



DRIVERS SCHOOL

Summit Point Guidelines (Main Circuit)

The National Capital Chapter's drivers' school program is designed to provide students with a driving experience that is safe, educational, and fun. These guidelines present information you will need to help you prepare for the event and participate safely.

Please read these guidelines carefully. They'll tell you how to prepare for the school, how to get to the track, and how to conduct yourself at the event. If we all follow the rules and guidelines presented here, we'll have a safe, productive, and enjoyable school.

The Drivers' School

This section contains important safety information and rules that we expect you to know and follow when you're at the school. If you have any questions about this information, please contact the event registrar before the school, or ask the chief instructor when you arrive at the track.

What to Do Before the Event

Before the drivers' school, you'll need to prepare your car and yourself. To prepare for the event:

1. Read over the material in this brochure and the accompanying *Flag Protocols* and *Drivers' School Passing Rules* brochures. Make sure you understand our driving rules, the meanings of the flags, and the passing zones we will be using.
2. Take your car and your technical inspection form to a repair shop and have them inspect the car. The technical inspection is to ensure that your car will be capable of handling the additional stresses you will place upon it at the event. You may *not* inspect your own car. If the shop finds anything wrong, you'll need to bring proof that you repaired the car with you to the track. The safe condition and

operation of your car are entirely your responsibility.

3. Remove all unnecessary items from your car. Your car's interior and trunk must be empty before you go through final technical inspection at the track, so we recommend leaving at home anything you won't need at the track.
4. Obtain an approved helmet. Helmets must have a Snell certification sticker and must comply with the SA- or M- standards, 2005 or later. If the helmet has no sticker, you can't use it. If you're going to buy a helmet, the current Snell standards are SA-2010 and M-2010; you should look for the corresponding sticker in any new helmet.

What to Bring to the Event

Here's a list of things you'll need at the event:

- Technical inspection form—filled in by a repair shop and signed by you. You must show the completed form to our technical inspector at the track and turn it in at registration.
- Helmet—Snell SA- or M- standards, 2005 or later **only**.
- Gas—will be available at the track, but it is expensive. We recommend that you fill up on the way in. The last gas stations before the track are in Charles Town, West Virginia, and Berryville, Virginia. The pumps at the track take credit cards only.
- Appropriate clothing—be prepared for rain and changes in temperature.
- Refreshments—bring water, fruit juice, or soft drinks in a cooler. If it's going to be cold, you might want to bring a thermos of hot chocolate, tea, or coffee. You may not drink any alcoholic beverages until the last car is off the track.



- Boxes and waterproof covering for your gear.
- Window cleaner and paper towels.
- A tire pressure gauge.
- Brake fluid of the same type as is in use in your car.
- Engine oil of the same type as is in use in your car.
- Sunscreen lotion.
- Lunch or lunch money. The canteen will be open for lunch sales, or you can bring lunch with you.
- Dramamine or an equivalent, if you're prone to motion sickness. The cornering forces will be *much* higher than those you've ever experienced on public roads.

A word about clothing—it should be comfortable and not constrictive. We strongly recommend long pants and a long-sleeved shirt, as they add protection against debris in case of an off-track excursion. You should wear shoes that are comfortable, that offer a good feel of the pedals, and that will stay on your feet no matter what.

Once You Get to the Track

At the track entrance, tell the guard you're with the BMW CCA drivers' school and sign the track waiver. Once inside the gate, immediately turn left, go about a third of a mile, turn right to cross the bridge, then follow the road to the left to enter the paddock area. Park your car in the paddock (but not under the tech shed) and prepare your car for final technical inspection.

Remove all loose items from the car's glove compartment, interior, and trunk. If your spare tire is bolted down securely, you may leave it in the trunk if you wish. Also, remove any floor mats.

Remove any caps that cover the wheel bolts. If you have torque wrench, verify that your wheel bolts are tightened to the manufacturer's specification. Check your tires to ensure that they are inflated at least to the manufacturer's minimum recommended pressures for normal driving. Throughout the day, check for signs of abnormal wear on the outer tread blocks. If you see such signs, or if you feel that your car is not handling properly, discuss the situation with your instructor, who may recommend pressure changes.

Drive your car to the "tech shed" for final technical inspection. Line up on the back road of the paddock and wait to be directed into the tech shed. Be sure to bring your technical inspection form and your helmet. A tech inspector will look at your car and helmet, initial your form, and put a tech sticker on your car. Afterward, drive your car back to its spot in the paddock and park.

Check in at registration, which will be located in the classroom. Turn in your tech and medical forms, and sign the club waiver. We'll give you a wristband, an event schedule and entrants' list, a nametag, a school evaluation form, and car numbers.

Affix your car numbers to the inside of both rear side windows of your car. Tape the numbers securely, so that they won't blow off (you'll be driving with your front windows down). If you need tape, ask at the registration desk when you get your numbers.

Once you've attached your car numbers, go to the classroom for the *mandatory* drivers' meeting. The chief instructor and classroom instructor will explain what's going to happen during the school and will cover any last-minute changes to the event schedule.

Every student at our drivers' schools has an assigned instructor. Our instructors are highly skilled and will work with you to achieve your goals for the school. However, it's possible that you might not feel comfortable with your instructor. If you believe that you have irreconcilable differences with your assigned instructor, speak to the chief instructor, who will assign you a different one.

Who's in Charge

The chief instructor has final say over what goes on at our drivers' school, is responsible for all aspects of school safety and instruction, and has the authority to exclude from participation any student or spectator who behaves dangerously or irresponsibly. The chief tech inspector ensures that your car has been properly inspected before you are allowed on the track. He also advises the chief instructor if a mechanical problem with your car may affect your continued participation in the school, although the chief instructor will make the final decision. The drivers' school coordinator administers the event, supervises the corner workers, and is our liaison with the event facility. The event registrar



handles morning registration and has your car numbers, nametag, schedule, and event evaluation form. If you have a problem or want advice, ask one of these people; their names appear at the end of this publication.

