boiling. Boiling your brake fluid will mean no stopping.
- High performance driving will dramatically heat up your tires. If you are new to this sport, learn to check your cold and hot tire pressures to avoid "over pressurizing" your tires. If you have any questions, any experienced driver in the paddock will be more than willing to assist you.
- **ALWAYS check your lug nut torque in the morning and set to manufacturer recommendations.**
- Check your engine fluid levels at the beginning of each day.
 - Read your owners manual to see if it discusses racing. Some cars need to have an extra quart of oil added for track days.
- **Remove ALL loose items from your car before starting the day**
- A hard day of driving can take it's toll on you. Stay hydrated and if you get fatigued near the end of the day "Red Eye", do not go out. This sport requires a very alert driver who can fully concentrate on the tasks at hand.
- Clothing. Wear long pants and long sleeve shirts. Cotton is best.

Some Driving Techniques you will need to learn when beginning this sport.

It is essential that you get the basics down and that you maintain consistency in these areas. Many new drivers begin picking up speed and then begin getting sloppy. If you don't master the basics, you will have a very hard time in getting much faster.

- **Learn the Paddock and Hot Pit Traffic Flow**
 - Maintain a slow speed, about 5 mph in the paddock and always be aware of other cars and persons.
 - Know where to enter and exit the track.
 - Ask about the "Blend Line"
 - Know where the exit is off the track. Some tracks can fool you
 - Always obey the starter. DO NOT enter the track until he/she gives you the go-ahead..
- **Know where each and every Flag Station is located.**
 - These folks are definitely your friend.
 - You should take a quick glance at every station as you approach.
- **Know what each and every flag means and how to react to it.**
 - This is absolutely essential
- **Keep your Eyes Up**
 - The further you look ahead, the easier it is to make decisions on turn-ins etc. If you are just looking down the hood, the spot you are looking for will be long gone by the time you see it when driving at speed.
- **Proper Hand Position, Avoid "Shuffling"**
 - Typical hand placement at the 3 & 9 positions. Your instructor will determine what is best.
 - Your hands should stay there except for only the sharpest turns.
- **Smooth input on brake and throttle.**
 - You need to be quick, but smooth
 - "Stabbing" the pedals will upset the car, smooth = fast
- **Straight Line Braking**
 - As a novice, you should be getting your braking and shifting done while going straight, before your turn in. It is much safer when learning.
 - Trail Braking is a technique you will learn later.
 - Should finish your braking just as you turn in to keep the weight of the car on the front tires.
- **Learning the proper line.**
 - The correct Apex is essential
 - Learn your brake and turn in points
 - Get it right consistently. You should be more concerned about this than your speed when starting out.
 - SLOW IN, FAST OUT !!
- **Listen to your Instructor,**
 - He/She has some great experience to share with you.
 - It may be a bit different than what a previous instructor told you, but listen and learn. There is always more than one way to skin a cat, or drive on track.
- **STAY on STREET TIRES**
 - You simply have too much to learn concerning car control, handling etc. and street tires are very forgiving and give lots of warning when you are nearing 10/10ths. Race tires allow the car to exceed normal driving ability and can create situations where a student has too much car for his/her ability.

Also:

Leave your ego at home. You WILL NOT be the fastest car here, no matter how good you may or may not be.

- ***Don't worry about how fast you are going. You MUST learn how to drive smoothly and consistently or you will never be "fast". The speed will come all by itself later.***
- ***Listen and learn from other drivers. Most are very willing to share their experience.***
- ***Listen closely to your instructors; there is a great deal they can teach you.***
- ***This sport requires patience. Seat Time is how you learn and it takes lots of it. Two things to remember:***
 - ***It is possible to eat an entire cow, just not at one time.***
 - ***It is possible to become a very good high performance driver, just not at one event.***

There are also some paperwork issues that need to be taken care of for each event

Schedule:

- **Be on time for registration**
 - **We have a lot of drivers to register; being on time is a great way to keep us on schedule. The sooner you register, the better the morning will be.**
- **Be on time for the drivers meeting.**
 - **We have some essential information that everyone must hear. Please be on time for this meeting.**
- **Be ready and in your car at least 5 minutes before each session.**

Some Key Safety Items you MUST adhere to:

Terminology

Terminology is an important part of this sport that you need to understand in order to get the most from your in car instructor. When driving at speed, there is not enough time to “explain” what you need to be doing. The correct terminology allows you and your instructor to communicate in a short, concise, understandable manner.

APEX

The point during the corner where the car comes closest to the inside edge of the turn.

APEX "Early"

An early apex occurs when the car touches the inside edge of the track too soon which will cause the car to run out of track at the corner exit unless you slow the car and/or increase the turning of your steering wheel. Remember though, your tires can only do so much at one time. If you slow the car and turn at the same time, the car must be going slower than if you did either function alone.

APEX "late"

A late apex occurs when the car touches the inside edge of the road further around the corner than necessary, leading the to the car to use less than the full track width at the exit of the corner unless the driver begins to unwind the steering wheel and/or accelerates the car.

