

**BMW CCA, Los Angeles Region
High Performance Driving Schools / Car Control Clinics**

**GENERAL INFORMATION and FAQ's
FLAGS (what we use, what they mean)**

Much of what is covered below is written for the novice student. Although all Pacific Region CCA schools follow the same basic format, each Chapter has a few variations. Even if you've attended lots of schools, you may still learn something by reading this. You don't have to read it, but if you wait until Saturday morning to ask us a question that has already been addressed here you run the risk of getting an exasperated or truncated reply from a frenzied overworked and underpaid volunteer.

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A driving school is a safe and fun way to learn about your car's handling and abilities. The course is a protected closed environment so you don't have to worry about cross traffic, pedestrians or other road hazards. A driving school gives you a chance to develop and hone your own abilities in a secure setting. What you learn at a driving school will not only make you a safer driver but it will teach you how to see and avoid other drivers' mistakes before they can affect you. Driving schools are not race schools or competitive events. You will never be pressured to go faster or do anything that you are not comfortable with. **Safety is always our first concern.**

Accommodations: Please refer to the venue specific document for the current event available at <http://www.bmwclubla.org/club.php>. Students make their own lodging arrangements.

Registration: We usually hold Friday night registration at the Event Headquarter Hotel. Saturday registration opens as soon as we get all the stuff out of the trailer. There may be signs posted to tell you where to line up and what each station is for. Please have all necessary paperwork (waivers, etc.) in your hand, **completed and signed**, before you get in line. While you are waiting for morning registration to open, you should pick out a nice parking place, check your tire pressures and oil, empty your car, etc. If you are ready to register before we get the trailer emptied, feel free to help us drag stuff out.

Refunds: If you have to cancel your school, we will work with you to minimize your financial loss. However, in order to receive a cash refund you must either cancel well in advance of the event, or we must be able to fill your position. If you don't tell us you can't come until the week of the event, you may be offered a credit (full or partial) to another event. If you don't notify us and don't show up for the event, we will consider how to proceed on a case-by-case basis.

Insurance: This is a driving school, not a competitive or racing event. Most policies contain language that excludes coverage at competitive events. This is not a competitive event so that language does not affect you. Some policies exclude coverage for training and schools, or anything that takes happens "while driving on any surface used for racing".

You need to be familiar with your insurance policy and comfortable with your coverage. If you aren't sure about your coverage, **read your policy**, including those little riders you get with your invoice. **We suggest that you do not ask your agent or rely on an agent's or the insurance company's verbal response.** They may not be intentionally misleading you, but they may not give you the right information either. (Many people hear the word "track" and just assume you are doing something your policy doesn't cover.) Regardless of how someone may verbally interpret your policy; your actual coverage is what is stated in writing. The actual written policy is your legal contract, despite any verbal portrayal of your coverage. If you don't have your policy and all the riders, call your agent as ask for an updated policy but don't rely on your agent to tell you what your coverage is.

In the unlikely event that you need to file a claim with your insurance, the chief instructor and/or steward will be available to help you with the red tape, but the ultimate responsibility is yours. The Chapter will not assist you in committing any type of insurance fraud.

Insurance (*Additional coverage available*): The BMW CCA has a partnership with Lockton Risk Services to provide a high-performance driving event insurance program. The HPDE Insurance Program provides an à la carte, stated-value, single-event policy designed to provide affordable physical damage coverage to vehicles used in BMW CCA high-performance driving schools at race tracks across the United

States. **This additional insurance is completely optional** but many students and instructors appreciate the additional coverage, especially if your car has expensive after-market modifications. A chapter's website will have a link to the insurance for their event or you can go to the Lockton website and check their event listing. <http://hpdeins.locktonaffinity.com> .

Instructors: Instructors are those dudes and dudettes wearing **Yellow shirts**. Avoid wearing yellow if possible so that the instructors are more readily visible.

Instructors volunteer their time and knowledge to help, teach and encourage you. Treat them with respect. The only payment an instructor gets is watching you learn and earning your appreciation. Most instructors started their careers as a "D" student at a CCA Driving School so they know exactly how you feel.

Every student is assigned an instructor at the beginning of each day. An instructor will drive the first several easy laps in your car regardless of your run group level or how many schools you have completed. This allows you time to scope out the course, find the corner workers, identify possible run-off areas, etc. It allows your instructor to get the feel of your vehicle so she/he knows the best way to help you learn. Any time an instructor is at the wheel of a car on course, that car's hazard lights will be flashing.