Your in-car, skidpad, and classroom instructors derive their authority from the chief instructor. Their mutual goal is your education and enjoyment, but to ensure the safety of everyone, they are also the arbiters of your behavior and your compliance with our driving rules. You are required to obey their directions. If you disagree with something your instructor has said, please feel free to ask for an explanation *after complying*.

The corner workers are our “traffic cops.” They give you directions by displaying various flags. You must honor these directions as though your in-car instructor had given them. For example, if you see a waving yellow flag, you *must* slow down, even if you do not see the source of the problem. Remember that the flaggers are your eyes and ears around the track and will have advance word of trouble ahead.

Your Run Group Assignment

You will have been assigned to one of our run groups. Unlike many drivers' schools, our run groups are based on drivers' predicted or observed *speed* and not solely on experience. If you have been with us before, your previous instructor will have noted whether your speed was compatible with your previous run group, and your current assignment will have been based in part on his recommendation. If you are new to our schools, we have made an educated guess, based on your previous experience and the type of car with which you registered. In either case, we will have considered also the probable range of speeds indicated by the particular grouping of students who will be attending this specific event.

Our goal in placing you into a run group is to minimize the speed differential that you experience. If you are faster than the group average, you will be spending much of your time passing other cars; if you're slower, you'll be allowing other cars to pass. Either way, you will be distracted from concentrating on your own driving. Therefore, our ideal is to place you in a group that is compatible with your speed.

Note especially that our run groups are purely administrative categories. Your in-car and skidpad instructors will have your biographical information available, so that they will be able to tailor their instruction precisely to your level of experience, regardless of your run group placement. Also, realize that the average speed of a given run group varies from school-to-school, so you should not construe a run group placement different from your last event as either a promotion or a demotion.

If, however, in spite of our best efforts, you believe that you would have less interference by driving in another run group, please discuss your concerns with your in-car instructor and ask him to raise the issue with the chief instructor. Your in-car instructor and the chief instructor will work together to secure your placement in an appropriate run group.

One final point: because we use your speed-in-group as a primary assignment criterion, it is important that we know the type of car that you will be using. If you must change car types after registering, please be sure to let the event registrar know, so that he can pass that change on to the chief instructor for consideration.

Before Your On-track Session

Before your first on-track session, and after each time you complete a session, review your car's mechanical condition. Things can loosen or break, and if you don't pay attention to your car, these things can hurt you. Before each run session, you should:

- Check your oil. Your car will use more oil at the track than it does in around-town driving.
- Check under the hood for any loose items or abnormal signs. Is your battery still secure, is your oil filler cap still in place, or is there any fluid leakage? Look for *anything* that's not right.
- Check your tires for abnormal wear.
- Check your wheel bolts or nuts periodically, but wait for your wheels to cool down before you do. You do not want to lose a wheel when you're out on the track.

If you have *any* question at all about the condition of your car, or if you're unsure about how to check these things, ask your instructor, the chief tech inspector, or the chief instructor for assistance. Don't be shy! They



all have a vital interest in your safety and will be happy to help.

Signaling Other Cars

When you are on the track, you will use three hand signals to communicate your intentions to other drivers:

- **Pass on the right**—To offer the driver immediately behind you an opportunity to pass you to your right, extend your left arm out of your window and point to the right, over the roof of the car. Keep *your* car to the *left side* of the track to allow the other car plenty of room to pass.
- **Pass on the left**—To offer the driver immediately behind you an opportunity to pass you to your left, extend your left arm straight out your window, and point to the left. Keep *your* car to the *right side* of the track to allow the other car plenty of room to pass.
- **Slow down**—Before reducing your speed, either because you see a yellow flag ahead, you are about to enter the pits, or there is some other problem with your car or with the track ahead, make a fist and extend your arm straight up and out of your window. This will let the driver behind you know that you will be slowing. Slowing is **not** an offer to pass; that requires one of the two signals above.

To maximize your predictability (and therefore overall safety), we recommend when being passed that you keep your car *on-line* and point overtaking cars by *off-line*. One exception, however, is when you intend to come into the pits. If you're planning to come in, keep your car to the pit-entrance side of the track as you exit the preceding turn and point cars by on the other side.

If you're overtaking another car, *you absolutely must wait for a signal before you pass*. If you don't, you'll be black-flagged. If the driver in front of you seems oblivious, flash your lights. If he *still* doesn't respond, come in to the pits and let us know. This will accomplish two things: you'll get away from the other car, and we'll black-flag it. If you get behind a slower car in a no-passing zone (between turns 3 and 9, for instance), back away and let it get a safe distance ahead. It will do neither of you any good if you tailgate, and it might do you harm; you never want another driver's mistakes to involve you.

As the Session Begins

When you've checked everything, and your next session is announced, bring your car to the "false grid" (as indicated on the track map) and line up on the right side. When your group is called to go out on the track, make sure you're ready. It's better to sacrifice a few seconds of track time than to go out unprepared or distracted. Here's a checklist:

- Make sure your hood is latched, your sunroof is fully closed, and *both* front windows are down all the way, even if it is raining.
- Put your helmet on and fasten the strap.
- Buckle your seatbelts and make sure they're snug against you.
- Wait for your instructor. You must have your instructor with you, unless you have been given a "solo sticker."
- Your instructor will have a helmet communicator. He will ask you to slide a small earphone/microphone inside your helmet; this will allow you to communicate in a normal voice while on the track. Ensure that you can hear your instructor clearly; if not, tell him, and he will adjust the communicator.
- Follow the instructions of the flagger at pit out; he'll tell you when it's safe to go out on the track. Pull up to the flagger and wait for him to wave you out onto the track. You must *always* wait for the flagger to signal you to proceed.
- When you pull out onto the track, keep off the driving line until you're sure that no one is closing in on you from behind. Check your mirrors for overtaking cars. Cars already on the track are going much faster than you are. Don't pull out in front of them or try to match their speeds immediately; instead, signal them to pass you.
- Take it easy on the first lap to warm up your car, your brakes, your tires, and your brain. Take note of anything that's changed on the track since your last session (oil spills, mud, water, etc.). Also, look for the corner workers to remind yourself of their locations.