BALANCE

The mix of front vs. rear end grip. In cornering, the aim is to get a balance of front and rear cornering traction. In braking, it is a matter of having the front and rear ends of the car do their appropriate share of braking in proportion to their different downloads.

Proper balancing of the car is essential in road racing. It is a main factor in obtaining safer / higher speeds.

BLIP

In order to perform a proper downshift at higher speeds, a throttle blip enables an increased engine RPM to allow smooth engagement of the next lower gear. This is usually done while braking which means you are using the brake and the gas pedals at the same time.

This is NOT something you learn at the track. You should practice this technique, often called "heel-toe" downshifting at lower speeds on a clear highway. You perfect it at the track, but learn it elsewhere.

Missing a throttle blip and downshifting while turning will cause you to spin.

BOTH FEET IN

If you lose control of the car, the best thing to do is put “BOTH FEET IN”. The BRAKE and the CLUTCH.

This removes the engine effects from your car and begins slowing it down. This is an emergency technique.

BRAKE POINT

This is a specific point prior to corners where you must be on the brakes, slowing the car for the turn. If you go past your brake point at a high rate of speed, you will not make the turn.

You are best served and it will be MUCH safer to begin your laps by braking EARLY into a turn and then slowly gaining the skill and confidence to brake later. Besides, you have more to gain by working on your exit speed.

CONSTANT RADIUS CORNER

A corner which can be defined by a single radius throughout the entire corner.

CORNER ENTRY

This is the area where you are decelerating while making your turn into the corner. Once you begin the corner, you will then slowly begin to apply throttle, all the way through the turn.

You may also hear your instructor refer to this as your "Turn in Point".

DECREASING RADIUS CORNER

A corner where the first section of the turn has a larger radius than the second part.

DEEP "into a corner"

This is where you delay your corner entry "turn in" as long as possible. This allows for several things, one of which is a "late apex".

EXIT SPEED

The speed a car can attain at the "track out" point of the corner and consequently the speed carried onto the following straight.

Ah Yes, this is one of the most important part of road racing, working on obtaining higher exit speeds. This will where you can greatly decrease your lap time.

HEEL and TOE DOWNSHIFTING

This is where you "blip" the throttle in order to synchronize gears while downshifting, and at the same time continuing to have constant pressure on the brake pedal.

This is not something you will learn quickly. In fact, it could take a very long time to master it, but if you never start practicing it, you will not get proficient at it.

INCREASING RADIUS CORNER

A corner where the radius of the early section of the corner is tighter than the radius of the later section.

LIFT

Lifting off the gas pedal, even if a small amount.

Be cautioned, Lifting while in a corner can be very dangerous. It can cause the rear of the car to get light and spin around to the front.

LINE

This is the "best" path around the course. The "line" can vary with track conditions and the type of car you are driving as well as the type of tires you are using.

You are looking to find the "fast line" around the track.

Oh is sounds so easy.

LOOSE

This can also be termed "Oversteer" and can cause the front of the car to turn in more than you thought it would as the rear end comes around.

PINCHING

Adding a bit of steering, usually in the second half of a turn to make up for an early apex.

Don't pinch if you have to. let the car track out to the edge of the track.

REFERENCE POINT

A point on or off the track that you can visualize in order to know when to turn in etc.

NOTE: If you are going to use a reference point that is off the track, make sure it is not something that can move such as a parked car or spectator.

TRACK CAMBER

Camber is the same as "Banking"

Negative camber is when the track "leans" away from the inside of the corner.

Positive camber is when the track "leans" into the inside of the corner.

Negative camber works against you and Positive camber works with you.

TURN IN

This is the point at the start of a corner where the driver begins to turn the steering wheel into the turn.

TRACK OUT

This is the point of exiting the turn where the car gets as close as it can to the outside of the track.

TRAIL BRAKING

Caution, you will hear this term at the track. It is NOT for beginners.

Trail braking is the art of continuing your braking while turning into the corner. If not done correctly, it will cause you to spin.

Save it until you get some more experience !!!

THINGS TO BRING TO THE TRACK

Personal Items

- Cash
- Credit Card
- Medicine (make certain medicines do not impair your driving)
- Sun Glasses
- Sun Screen
- Spare Keys (If you tow your car, make sure you have the keys for it !!)
- Hat
- Folding Chair(s) Invite a new friend to sit and chat !!!
- Cooler
- Rain Gear
- Plastic Tarp
- Basic First Aid Kit
- Cell Phone
- Camera / Video Camera
 - DC to AC Inverter (for charging your camera batteries)
- Work / Driving Gloves
- Notebook and Pen
- Business Cards

Car Maintenance

- Basic Tool box
- Torque Wrench
- Oil (2-3 quarts)
- Brake Fluid
- Windex
- Paper Towels
- Car Cleaning Towels
- Extra set of brake pads
 - You should start with pads having at least 70% material left
- Painters Tape (Paint & Headlight Protection)
- Wheel chocks (To stop your car from rolling - remember, DO NOT set the parking brake)
- Air Pressure Gauge
- Jumper Cables
- Rubber Mallet
- Flashlight
- Gallon Jug of water (cleaning etc.)