You may learn in a different way than your instructor teaches. For instance, you may learn best by demonstration and your instructor is using verbal directions. If you need something different from your instructor, discuss it with your instructor first. If you still are not getting what you want, talk with your tent group leader. Every instructor has something to offer and you should be able to increase your knowledge base regardless of who your instructor is, but sometimes (very rarely) there are irreconcilable differences that may require a change in instructors. Every student is assigned a new instructor on the second day. It is almost impossible for us to handle requests for particular instructors. The best we can do is try to put you in the same tent that instructor is in and hope the tent leader feels you and your requested instructor are a good match.

Key Workers: Key workers wear **Purple shirts**. They do the work so you can devote your time to learning and driving. If a key worker tells you to move your car, report to class or registration, check your tires, etc., then that is what you should do. Purple Shirts are your first choice for asking questions, they usually know the answer or can direct you to the answer. Try to avoid wearing purple so you aren't mistaken for a key worker and asked lots of questions. Purple Shirts are also an all-volunteer group, be nice to them.

Tech Inspection: Your vehicle must have a Tech Inspection by a qualified professional **BEFORE** you arrive at the event. If your car isn't teched before the event, you will not be able to participate. There isn't anyone available at the event to tech your car. Download the Tech Inspection Form from our website and take it to an independent shop or dealer. (If you don't know where to take your car, see the list on the website or ask at: bmwChapterla@yahoogroups.com .) You may use another Chapter's Tech form if you prefer. Tech inspections should be completed within four weeks of the event.

On Site Safety Checks: We do not do tech inspections at the track. Upon occasion, a key worker may request to perform a Safety Check on your vehicle. Someone might have noticed a leak, low tires, a funny noise, visible emissions, etc. Or your car might have momentarily left the course and picked up stuff in the undercarriage. Whatever the reason, if an On-Site Safety Check is required, it must be done before you can return to the course. An On-Site Safety Check is not a replacement for a tech inspection. An on-site safety check is not performed by a mechanic and the checker is looking for a specific problem. You are still responsible for your car's condition. If you aren't comfortable with it, don't drive it until you are comfortable.

Drivers' Meeting: Drivers' meetings are **mandatory** both days regardless of how many schools you have been to. Don't dawdle around unloading your car or going through registration. Come early if you think you might have registration problems. Missed drivers' meetings often result in missing part or all of your first driving session. Unloading your car, changing tires, making phone calls, etc., are not valid excuses for missing the meetings.

Parking and Initial Vehicle Unloading: You will be directed to the appropriate parking area. There is INSTRUCTOR only parking at all the venues we use. Do not park in the fire lane, the key worker and instructor areas or the registration area. If a venue provides garages, some of them will be reserved for Staff & instructors, but most of them will be for students. If you are lucky enough to get a garage space, please share some floor space with the not-so-lucky students. We don't generally have problems with belongings left out during the day, but try to avoid leaving valuables in plain sight. Don't leave things out overnight. When there is a garage map available for a particular venue, you can find it at <http://www.bmwclubla.org/club.php>. Please abide by that map, if it exists.

When you first arrive at the event, stake out a spot, empty your car and trunk, and remove all loose items. If your car has a spare tire, its removal is up to you. Door pockets should be emptied, glove boxes emptied or locked, radar detectors removed, spare change pocketed, old soda cans recycled, etc. Anything left in the cabin of the car could potentially bean you if you stop suddenly. Unsecured items in the truck can result in a lovely dimpled rear quarter panel.

Dress Code: Closed shoes are a must for all drivers and passengers. We recommend long pants and shirts with sleeves, but shorts are okay. T-shirts are fine, but please avoid wearing yellow or purple shirts. No student, instructor or passenger may wear sandals or backless shoes on course. Saturday evening's get together is not dressy.

Classroom Sessions: Depending on skill levels each group will have two to four half hour classroom sessions a day. **Do not miss classes.** If you have an absolute emergency you need to attend to, go to class and explain it to the classroom instructor. Students may attend classes other than their own. Your visitors may attend any/all classrooms session.

