



PCA National HPDE Committee

Minimum Standards

1) PURPOSE

The PCA Driver Education Committee, in conjunction with the PCA Executive Council, has developed a set of Minimum Standards to be used as a common set of safety-based rules upon which to build and improve regional DE programs and National Instructor Training Schools. These standards have been designed to be basic in nature with an emphasis on proven safe practices, and they are designed to be used for Regions that wish to tailor their own programs to their Entrants. **Regions or Zones may have more stringent rules, but none more lenient.**

2) COMPLIANCE

Any Region/Zone that plans to run a High Performance Driver Education (HPDE) event or National Instructor Training school must meet all the minimum standards. By following PCA's Minimum Standards, PCA provides a consistently safe learning environment for all participants, thereby minimizing our exposure to legal liability for injuries to others. Non-compliance with PCA minimum standards jeopardizes our ability to insure events and failure to comply could prevent issuance of event insurance for future HPDE events for the Region/Zone.

3) HIGH PERFORMANCE DRIVER EDUCATION

Driver Education (a.k.a. Drivers Ed, HPDE or DE) is an instructional speed event which is characterized by continuous lap driving with passing to be permitted as allowed by these rules. **PCA DRIVER EDUCATION IS NOT RACING.** There shall be no official timing as the event is intended as instructional only, with no competition. There are no award points assigned and no trophies associated with DE events. While non-competitive, safety equipment is still required as outlined in these rules.

4) JOINT EVENTS

Multiple PCA Regions may host a Driver Education event together; however, one Region must be designated the host and is to take the lead role. It is the hosting Region's responsibility to oversee the event, obtain PCA liability insurance, and submit the Observer, Post Event, and Incident Reports (if necessary). Joint events with non-PCA organizations are prohibited, though other car clubs and car marques may attend any PCA DE event. Please review the current Region Subsidy offers in the Region Procedure Manual for potential financial support available from PCA National.

5) ROLES / RESPONSIBILITIES

a) Driver Education Chair/Event Chair

The DE Chair/Event Chair manages the event from beginning to end and submits the [Post-Event Report](#) within five (5) days of the event.

b) Chief Instructor/Chief Driving Instructor

The DE Chair/Event Chair must designate an individual as Chief Instructor/Chief Driving Instructor for each DE event.



c) Safety Inspector / Tech Inspector

The DE Chair/Event Chair must designate a person responsible for car technical inspection and safety at the event. This may be the Region Safety Chair or another person appointed by the DE Chair/Event Chair.

d) Region Authorized Tech Inspector

For the Pre-Track Car Safety Technical Inspection Form, the Region may authorize Porsche or other dealerships, specialty repair shops or independent Porsche or other mechanics, or competent and capable PCA National Instructors or persons to perform this inspection. For individuals approved by Region to perform technical inspections, Tech Session Event Insurance is required due to cars moving on lifts or ramps, and is provided at no cost to the Region (see application in [Event Insurance Enrollment](#)). PCA Tech Session Event insurance is not required for businesses or shops performing technical inspections on their own premises.

e) Classroom Instructor

The Classroom Instructor is responsible for providing the mandatory novice course at each DE, which includes the flagging and safety protocols as a base (See Section 6g). It is highly encouraged for Regions to provide classroom training for intermediate and solo run group drivers at each event; while many Regions also provide classroom training for advanced drivers, as these are high performance driver EDUCATION events.

f) Driving Instructor

A Driving Instructor / Instructor is defined as a fully registered Entrant who has signed all waivers and has successfully completed an approved PCA regional or National instructor training program.

g) Driving Student

A Driving Student / Student is defined as a fully registered Entrant who has signed all waivers, paid the regionally stated registration fee, and is driving a car that has met all required safety standards.

h) Entrant

A registered Entrant is defined as a person who will be participating in substantially all appropriate aspects of the event (on track, classroom and exercises, and corner working, if applicable). This does not mean, however, that a registered Entrant must attend the event full time or participate in classroom sessions or exercises that are not scheduled for such Entrant. For example, Instructors and advanced students need not participate in classroom session or exercises developed for novice drivers; corner working is not necessary if there are professional corner workers.