During the Session

When on the track, it is vitally important to keep your car under control, to be aware of other cars around you, and to keep a cool head. Here are some tips for making the drivers' school safe for everyone.

When you want to pass another car, make sure the other car is aware of you, that the other driver has signaled you to pass, and that you're in a designated passing zone (see the *Drivers' School Passing Rules* brochure). The driver of the overtaken car should signal by pointing to the side *on which he wants you to pass*. For example, if he points to the right, pass him on his right. Don't start a pass that you can't complete before the apex of the turn at the end of the passing zone, and ensure that your pass does not interfere with the overtaken car's line into that turn. If you don't feel comfortable passing in a given area, don't pass; instead, give the driver ahead a small wave inside your car to let him know that you'll wait for the next zone. If you decide to wait until the next zone to pass, you must wait for another passing signal from the driver in front of you. Remember that it's the passer's responsibility to pass safely.

When you're being passed, help the overtaking driver by pointing to the side *on which you want him to pass*. In other words, point in the direction you want the other car move, not the direction you're going to move. Be sure to give the other car room to get by. If you're getting close to the next turn, reduce your speed—brake if necessary—to ensure that he gets by without interfering with your entry into the turn. Remember that *this isn't a race*. If you see the driver behind wave off your pass offer due to the proximity of the turn, please give him a short acknowledging wave and then offer the pass again at the next designated zone.

If you go into a corner too fast, you may find yourself with a choice between trying to force your car to stay on the track or driving it off into the grass. It's *always* better to drive it off the track under control, slow down to about 20 M.P.H., and then gently drive back on. Trying to force the car around a turn or back onto the track at high speed likely will end in disaster. It is imperative that you reenter the track at a low enough speed that your front tires don't grab the pavement abruptly and pull your car into spin. Even when you

believe that you're going slowly enough, you probably aren't, so check your speedometer.

If lose control of your car, depress the clutch and the brake pedal, and hold both down until you stop; we call this technique "both feet in." Note, however, that an ABS-equipped car will continue to steer during this time, so it's important that you steer in the direction that you want the car to go until you've stopped. Once you've stopped, look for the nearest corner worker to signal you when it's safe to proceed. Watch for oncoming traffic and pull carefully back on the track (if you're not on the track already). Note that if you have put four wheels off the paved surface, you *must* come into the pits on the next lap to permit us to make a quick safety inspection of your car. We want to check to be sure that there is no debris trapped in the tire beads, and we want to look underneath to be sure that you haven't damaged a brake or fuel line.

If your concentration slips, or you make an error, reduce your speed and discuss it with your instructor. If your adrenaline is still pumping, come into the pits and clear your mind before you go back out on the track. No single lap is so important that you should risk your safety or that of your instructor.

As the Session Ends

As your session ends, you should:

1. Acknowledge the checkered flag by giving the flagger a wave, so that he'll know you've seen it.
2. Reduce your speed. This gives your brakes and engine a chance to cool down gradually and your adrenaline a chance to subside. It's a nice gesture to wave to the corner workers around the track to let them know that you saw them and to thank them for standing out in the hot sun or pouring rain, as the case may be.
3. As you exit the last turn before the pit entrance, check your mirrors and then move carefully to the pit-lane side of the track. Simultaneously signal your intention to slow in preparation for entering the pits by making a fist and holding your left arm straight up and out of your window. You should do this any time you're entering the pits.
4. Just before entering the pit lane, reduce your speed again. When you enter the pit lane, drive slowly



(10 M.P.H.) through it and into the paddock. Park your car but do not apply your emergency brake; just leave your car in gear after you've shut it off. Your brakes will be very hot from use, and they could "weld" themselves to the discs or drums if you set the handbrake.

Your Skidpad and Classroom Sessions

On the track, we can teach you *driving mechanics*, that is, how to brake, turn, and accelerate. We cannot teach you *car control* (the ability to control your car when it loses adhesion), and we cannot teach you the *underlying principles* that govern your car's reactions to your inputs and to changing track conditions. These critical aspects of your driving education are taught at the skidpad and in the classroom, respectively. Without car control, and without a thorough understanding of what your car is doing and why, not only would your education be woefully incomplete, but you would also be a danger to yourself and to others, *especially to your in-car instructor*, while driving on the track. Moreover, you would deprive your in-car instructor of the foundation on which to form his instruction and would drastically reduce his effectiveness as a teacher.

For these reasons, your skidpad and classroom sessions are **mandatory**. We will take attendance, and if you miss your session, you will be reported to the chief instructor. This is to ensure your safety and that of your in-car instructor and your fellow students. Missing your assigned sessions places others at risk, and this we cannot permit.

Your skidpad and classroom sessions are indicated on the daily schedule that you will receive at registration on the morning of the event. Your sessions will also be announced over the P.A. If you must leave early, please let your classroom instructor or the chief instructor know, so that you may be properly excused from attendance.

When you are called for your skidpad sessions, bring your car to the "false grid" and line up on the left side. Once everyone has assembled, an instructor will lead the group to the skidpad. You will need to bring your helmet to the skidpad, although you will not need to wear it for the drive to the pad. You may bring passengers with you to the skidpad, but they will not be

allowed to ride with you during your actual driving session. Note that there are no rest rooms at the skidpad, so plan accordingly.

Please be on time for your skidpad sessions, as access to the pad is only via the track; once an on-track session has started, the skidpad will be inaccessible for the duration of the session. If you miss a scheduled skidpad session, notify the chief instructor immediately. Your absence will be noted, and we will *attempt* to assign you a replacement session later; however, we cannot guarantee that a make-up session will be available.