Driving Sessions: *(The following paragraph describes an average 2-day school. Variations may apply.)* The day is divided into 16 sessions. Each group (A-D) gets 4 sessions on the course each day. This adds up to about 2 hours a day. Before each session, you will line up in the pre-grid (hot pit) area next to your assigned tent. Usually we ask that you angle your car and back up towards the wall. If it is the first session of the day, move to the passenger seat and wait for your instructor. For the remaining sessions, stay in the driver's seat until your instructor joins you. You may not drive on the course without an instructor unless he/she has signed you off to do so. Even when you are signed off, you are still welcome to ask your instructor (or any available instructor) to ride with you.

Course entry, course exit and instructor drop off points will be discussed at the Drivers' Meeting every morning. Passing zones will be covered each morning.

Listen to your body. If you feel too tired to drive, don't. Many people forgo their last session of the day in favor of heading back to the hotel and/or home earlier.

Using Your Emergency Brake: Do not put your parking brake on after a driving session. Your brakes will be hot and you can warp your rotors.

Passing: Passing is the single most discussed item at any school. **There are two main rules for passing:** 1) You may only pass another car in pre-designated zones and 2) you may only pass when the other driver has given you a 'point by' (pass signal). Passing zones obviously vary at each venue and will be discussed at the Drivers' Meetings for each event. You do not have to pass just because the driver in front gives you a signal.

Passing is a highly cooperative activity and it will be the subject of many classroom sessions. Keep in mind that no system is perfect but CCA passing procedures have been worked on and perfected over 25 years. Getting caught behind a slower car can be frustrating but a good driver will use the slower speed to work on other skills.

Run Groups: Your run group assignment is based on your general driving school experience and input from your previous instructors PLUS the general composition of the particular school. "A" is the most advanced and "D" is the least experienced. If we have no knowledge of your experience level, you may disagree with our assessment, however, please run in the group that you were assigned to until your instructor has a chance to assess your ability. If there is room in another group, you might be reassigned. Occasionally we have too many people in one group and have no choice but to move someone to another group. If you feel you don't have enough experience for the group you are assigned to, let your instructor know. Depending on the student composition of a particular school, "B" could end up being Advance Novice or Highly Experienced. We try to divide the students into even groups which occasionally results in your being in a higher or lower group than you think you should be in. Give it a chance before you complain. Remember, you will never be asked to perform beyond your level of comfort; this is a school, not a speed event.

For instance, assume this is your first school and there are 80 students and four run groups. You are placed in “C”. That means that there are 20 people (in “D”) who don’t have as much experience as you do, and 40 people (“A” and “B”) who have more experience than you do. But, it doesn’t guarantee that the next school you attend will automatically put you in “C” again.

Tent Colors: Each run group is broken into several colors. The colors have no special meaning and do not denote your ability level or your fashion sense. When you go to pre-grid, park as close to your color group (E-Z Up tent or flag) as possible. Instructors are assigned to each color group to ensure that everyone gets an instructor and no instructor gets too many students.

Corner Workers: We generally use professional corner workers. All students are welcome to “visit” the safely accessible corners while they are manned by professional workers, (check with a key worker before going to a corner) but you must follow any directions given to you by key or corner workers. Visitors are not allowed when students are working corners. Due to safety and liability reasons, we ask that no non-participants go out to a corner without first clearing it with the course steward.

Corner workers are your eyes for the parts of the course you can’t see. They are connected via radio to the control tower, the course steward and each other. They are there for your safety. They communicate with you via flags. Know where they are and pay attention to the flags. If a flag is waved at you, indicate that you saw it (nod your head, raise a hand, etc). At the beginning and end of each session, acknowledge each corner worker. They work all day in nasty conditions, let them know you appreciate them.

The “A” and “B” groups are usually scheduled to cover corner worker lunches. This is part of your learning experience; you get a completely different perspective of the course while working the corners. There are scheduled “flag classes” for each group. Do not miss the class and don’t blow off corner working. If you don’t show up for your corner assignment, you will sit out for your next driving session. Report on time for corner workers’ instruction and stationing so the course doesn’t stay cold too long.

Windows & Sunroofs: Cars on course must have both driver and passenger windows rolled down. If there are passengers in the back seat (which will happen only when an instructor is driving), the back windows will also be rolled down. No car is allowed on the course with its sunroof open or ajar. These rules don’t change regardless of weather conditions.