i) Event Observer

The DE Chair/Event Chair must designate a person to submit [Combined Observers Report](#) within ten (10) days of the event.

j) Event Control Center

The event control center must have the ability to be in communication with the corner stations and track, fire, and emergency center always when cars are on the track. For tracks with CCTV monitoring and electronic flagging displays, corner worker stations may not be present.



k) Grid/Pit Marshal

The DE Chair/Event Chair must designate a grid and/or pit-out marshal to control the flow of cars on and off the track.

l) Chief of Course

Chief of Course is the flag station or person which communicates with event control and all corners and is responsible for all reports and actions of each of the corner stations. The person coordinates all the actions of the corner stations. It can be the same person as in Event Control, but tracks that use professional corner workers will usually designate one person on their team for this role. For tracks with CCTV monitoring and electronic flagging displays, corner stations will be monitored in Event Control Center.

m) Medical Personnel at the Site

At minimum, one EMT trained attendant and one emergency equipped vehicle must be on-site.

n) Fire and Emergency at the Site

There must be personnel trained in fire and emergency situations and the site must have present either a fire truck and /or a tow truck equipped with fire emergency equipment.

o) Corner Workers

There must be a minimum of one person per designated occupied station and the station must be equipped with an appropriate complement of flags and communication equipment (radio or track hardwire system). Fire extinguishers must be readily available at either the worker station or with the emergency / safety services teams. Corner workers are not required at tracks equipped with electronic flagging displays and CCTVs monitoring the circuit, overseen by Event Control Center.

p) Instructors and Instructor Qualification

Every Region and Zone which organizes and hosts a DE event must have an instructor qualification program. The National DE Committee provides National Instructor Trainers to facilitate a PCA National Instructor Training school to regions which request this service. Please request a National Instructor School Region Handbook from hpdechair@pca.org for more information.

6) ADMINISTRATION

a) Insurance and Waivers

All events must have a Certificate of Insurance and all Entrants, drivers, instructors and guests must sign the appropriate PCA Insurance Waiver(s). For paper waivers, signatures on the waivers must be witnessed by a region representative and the witness must sign the waiver. Digital waivers are permitted ONLY using the PCA-approved SpeedWaiver system through MotorsportReg.com and ClubRegistration.net. **No minors are permitted in hot areas (i.e. grid or hot pits).**

For the most current waiver requirements, please refer to the PCA Region Procedures Manual (RPM) and follow other procedures as designated in the Insurance Section of the RPM. Please pay particular attention to the instructions for the Minor Waiver as the **Minor Waiver may not be completed electronically.**



b) Track Contractual Requirements

The DE Chair/Event Chair must adhere to any Facility safety requirement that is more stringent than the PCA Minimum Standards; for example and not limited to: track density, on-site medical, sound limits, electric vehicle or convertible safety standards, window position, passing protocol.

c) No Alcohol or Controlled Substances

NO ALCOHOL OR CONTROLLED SUBSTANCES MAY BE CONSUMED BY ANY ENTRANT DURING THE HOURS OF EVENT OPERATION, OR BY ANY PERSON AT THE SITE OF THE EVENT DURING THE HOURS OF EVENT OPERATION. This is not intended to prevent Entrants from taking medication as long as it does NOT have an adverse effect upon the Entrant's ability to control a vehicle at speed. **This must be discussed at all Drivers' meetings.**

d) Event Registration

Every Entrant must complete a registration form which must include emergency contact information.

e) Run Groups

The grouping of drivers into run groups shall be assigned in terms of their track driving experience and capability, as well as speed potential of the cars. All novice drivers shall be assigned an event-approved Instructor to ride with them for in-car instruction. Lead / Follow instruction has been approved by PCA and may be substituted for in-car instruction according to the Lead / Follow Minimum Standards.

f) Drivers' / Safety Meeting

All events must have a Drivers' meeting prior to cars permitted on the track to review event procedures and policies. ALL ENTRANTS MUST ATTEND.

g) Novice Driver Classroom

There shall be a mandatory classroom for all novice drivers, which shall include track etiquette and flagging comprehension, at minimum. This may be facilitated prior to the event via a virtual meeting platform (i.e. Zoom, Teams) or on-site at the Event.

h) Incident Policy

In the event of any contact which cannot be buffed out (except as noted below), verbal altercations or personal injury of any person on site during the event requires an Incident Report. Damage caused by debris or to the wheels/suspension/under-carriage from an off-track excursion does not require a report.