Instructor Rides

Your instructors have a wealth of information to give you. Sometimes the best way to convey that information is by demonstration. For that reason, we encourage you to seek rides with your instructors during the instructor run sessions. During their sessions, your instructors will demonstrate proper driving techniques and may be able to help you understand a particularly difficult section of the track. Instructor cars are mobile classrooms, and often the experience is both exhilarating and immensely informative.

Some of our instructors do not bring cars to the track or do not bring cars capable of carrying passengers. If your in-car, skidpad, or classroom instructor falls into this category, please don't hesitate to ask any free instructor for a ride. If you need help in locating a free instructor, please ask the chief instructor. We will do our best to accommodate every student who wants a ride.

Our instructors are very capable drivers, so the cornering loads you experience will be high. If you are prone to motion sickness, please tell your instructor before you go out, so that he may adjust his driving accordingly. If you begin to feel unwell during the ride, let your instructor know *immediately*. Please do not wait until it becomes a crisis.

We have scheduled "orientation" sessions after the drivers' meeting and before the first run session of each day. These sessions, driven by our instructors, will give you a chance to see the track and the skidpad before you drive them yourself. It is not necessary that you ride specifically with your assigned instructor, as all instruc-



tors will give the same orientation. Passengers for the on-track orientation are not required to wear helmets, as this is conducted at low speed. Passengers for the skidpad orientation *are* required to wear helmets. These valuable sessions will make your school experience much more understandable, and we recommend them especially for anyone who has not driven our track or skidpad before. Your event schedule will list the orientation sessions offered on each school day.

Solo Stickers

The purpose of our drivers' schools is to teach our students everything possible about driving. We will only consider our job completed when your skills are comparable to your instructor's. If your instructor has more to teach you, and you are capable of absorbing more instruction, then your instructor will continue to work with you throughout the school. Almost all of our students will keep their instructors for the entire event.

However, as part of your education, your instructor may elect to allow you to drive for a time by yourself. To do this, he will apply a "solo sticker" to your windshield. The flagger at pit-out will check for this sticker before allowing you on the track without your instructor.

It is very important to understand that this sticker is **not** a badge of honor. Instead, it authorizes you to drive without your instructor for one of two specific reasons directly related to your continuing education:

- Your instructor has determined that you would benefit from a period of thinking for yourself while driving.
- Your instructor has determined that you would benefit from practicing what you've learned so far before learning more.

Regardless of the reason, you should redouble your concentration on driving perfection during any period of solo driving. Recognize that your car will handle differently without your instructor in the passenger's seat. Also realize that you must be doubly vigilant, as there will be only one brain in the car, rather than two, in case of trouble.

A solo sticker is valid only for the current school *and* only for a given student/instructor pairing. If you are attending a two-day school, and you have a different

instructor for the second day, then that instructor will make his own determination of whether solo driving is appropriate for your education.

If Someone Else Has a Problem

If someone has spun or gone off the track ahead of you, the corner workers will display a yellow flag. *Reduce your speed and don't pass anyone until you're past the next clear flag station.* Be prepared for unpredictable actions by the other driver (such as pulling back on without looking). As you approach the incident, look carefully at the track surface to see if there was a reason that the driver went off the track. An area of oil or antifreeze may have been the cause and may be ready to send you off as well.

If the other driver's car is disabled in a potentially dangerous location, we will interrupt your session by displaying black flags at all stations. Return to the pit lane but remain with your car unless directed otherwise by the pit lane flagger. We will attempt to restart your session once the situation has been resolved.

If you come across a disabled car or an accident that is out of sight of the flaggers (i.e., there's no flag displayed), **do not stop** to give assistance. Instead, return to the pits and tell the pit lane flagger of the situation. Be specific about where the car is located, so that we can dispatch emergency equipment to the scene rapidly, if needed. If you observe a potential problem, such as deer approaching the track, turn on your four-way flashers until you reach the next flag station. Our flaggers know that a car displaying flashers is indicating that they should be looking for trouble on the track, and they will immediately communicate the situation to the chief instructor.

If You Have a Problem

If you sense a problem with your car—even a minor problem—you should come into the pits and check it out *immediately*. No individual lap is worth the risk of a mechanical breakage at speed and possible damage to your car.

If you need to slow or stop, put on your hazard flashers and hold up your fist to signal other drivers. If you can make it back to the pits, do so at a safe speed and signal overtaking drivers in the normal passing zones to



let them know on which side they should pass you. If you cannot reach the pits, do not stop on the track; instead, pull off the surface onto the grass.

After stopping, signal the nearest corner worker that you're OK by waving at them. *If you don't, they will assume that you are incapacitated and will dispatch the ambulance.* If at all possible, get out of and away from your car and get behind a solid barrier (e.g., tire wall or earth berm). If no barrier is accessible, remain in your car with your helmet on. **Absolutely do not** cross the track to reach a barrier and **do not** work on your car in an attempt to repair it.

If you put four wheels off the paved surface, you *must* come into the pits to give us a chance to look at your car. We want to ensure that there has been no damage to your tires or the underside of your car. This is for your safety and the safety of the other drivers. If you do not come in, we *will* black-flag you.

Your School Evaluation Form

At the end of the day, please take a few moments to complete the *Instruction and School Evaluation* form that we will give you at morning registration. We truly want to know what you thought of the school, both positive and negative. There will be a box for completed forms in the classroom. We have made, and will continue to make, improvements to our school format based on the recommendations of our students.

Track Map

The map on the next page shows the layout of the track, the location of the skidpad and paddock, and the turn numbers.