Helmets (yours): Unless you are in D group, please bring your own helmet. Helmets must be Snell 2000 or newer. We prefer an SA rating but will accept an M helmet. We STRONGLY recommend that you have a full face helmet and that the face shield be either fully closed or completely removed. The visor on an open face helmet should be removed. We also accept compatible SFI ratings.

We do not accept helmets that have been in an accident, been dropped and/or been compromised in any other way.

Helmets (ours): Helmets are available to rent for novices only (first and second time students). Please wait until after registration is over in the morning to rent a helmet. You'll have time between 9:00 AM and your first track session. In addition to the rental fee, we will ask for your Driver's License (which we return when you return our helmet), or a credit card (which we return when you return the helmet). If you forget to return the helmet, we will charge you \$250 for it. We have a limited number of loaner helmets so try to borrow one if you can. Helmets get sweaty so you might think about buying your own balaclava (washable "stocking cap" that you wear inside a helmet) available at motor sport accessory stores.

Waivers: **ALL** students, instructors, visitors, staff and workers must sign all waivers and releases. Generally, the venue has its own waiver that is signed on entry and the Chapter has a second (different) waiver that you sign at registration. Some venues give you a wristband when you sign their waiver. We give you another wristband when you sign our waiver. If you don't sign **all** the waivers, you don't go on the course. All persons entering the venue must sign all the waivers and wear all the wristbands, regardless of whether they are just spectators or actual students.

Minor Waivers: The Chapter waivers are available on the Chapter website for your review. You will be signing them at the venue. Minors require a Minor Waiver (also on the website). If both parents/legal guardians are not with the minor, the absent parent/guardian must have signed, have and had notarized, the Minor Waiver.

Name Badges: Name badges should be worn at all times. They provide the instructors with a name to put with your face and car. Included with your nametag is a reversible insert with an itsy-bitsy schedule and a course map so you don't have to carry around (and constantly fold/unfold) a big schedule.

Emergency Info: **Emergency contact information is required as part of the paperwork you turn in at registration.** We ask for both an emergency contact telephone number and a completed medical form. The Chapter retains the Technical Inspection which has just your contact information on it. The Medical form is given to the Emergency Medical Response Team at the venue. We strongly recommend bring it to registration already sealed into an envelope which has your name printed on it. At the end of the event, the EMT's will destroy the envelopes (if you prefer to that the envelope be returned to you at the end of the event, please let us know that when you turn it in). The envelope will not be opened unless you require medical attention. No one in the Chapter will have access to the information, but if an EMT needs to know your blood type or allergies, the information will be available. The emergency info will probably never be needed, but if there is a serious incident and no one knows you've had a heart transplant or that you are allergic to penicillin, it could be ugly.

Wristbands Wristbands must be worn all day and must be visible. If both the venue and the Chapter both give you a wristband, wear both of them. Key workers will not let you onto the course if he/she can't see your wristband (s); the instructors won't let you drive if you aren't wearing the correct band, you won't be fed, etc., etc., etc.

Sometimes the bands may have stubs for meals; these stubs can break away. Consider putting them somewhere safe. Wristbands should be worn for all days of the event. They will survive showering. If you lose a wristband, you have to sign the waivers all over again.

Rides: Guests, Passengers and Students Students are not allowed to drive passengers on the course. If your spouse, friends, or significant other wants a ride, ask an instructor to drive your car (or theirs) with the passenger of your choice. When time and schedules permit, instructors are happy to provide an E-ticket ride. Riders must sign all waivers, wear approved helmets, wear appropriate shoes and clothing, and have all the appropriate wristbands. The best time to find a free instructor is in the afternoon. At a two-day school, there are more available instructors on the second day. Students may also ask instructors (any available instructor, not just the one assigned to you) to take them on the course when both of you have available time.

Car Numbers: Your car number and group letter will be in your registration packet. You will have two copies of your car number, one for each rear passenger window. The letter will be the same color as the tent you are assigned to. You only get one letter which goes after the number of the driver's side of the car. If two people are sharing one car, the lower number goes on top and the higher number goes below it. If you have a car with small (or no) back side windows, please talk to an instructor or key worker about where to place your numbers.

Coffee/Food: Coffee is provided at some schools in the morning on a first come, first served basis. If the venue has a snack bar, coffee and breakfast items can be purchased. If you don't like the lunch the Chapter provides you, you can buy something else (on your dime) at the snack bar. Depending on the venue, lunch may be provided by the Chapter (*we bring it, you eat it*), provided at the snack bar (*we give you a voucher, the snack bar gives you your lunch*), or not provided at all (*you pay and eat at the snack bar or leave the facility to find fast food.*) Check the application to see if this school includes lunch. We do our best to meet normal dietary needs, but if you required a special diet you probably want to bring something to eat just in case you can't eat what we have.