The [Incident Report](#) must be submitted to the individuals indicated on the current Incident Report Form within five (5) business days. In case of bodily injury to any individual at the Event, an Incident Report must be written and submitted to our National Insurance Chair by the next business day. The report form is available on the PCA.org web site and is now part of the insurance packet received from the National Office when you submit an insurance enrollment form.

Individuals involved in an incident, or their insurance carriers, may request a copy of the Incident Report directly from the PCA National Insurance Chair. Regions or Zones should not provide the PCA Incident Report to individuals or their insurance carriers and shall direct them to the PCA National Insurance Chair.



For Regions or Zones utilizing the 120-day **2025 PCA Driver Education Pre-Track Car Safety Technical Inspection Form**, it is the Region's Chief Driving Instructor or designee's responsibility to document the incident or the mechanical failure directly on the Entrant's PCA Driver Education Pre-Track Car Safety Technical Inspection Form. This shall negate the 120-day validity of the Inspection. The Entrant will then be required to present a new form at any future events.

i) PCA Observer's Report

The PCA [Combined Observer's Report](#) form must be completed within ten (10) days of the event by an impartial party who was in attendance at the event. (i.e., not the Event Chair or the Chief Instructor/Chief Driving Instructor).

j) Post Event Report

The PCA [Post Event Report](#) form must be completed by the Event Chair within five (5) days of the event.

k) Use of Drones

Refer to the current PCA Drone Minimum Standards in effect at the time of the Event. The DE/Event Chair must adhere to any Facility drone policy that is more stringent than the PCA Drone Minimum Standards.

7) SITE STANDARDS

a) Site Standards for Driver Education Events ("Facility")

A Driver Education event must be held on a paved asphalt surface within a closed circuit as part of an official motorsports facility (i.e. where sanctioned race organizations hold events). Corner workers must be placed throughout the track in a safe manner and have proper communication systems, or a CCTV-electronic flagging display system must be in effect. Use of a non-paved surface may only be used for parking and paddock areas. Facility must be designated on the Certificate of Insurance request and shall be reviewed by the National Safety Chair.

Written request for approval for DE events which do not fall under an official motorsports facility (such as an airstrip), may be submitted to the National Safety Chair prior to any contract signing between the Region and Facility. The site must be paved asphalt and free of surface anomalies and must have permanent defined course confines. The Region shall submit aerial photographs (such as GoogleEarth) and a design of the course to the National Safety Chair for approval. Specifically, the Facility must have the ability for multiple cars to be on track with safe passing conditions.

b) Site Standards for National Instructor Program

National Instructor Training programs must follow the site standards as defined in the Driver Education Event Standards "Facility" Section 7a above.

8) ON-TRACK STANDARDS

a) Refueling

No smoking is permitted within 30 feet of refueling activities. Vehicles shall have their engines turned off while refueling.



b) Car Occupancy

No more than two people may be in a car at a HPDE Event; one must be an approved and registered event Instructor and the other must be a registered Entrant in the event. There are no exceptions to this rule. Registering people for the sole purpose of “thrill” rides is not acceptable.

c) Passing Zones

Passing zones for all groups must be well defined at the Drivers’ Meeting. All passing must be completed by the end of the passing zone as defined by the event organizer. Road courses associated with super speedways may use the superspeedway turns as passing zones (turns on the portion of the track comprised of the oval section of the superspeedway); e.g., Turn 3 at Pocono. **There shall be no passing in any other turns except as allowed by the Expanded Passing Program.** Kinks in a straight area of the track will not be considered turns unless specified by the DE Chair/Event Chair. The DE Chair/Event Chair shall take into consideration the areas of the track that are preferred for passing and may restrict certain passing zones to advanced run groups.