Directions to Summit Point

Directions below are given to the track (Summit Point, West Virginia) and to the cities hosting the nearest hotels (Charles Town, West Virginia, and Winchester, Virginia). The track is about 1½ hours from Baltimore and Washington, and the last 5-7 miles are on two-lane rural roads. Watch out for deer! Please refer to the regional and area maps on the following pages for the locations of the track and hotels relative to major

highways and cities. Note that we have no “headquarters hotel,” so you must make any desired hotel accommodations yourself.

From Points North

- From central Pennsylvania, take Interstate 81 south to Winchester, Virginia. Continue with the directions from Winchester below.
- From eastern Pennsylvania, New Jersey, and New York, take Interstate 95 south to Interstate 695 west (Baltimore Beltway). Continue with the directions from Baltimore below.

From Points West

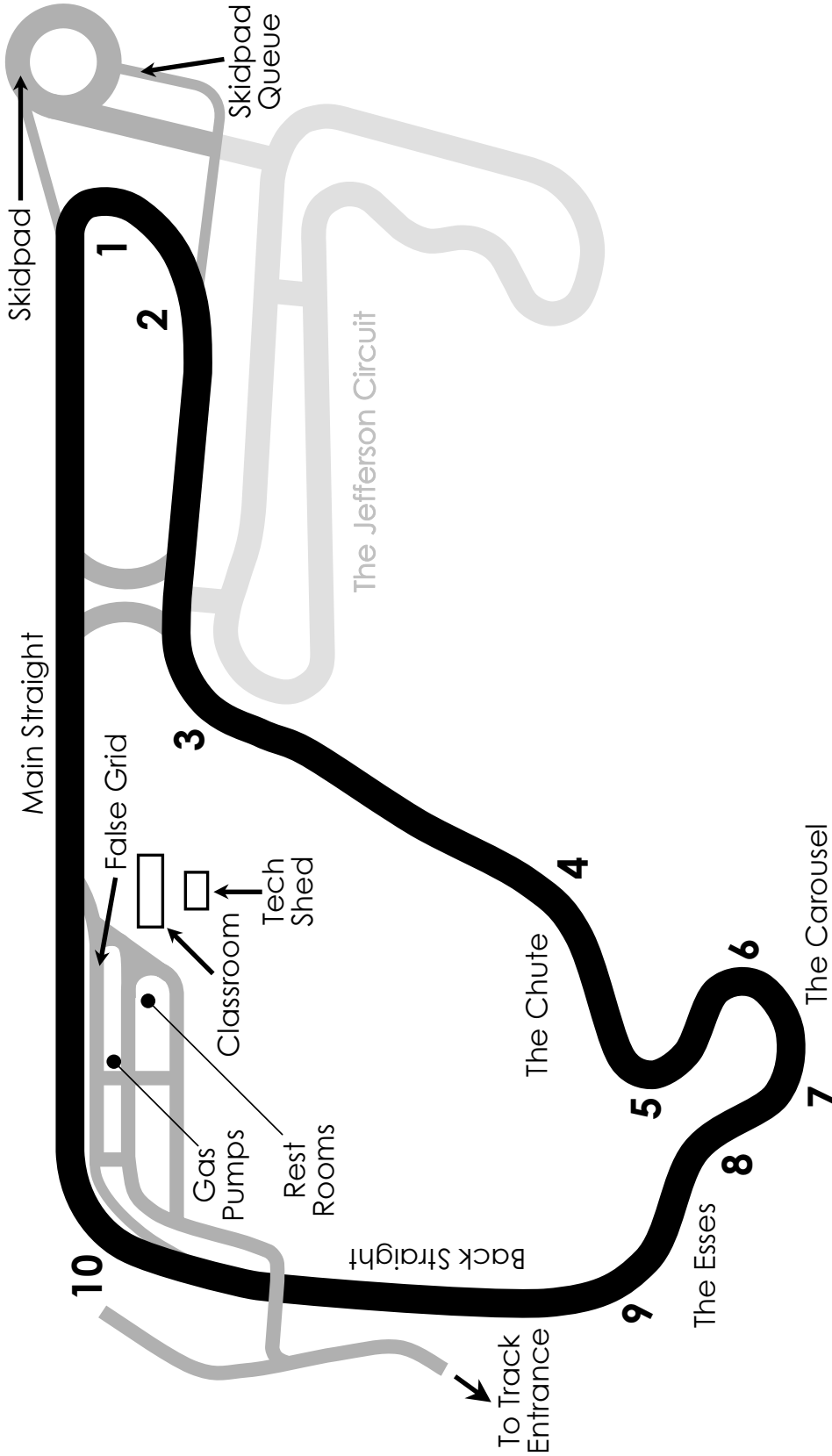
- From western Pennsylvania and northern Ohio, take Interstate 76 (Pennsylvania Turnpike) to exit 12 (Breezewood), and then take Interstate 70 east into Maryland. About 25 miles into Maryland, take Interstate 81 south to Winchester, Virginia (about 40 miles from Interstate 76). To reach the track, continue with the directions from Winchester below.
- From southern Ohio, take Interstate 70 east to Washington, Pennsylvania. Then either go south on Interstate 79 to Morgantown, West Virginia, east on Interstate 68 to Hancock, Maryland, and then east on Interstate 70 to Interstate 81 as above, or continue east on Interstate 70, then east on Interstate 76 (Pennsylvania Turnpike) to exit 12 as above. Interstate 68 in western Maryland is a much nicer drive, and much less crowded, than the Pennsylvania Turnpike.

From Washington, D.C. (Maryland Suburbs)

1. From Interstate 495 (the Washington Beltway), take exit 35 or 38, Interstate 270 north, toward Frederick, Maryland. At Frederick, take the exit for Interstate 70 west and then move *immediately* to the right lane. Continue with the directions from Frederick below.



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The Main Circuit



From Washington, D.C. (Virginia Suburbs)

1. From Interstate 495 (the Washington Beltway), take either exit 10, Virginia Route 7 west, or exit 12, Virginia Route 267 (the Dulles Toll Road to the Greenway) west toward Leesburg, Virginia.
2. At Leesburg, continue to follow Virginia Route 7 to Berryville, Virginia. Continue with the directions from Berryville below.