Dinner: Dinner is included with some, but not all, schools. Sometimes we have a sponsor who underwrites part or all of your meal. Check the application for each event to see which meals are included. If dinner is included, you will have a tab on your wristband or a ticket in your registration packet. If you want to add a meal for your spouse, buddy, friend, etc., and you haven't already sent in extra money, we usually have a few extra meals ordered. You can purchase extra tickets after 9 AM but no later than 3:00 PM on Saturday. No dinner tickets will be sold at dinnertime.

Alcohol: Although the snack bar may sell alcohol, purchasing and/or consuming same will result in your being barred from any further driving that day. Your guests should also refrain from drinking alcohol anywhere around you, other students, the parking areas, the garages, the hot pits, in your car, etc. Even though they aren't driving, just having alcohol around the students could jeopardize the event. A casual observer doesn't know whether someone else is just observing or actually

driving. Illegal drugs, recreational drugs, misused OTC/ prescription drugs: Just say "NO".

Photos: The Chapter does not provide photographers; however, the venue or private companies sometimes take pictures. Any arrangements you make with a photography company are between you and them; the Chapter is not involved. (see "Gifts/Giveaways" for exceptions).

Gifts/Giveaways: Shirts (or whatever goodie we have for you) will be passed out as time permits. We usually hand out goodies Friday evening and AFTER registration on Saturday. Saturday morning registration is too hectic to include goodie distribution, so please wait until after your first classroom session. If you want a different size or an extra item, you will be able to purchase/trade **after** everyone has had a chance to pick up their gift.

Occasionally the goodie is a photograph of you and your car. If the Chapter is paying for photos, you'll have a coupon for it. Additional photos can be purchased on your own.

Merchandise: In addition to whatever you may get with your registration, there may be some shirts left over from previous schools and events, (as well as various other Chapter paraphernalia), for sale at the loaner helmet table. Ask in the afternoon.

Timing: Using a stopwatch or otherwise timing your laps will result in your immediate expulsion from this event, and probably prevent you from ever participating in another BMW CCA driving event. (All regional Chapters share information with each other.) If your friend, spouse, buddy, etc., times your laps, both of you will be expelled from the event (with no refund) and barred from future CCA Pacific Region Driving Schools. If your car has a built in timer, please turn it off if possible or ignore it if you can't turn it off.

One inconsiderate, thoughtless or selfish person with a stopwatch can jeopardize this event for everyone. Your vehicle doesn't have to be the one being timed to have your insurance voided.

Data Acquisition / Transponders / Transmitters: While timing by individuals for comparison, posting or competition is not allowed, data acquisition can be a useful tool when reviewed after a driving session in a classroom setting. Real time display may not be visible in the car during a track session. If your car has a real time data acquisition display, it must be turned off and/or covered so as not to be visible by either the driver or instructor while the car is being operated.

Transponders / transmitters are not allowed.

Vehicle Modifications: Our schools are intended to make you a better driver in your own car in regular traffic. Novice students are strongly encouraged to avoid the use of R compound tires or suspension and engine modifications. Learn to drive with your car as close to stock as possible then start adding modifications.

Repairs/Towing: There are limited or no repair facilities open at most venues. This is an automobile club event and someone probably has a spare hose clamp or brake pads to lend to you. However, if what you need is a rear axle or second gear, you may be out of luck. There are towing facilities nearby and we will do our best to help you get up and running, (or towed away), but ultimately repairs and towing are your responsibility.

Schedules and Track Hours: Most tracks open their gates around 7 AM. On-site registration at the track generally starts about 7:30 AM. After the day is over, you'll have about an hour to pack up and leave. Some tracks allow overnight camping, some don't.

Security: The tracks we use are either gated and locked after hours and/or have a full time security person on site. You may leave a vehicle overnight, but neither the Chapter nor the facility is responsible for it. If you are leaving your vehicle at a venue that doesn't allow camping, be sure to let someone in the main office (i.e.: a track employee) know.