THERE WILL BE NO PASSING UNDER RED FLAG CONDITIONS. THERE IS ALSO NO PASSING UNDER YELLOW FLAG CONDITIONS EXCEPT FOR SLOW MOVING VEHICLES WHOSE DRIVERS HAVE SIGNALLED THAT THEIR VEHICLES ARE DISABLED.

d) Window Position / Passing Signals and Procedures

Regions must follow Facility requirements for window position and passing signals as noted in Facility contract. If no specific requirements are stated, Regions may choose to utilize either hand signals with windows down or turn signals with windows up or down for their passing protocol using below standards. The protocol selected must be used for ALL run groups during the event. If, due to weather related or other reasons, the Region chooses to switch protocol during an Event, the switch must be made for all run-groups and a mandatory Drivers’ Meeting must be held to notify all drivers of this change.

Regions’ pre-event, registration, confirmation and meeting communications must clearly define the passing protocol to be used at each Event.

Hand Signal Protocol: With windows down, all passing in the designated areas will be with the use of hand signals to direct the passing car safely around the car being passed. All signals must be demonstratively clear and there must be a separate signal for each car given a pass. It is preferred that the car being passed remains on line allowing the faster car to pass safely.

In the event of Entrant Drivers who, due to a physical impairment, are unable to use hand signals or for cars with fixed windows, refer to Turn Signal Protocol below.

In the event of inclement weather (i.e. excessive heat or rain), a Region using Hand Signal Protocol may choose to switch to Turn Signal Protocol during an event for all run groups, provided all Entrants have been amply notified of such Turn Signal Protocol.

Turn Signal Protocol: With windows up or down, Regions may permit the use of turn signals to signal passing in the defined designated areas and all signals must be demonstratively clear, with a separate signal for each car given a pass. To indicate multiple cars passing, the turn signal must be turned on and off.



DE Chair/Event Chair shall adhere to the following protocol for Turn Signal Protocol passing in the Event. This will ensure there is no confusion for Entrants who attend multiple PCA region events. The protocol is: If a right turn signal is used, pass shall be taken on the right side of the car being passed; and a car with a left turn signal is indicating to the car behind them to pass on the left side of the car. Common practice in North America uses this protocol and this must be clearly defined in all Entrant communications.

Exception Protocol: In the event of cars which do not have working turn signals, the Entrant shall use hand signals with windows down to indicate passing. In the event of cars without working turn signals and also have fixed windows, such cars shall visibly move to the side of the track and create an opening for passing vehicles. Such Entrants and their cars, if any, shall be identified in the Drivers' Meeting and specific instructions for passing protocol be made known to all drivers in such run group.

e) Expanded Passing Program

The DE Chair/Event Chair may choose to implement an expanded passing program. With Expanded Passing, passing may occur on all portions of the track, including all turns. If Expanded Passing is allowed at an event, it shall follow these protocols:

- Expanded Passing is to only to be used in the top run group or top two run groups (depending on the total number of run groups) at the discretion of the Regional DE management. Only Advanced Solo drivers and Instructors are allowed to participate in Expanded Passing. Expanded Passing should never occur in the novice or newly solo driver run groups.
 - For Example: A five (5) run group program consisting of Novice, Beginner, Intermediate, Advanced and Advanced/Instructor run groups, the only run groups eligible for expanded passing are the Advanced and Advanced/Instructor run groups.
 - For Example: A four (4) run group program consisting of Novice, Beginner, Intermediate/Advanced and Instructor run groups, only the Instructor run group can participate in Expanded Passing. If the Regional DE management discerns the drivers in Intermediate/Advanced meet the qualifications, the top two run groups may have Expanding Passing.
 - For Example: On a DE day where there are two (2) run DE run groups (such as advanced only days), Region DE management may determine only one run group may participate in expanded passing.
- All Entrants participating in Expanded Passing must be vetted by the region Chief Driving Instructor, Chief Track Instructor or Safety Chair for their skills and judgement to participate in Expanded Passing.
- All passing signals are “real time”. If you initiate a pass with a signal, expect a car to pass at the time you give the signal, not at the next straight away.
- All passing signals are a contract between two Entrants. If you initiate, let the car pass. If you are given a signal and decline, you must visibly wave off the signal.
- No more than two cars side by side in the turn.
- When entering a turn with another car, NO ONE OWNS THE TURN. Each Entrant is entitled to 50% of the track as if there was a white line through the center of the turn.
- **Instructors may give their own Students passenger demonstration rides only one run group higher than the Students' current driving run group.**



- The Chief Instructor/Chief Driving Instructor may designate up to five (5) instructors per event who may take advanced Entrants as passengers (no beginners or novices), for the purpose of instruction only.