From Berryville, Virginia, to the Track

1. Exit Virginia Route 7 onto U.S. 340 north.
2. After 1 mile, turn left on Virginia Route 611. Follow Route 611 5¼ miles into Summit Point, West Virginia (Virginia Route 611 becomes West Virginia County Route 1).
3. Turn left at the stop sign in Summit Point. The track entrance is about ½ mile past the town; use the first entrance on the left for the Main Circuit.

From Berryville, Virginia, to Charles Town, West Virginia

1. Exit Virginia Route 7 onto U.S. 340 north.
2. After approximately 13 miles, exit onto either West Virginia Route 51 west to reach lodging in Charles Town, or onto U.S. 340 north (West Virginia Route 9 west continues straight here) to reach lodging east of Charles Town.

From Berryville, Virginia, to Winchester, Virginia

1. Continue west on Virginia Route 7 for approximately 9 miles to the junction with Interstate 81 at exit 315 (go north on I-81 for exit 317, south for exit 313).

From Winchester, Virginia, to the Track

Via U.S. 11

1. Take Interstate 81 to exit 317, U.S. 11 north.
2. After 1½ miles, turn right on Virginia Route 761; there will be a small sign pointing right to Summit Point. This puts you on Old Charles Town Road.
3. After 1½ miles, bear left at the fork by the grocery store; Old Charles Town Road bears left here.
4. After 7 miles, the road will end at a T-intersection; be careful of high water across the road before this intersection (Virginia Route 761 becomes West Virginia County Route 2). Turn right onto West Virginia County Route 13.
5. Just over the hill (¼ mile), you will come to the track entrance; use the second entrance on the right for the Main Circuit.

Via Virginia Route 7

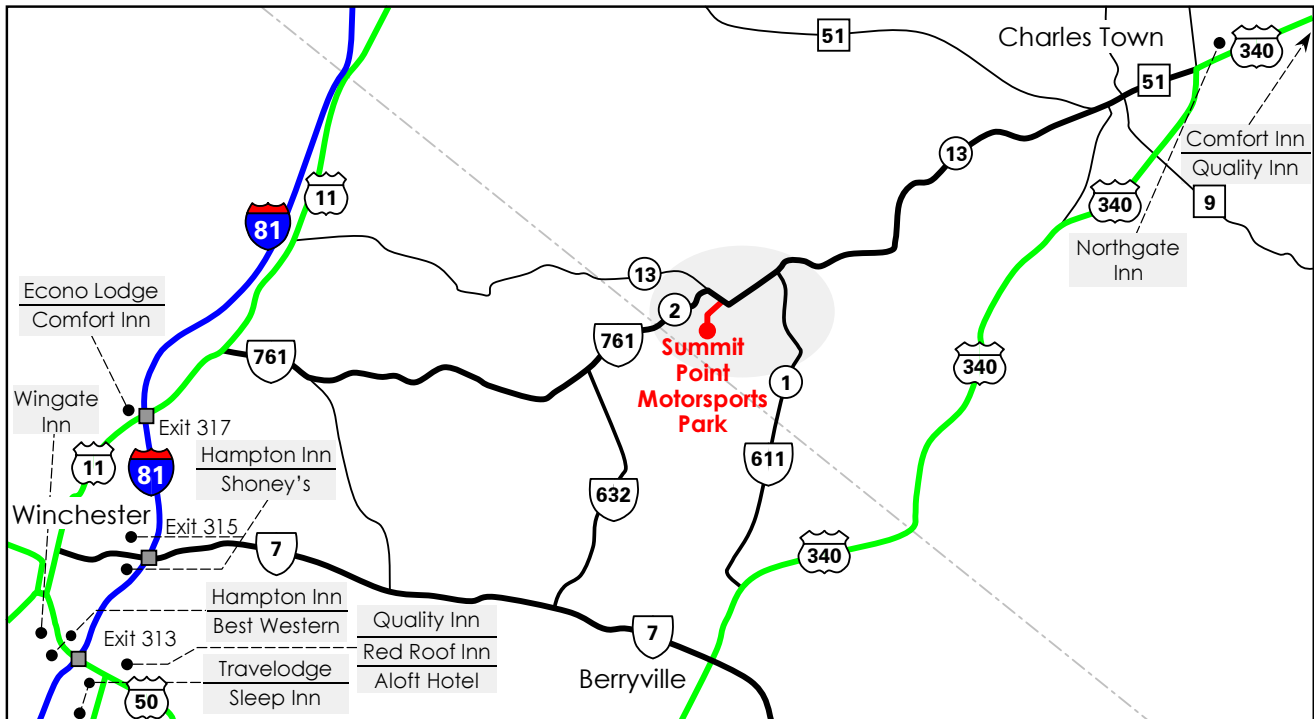
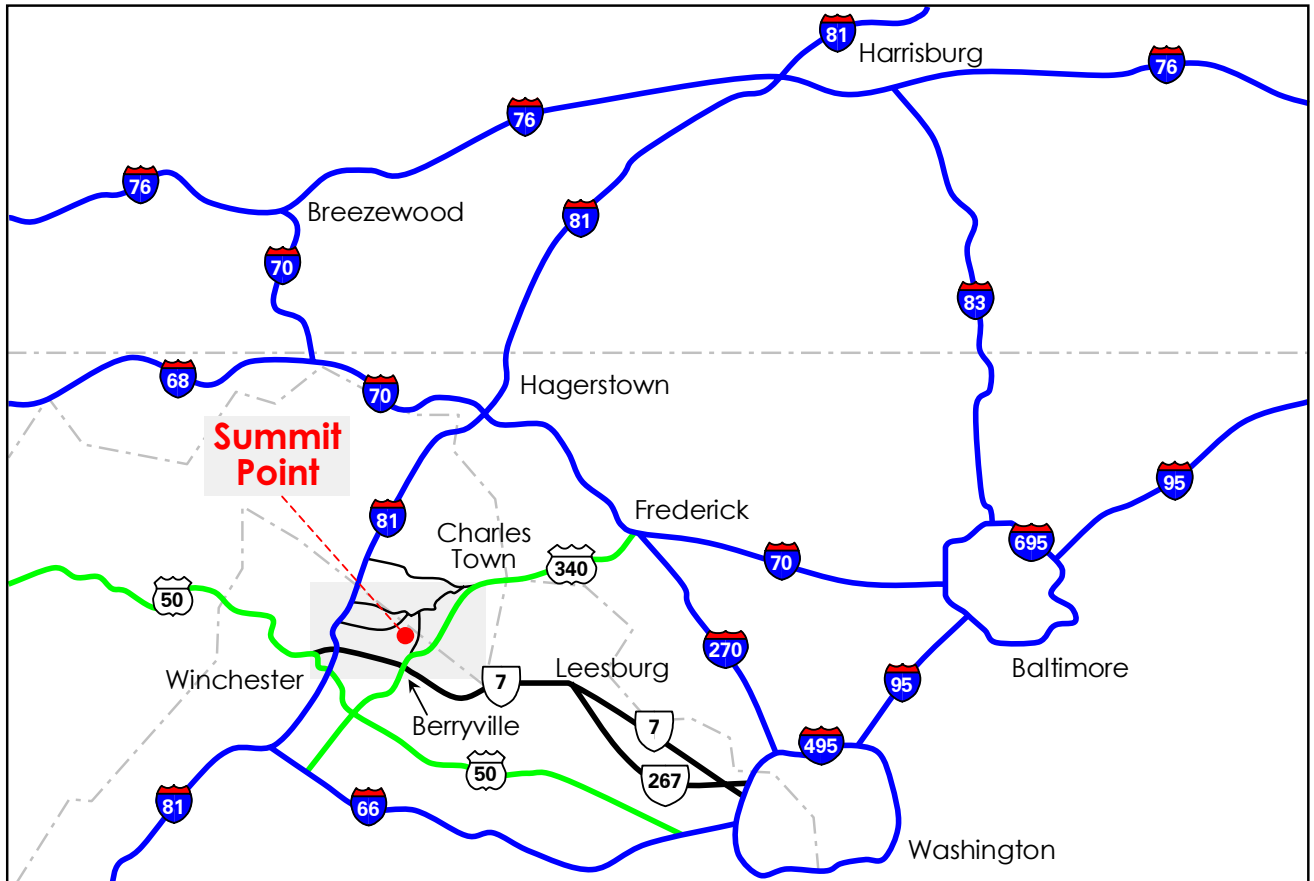
1. Take Interstate 81 to exit 315, Virginia Route 7 east.
2. After 6¼ miles, turn left at a traffic light on Virginia Route 632; there will be a small sign pointing left to Summit Point.
3. After 4 miles, the road will end at a T-intersection. Be especially careful in rain or fog, as the stop sign will appear suddenly under conditions of poor visibility. Turn right onto Virginia Route 761.
4. After 2¼ miles, the road will end at a T-intersection; be careful of high water across the road before this intersection (Virginia Route 761 becomes West Virginia County Route 2). Turn right onto West Virginia County Route 13.
5. Just over the hill (¼ mile), you will come to the track entrance; use the second entrance on the right for the Main Circuit.