Local Law Enforcement: These people aren't stupid. They know where you have been and what you have been doing. They realize you may think about speeding when you leave the event each evening. Remember that you aren't on a closed course anymore and there will be cross traffic, pedestrians, etc. Drive safely and within the limits of the law.

We are always more than happy to have officers come to the event and check things out. If they want, we'll arrange rides for them. If you happen to be holding a conversation with a CHP or local officer, extend an invitation to them to come to the school and see what we are doing and maybe get a ride with an instructor.

Gas: Fill up your tank before coming to the event. There is usually a line for gas in the morning so allow you a little extra time. Some venues have gas available on site. Some accept credit cards; some only take money. You will have enough time between driving and classroom sessions to leave and get gas if you plan carefully. Remember that your mileage on the course may not be as good as what you usually get. Please see the venue specific document for gas availability.

Air: Air service is not guaranteed at the venue. Bring your own tire pressure gauge and an air pump if you own one. Or ask nicely to borrow one from the student next to you.

Tire Pressures: Check the recommendation on your car door or in your vehicle manual. A general rule of thumb is that warm/hot tire pressure should be 36-38 psi. Cold tire pressure of about 34-36 psi usually results in the correct warm/hot pressure. Summer months and desert venues can result in really high tire psi after a few driving sessions. Check your tire pressure throughout the day, not just in the morning. Ask your instructor for advice if you aren't sure you have the right psi.

Weather: We usually have weather. It will be either hot, cold, windy, wet, dry or some combination thereof. Pack accordingly. The event stewards have the final say on whether the weather is good enough to let us out on the course, so if it happens to

be too wet, too windy, etc., the event could be delayed until the weather improves. No amount of arguing will convince the stewards to open the course if they think it isn't safe. Rain is not always a valid reason for postponing/canceling an event. Heatstroke, sunburn or dehydration and frostbite are not conducive to safe driving. Drink lots of water, wear sunscreen and a hat, pay attention to what your body tells you.

Video Cameras: Participant may video tape their track sessions. The camera must be securely mounted in place, whether mounted inside or on the exterior of the vehicle, with the bracket attached screwed or otherwise firmly mounted to the dash, exterior bodywork, interior roll bar, roll hoop, or other stationary bar that is attached to the car and does not hinder one's vision. Cameras may not interfere with either the driver's or passenger's field of vision. The instructor's decision regarding any interference of vision, or other safety concern, regarding the camera is final. **CAMERAS MOUNTED VIA SUCTION CUPS, tape, wire, etc., either inside or outside the vehicle, WILL NOT BE ALLOWED.** Pencil cameras, due to their size and weight will be allowed, but must still be secured in such a manner to not interfere with the driver's vision or become loose inside the cockpit. If mounted outside, pencil cameras must be firmly secured and may not hang from the car's bodywork.

Children/Pets: Children or pets must be in your control at all times. Babies (in strollers or backpacks) must be with an adult at all times. Toddlers must be held by the hand at all times. Older kids must be with (i.e. close to and being watched by) an adult at all times. Teenagers may be in the garages and parking areas without constant supervision as long as they behave. (Good behavior is defined by instructors and staff, not by the teenager.) **No one under 18 is allowed in the hot pit area, in the group tent area or on the course.** Some venues have accessible grandstands, which minors may use with an adult. If you bring a minor with you, please make sure that there is an adult with that minor while you are on the course. Minors may attend classroom sessions. There is a special BMW CCA Minor Release, which must be signed by both parents. Some facilities required their own Minor Release. The registration area is not a day care center.

Some facilities ban all animals except Service Animals. (Seeing Eye dogs must sign the waivers and wear their helmets before they will be allowed in the car to assist you.) Facilities that allow pets required that the animal be leashed or penned at all times.

These rules apply to everyone: participants, instructors, key workers, spectators, corner workers, and assorted groupies.

Please see the venue specific document for extra rules that the event venue may have.

Items to Pack: The list below is a general suggestion of items you might find handy to have. The more schools you attend, the better idea you'll have on what you need to bring. Many people have a check-list to help them get everything packed. Some people keep crates or totes packed all the time so they just load the trunk and go.

Tarp or garbage bags (to protect your stuff while it's out of the car.)	Tire Pressure Gauge
Ice Chest with lots of water	Snack Food
Hat, jacket, sunglasses	Air Compressor
Sunscreen	Torque Wrench
Chair	Brake Fluid
Work Gloves	Tape: electrical and duct
Paper Towels	Window Cleaner
Jack and Jack stands	Engine Oil
	Flashlight

FLAGS

What we use and what they mean.