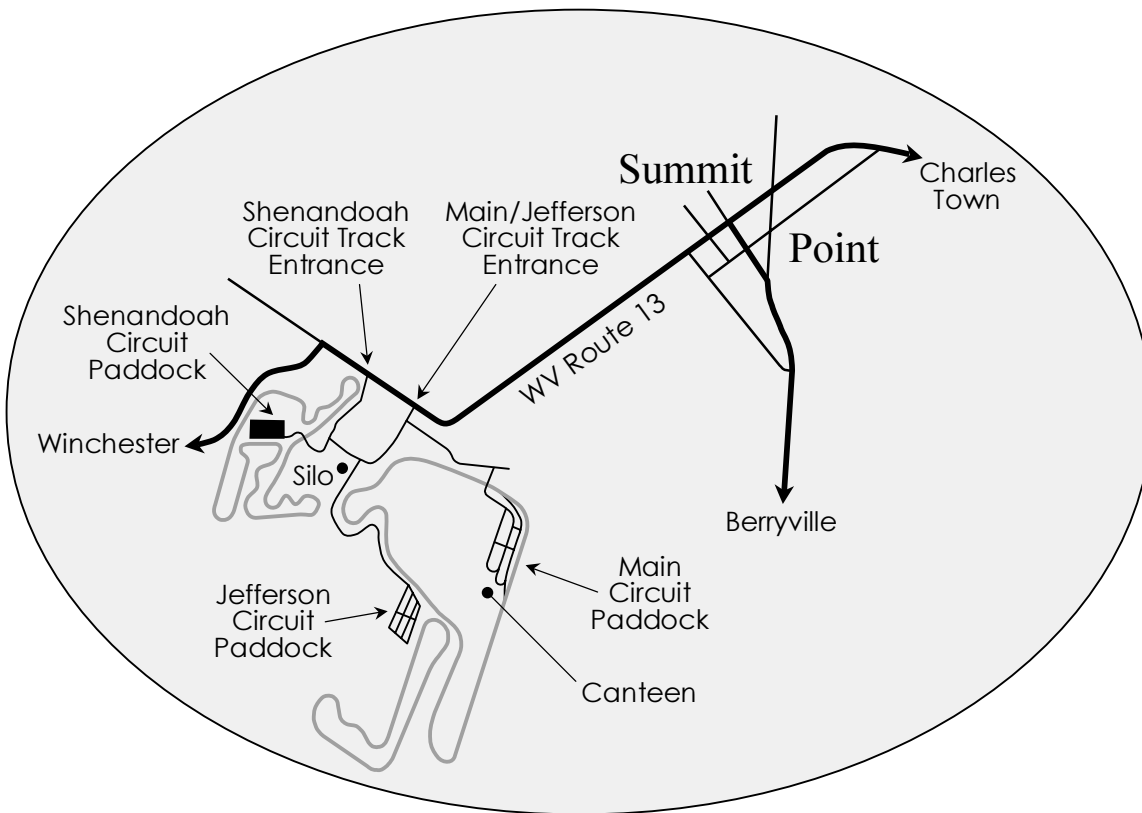
From Baltimore, Maryland

1. From Interstate 695 (the Baltimore Beltway), take exit 16, Interstate 70 west, toward Frederick, Maryland. Continue with the directions from Frederick below.