Flags will be covered at the drivers' meeting as well as in the classroom sessions. As a student driver and potential corner worker, you are responsible for the safety of yourself and everyone else attending or working this driving school. Knowing what each flag means is imperative. Review the information listed below and be prepared to ask questions at the drivers' meeting if you don't understand something. The only stupid question is the one you don't ask. Not all flags are used at every school. Each flag has a specific meaning and must be followed by all drivers, without question, **IMMEDIATELY!** Flags are the primary way you know what is happening on the rest of the course. The corner workers who wield the flags are your eyes for what is ahead of you and waving a flag is the only way they have to communicate with you.

Green Flag: When first shown at the start-finish line it indicates a clear course or start of a driving session. Once you see the green flag, you may pass another car as long as you are in a passing zone and the overtaken driver has given you the passing signal.

Yellow Flag-Standing: Proceed with caution, **NO PASSING!** A standing (motionless) yellow flag is held during the first lap of each session, the last lap (cool down lap) of each session and at other times when ordered by Course Control. .

Yellow Flag-Waving: Slow down and be prepared to STOP. There is a serious or hazardous condition on the road in front of you. The vigor with which the corner worker is waving the flag is directly related to the seriousness of the situation. A waving yellow flag does not mean stop; it means to proceed with caution. The **NO PASSING** rule is always in effect when any yellow flag is shown.

Blue Flag with Yellow Stripe: The **Passing Flag** is shown when the corner worker notices a faster car behind you. You may already know that car is there, but the corner worker doesn't know you know; so don't be upset about it. If this flag is displayed to you, wait until you reach the next designated passing zone and give the passing signal. If you continually ignore the passing flag, the next flag you might see is the black flag. If possible, nod your head or otherwise indicate to the corner worker that you see the flag.

Red Flag: Check your mirrors for traffic behind you then stop as safely and quickly as you can. Do not slam your brakes on or leave the pavement. The ideal stopping place is off the driving line and near a corner worker station, but you won't always be able to achieve that goal.

Do not park beside other cars; the course needs to be kept clear. Be prepared for the possibility that emergency vehicles may be on the course. **Do not get out of your car. Do not finish the lap. Do not keep driving until you get to the problem.** The red flag is used only when it is not safe to continued driving. Stop safely and wait for instructions from the corner workers.

Debris Flag (red and yellow vertical stripes): There is something (oil, dirt, etc.) on the road that doesn't belong there. Be on the lookout for it and be prepared to go avoid it.

Black Flag with Red Circle: (Meatball Flag): You may have a mechanical problem. It may not be safe to continue driving. Slow down, finish your lap and come into the pits.

Furled Black Flag: (pointed at you) This flag says, "We saw what you did and we don't want you to do it again." It means you've done something you shouldn't have done, but as long as you know you did it and don't do it again, you may stay on the course. If you are clueless as to why you got the furled black flag, come in to the pits and find out. Otherwise, acknowledge the corner worker and don't do whatever you just did again.

Open Black Flag: (waved while the corner worker points their finger at you (or points just at your car)): "There is something wrong with your car or your driving and we need to talk to you **now.**" Complete the lap you are on, come into pit lane, proceed to the black flag station and talk to the instructor who will be there to discuss the problem with you. Do not just acknowledge a waving black flag and continue on the course. Do not ignore a waving black flag; it won't be nice for you later.

Black Flag: (Open or Waving at all drivers): **All drivers** proceed with caution with no passing. Complete your current lap and exit the course at the pit exit lane. Do not stop on the track. Do not take a cool-down lap.

Yellow at All Turns (Full course caution): Slow down, maintain the same interval with the car in front of you and no passing under any condition. It is not necessary to exit the course, just drive slowly until the yellow flags are retracted.

Checkered Flag: The session is over. Slow your car safely, complete the lap you are on and exit the course. Your last lap gives you a chance to cool your brakes and engine down, as well as a chance to drive the line exactly. You may not pass after the checkered flag has been displayed.

White Flag: Is rarely used at a Driving School. It means you have one lap left, but it is generally used for racing not for schools.

Not all of these flags are at every corner station. Some of them will only be shown at the start/finish line. Not all of these flags are used by every Chapter at every Driving School.