DRIVERS' SCHOOL





From Frederick, Maryland, to Charles Town, West Virginia

1. From Interstate 70 at Frederick, take exit 52, U.S. 340 west, toward Harpers Ferry and Charles Town, West Virginia.
2. Follow U.S. 340 across the Potomac River into Virginia, then into West Virginia, across the Shenandoah River, past Harpers Ferry, and then to Charles Town (approximately 24 miles from Interstate 70). Note that U.S. 340 west is redesignated as U.S. 340 south in West Virginia.

From Charles Town, West Virginia, to the Track

1. At the U.S. 340 bypass, continue straight onto West Virginia Route 51 toward the center of town.
2. After 1¼ miles, where West Virginia Route 51 bears right, go straight onto West Virginia County Route 13 (Summit Point Road).
3. Follow Summit Point Road for about 7 miles, through the town of Summit Point (unincorporated).

rated). The track entrance is about ½ mile past the town; use the first entrance on the left for the Main Circuit.

From Charles Town, West Virginia, to Winchester, Virginia

1. Turn right onto the U.S. 340 south / West Virginia Route 9 east bypass.
2. After approximately 13 miles, turn right on Virginia Route 7 west (just before Berryville, Virginia).
3. After approximately 9 miles, Virginia Route 7 junctions with Interstate 81 at exit 315; go north on I-81 for exit 317, south for exit 313.

Summit Point Area Lodging

The nearest hotels to the track are in Charles Town, West Virginia, and Winchester, Virginia. Please note that the Shenandoah Apple Blossom Festival is held in late April or early May and attracts several hundred thousand people for the week, so hotel avail-



ability may be limited at that time. If you prefer, camping is available at the track for the nights between the days that we rent the track. For example, if we have an event on Saturday and Sunday, camping is available Saturday night. Restrooms are available in the paddock at each circuit, and showers are available in the Main and Shenandoah Circuit paddocks.

Charles Town, West Virginia (about 7 miles northeast of the track)

- Comfort Inn—On U.S. 340 between Harpers Ferry and Charles Town. 304-535-6391.
- Quality Inn—On U.S. 340 between Harpers Ferry and Charles Town. 304-535-6302.
- Northgate Inn—On U.S. 340 just east of Charles Town. 304-725-1402.

Winchester, Virginia (about 12 miles southwest of the track)

- Econo Lodge—On U.S. 11 just south of Interstate 81, exit 317. 540-662-4700.
- Comfort Inn—On U.S. 11 just south of Interstate 81, exit 317. 540-667-8894.
- Hampton Inn—On Virginia Route 7 just west of Interstate 81, exit 315. 540-678-4000.
- Shoney's Inn—On Virginia Route 7 just west of Interstate 81, exit 315. 540-665-1700.
- Best Western Lee-Jackson Motor Inn—On U.S. 50 just west of Interstate 81, exit 313. 540-662-4154.
- Hampton Inn—On U.S. 50 just west of Interstate 81, exit 313. 540-667-8011.
- Wingate Inn—Off U.S. 50 west of Interstate 81, exit 313. 540-678-4283.
- Quality Inn—On U.S. 50 just east of Interstate 81, exit 313. 540-545-8121.
- Red Roof Inn—On U.S. 50 just east of Interstate 81, exit 313. 540-667-5000.
- Aloft Hotel—On U.S. 50 just east of Interstate 81, exit 313. 540-678-8899.
- Travelodge—On U.S. 522 south, just off of U.S. 50 east of Interstate 81, exit 313. 540-665-0685.

- Sleep Inn—Off U.S. 522 south, one mile from U.S. 50 east of Interstate 81, exit 313. 540-667-7636.

Other Information

- *Safety Equipment*—If you're going to take this drivers' school stuff seriously, we recommend that you install a roll bar that meets SCCA Solo I standards and five-point harnesses. If you *don't* have a roll bar, we recommend that you use the stock seatbelts that came with the car. You are required to offer the same kind of restraints on both sides of the car, i.e., if you plan to use a five-point harness on the driver's side, you must have the same five-point harness on the passenger side as well. Roll bars must be fully padded on both sides above the level of the front door windowsills.
- *Convertibles*—Due to safety considerations, we no longer admit convertibles to our schools, whether or not they have roll bars. Our instructors are still allowed to drive convertibles with roll bars, but they may not take passengers for rides.
- *Drivers*—To drive in our drivers' schools, you must be a fully licensed driver and at least 18 years old.
- *Riders*—Students may carry only instructors in their cars. Instructors, however, may carry any passengers. Riders must be at least 18 years old, have signed the club waiver, and be wearing a wristband. After morning registration, riders may obtain wristbands from the chief instructor or the school coordinator.

Cast of Characters

It takes many venturesome people to put on a drivers' school. Here are the folks in charge:

- Chief Instructor—Glen Speakman
- School Coordinator—Matt Oleksiak
- Chief Tech Inspector—David Ortiz
- Event Registrar—Doug Verner

But our tireless instructors handle the really tough jobs. Without them, we'd never get to turn a wheel on the track.