All Entrants of the designated run group must willingly participate in Expanded Passing. Any Entrant who does not care to participate must be moved to another run group. This program is self-policed and any passing done without a signal or over aggressive driving may result in exclusion from the program or may be dealt with appropriately as decided by Regional DE management.

f) Erratic Driving

For four (4) wheels off, spin, and/or contact, the Entrant must immediately come into the black flag station to have the car inspected and to be queried for the cause.

g) Lap Timing

PCA HPDE Events are not timed events. Any timing by an Entrant is done for instructional purposes only, and is not part of the operation of the Event.

9) DRIVER EDUCATION EVENT OPTIONS

a) Time Trials

Regions may optionally offer a Time Trial at a HPDE event. A Time Trial brings a competitive aspect to the DE. After all the untimed sessions of a HPDE are finished, there is a final session that is timed for the purpose of official scoring. During the Time Trial portion of the event, cars are sent out one at a time on to the track to have their designated number of timed laps. All the allowed timed laps are run continuously, as in practice; however there shall be **no passing**. Cars must be released with enough spacing to avoid catching one another, so proper spacing of the cars is crucial. Typically, this means that only two or three cars can be on the track at a time during timed runs. The Grid/Pit Marshal shall grid cars by speed potential and Entrant's driving ability, sending the fastest cars first, and should use their best judgment and discretion as to the spacing.

The DE Chair/Event Chair should have an additional Entrants' meeting before timed runs start. This meeting should review (at least): No passing; flag rules; maintaining distance between cars; number of laps to be driven; any safety concerns.

The purpose of Time Trials is to give the Entrants a clear track with no distractions, to get an impartial lap time, and potentially have rankings among the drivers. As always, safety is the primary concern during PCA track events. All standards that apply to a Driver Education will apply to the Time Trial portion of the event except as noted in this section. NOTE THAT THE PCA LIABILITY INSURANCE SPECIFICALLY PROHIBITS WHEEL-TO-WHEEL COMPETITION IN THIS CONTEXT.

b) Demonstration Rides

PCA's Driver Education (DE) program is based on the core assumption that these events are instructional in character. PCA Driving Instructors ride with Entrants (Students) in their cars in an educational capacity. There are no exceptions.



i) Demonstration Rides for Non-Students (Hot Laps, Thrill Rides)

Approximately half of the PCA Regions host DE events. To provide prospective students/sponsors/friends/family a “taste” of the DE experience, regions may have offered rides with an experienced DE Instructor during a run group session. While we understand the importance of these efforts, some significant risk management concerns have been presented to the Executive Council. After much discussion, consultation, and careful consideration, the EC has determined that it is necessary to prohibit Hot Lap rides.

However, we do understand the value of offering tours of the track to various persons. To support the regions hosting DE events, regions may use the Event Option models per the specifications noted herein. In addition, if appropriate, a Region may allow Non-Entrants to attend a Novice Student classroom session, enjoy lunch with Region members, or observe from a corner worker station and/or from the control tower, if permitted by the Facility.

ii) Demonstration Rides for DE Entrants

There may be times when a “demonstration ride” by a Driving Instructor is helpful to further enhance the educational process. A Demonstration Ride is defined as a student Entrant riding with an Instructor in one run group higher than the Entrant’s assigned group. For example, if a novice student Entrant would benefit from a demonstration ride, the ride would occur in an instructed beginner run group, not an advanced group. If the Instructor has more than one student, the demonstration ride can occur in the lowest experience run group possible. The purpose of this ride is to demonstrate the proper driving techniques to help the student Entrant correct his/her issues, not to show how well the Instructor can drive the Facility. All HPDE event rules and minimum standards apply.

In PCA’s HPDE program, there are other forms of Demonstration Rides for Non-Students and they are as follows:

iii) Taste of the Track (DE Track Sampler)

The sole purpose of the “Taste of the Track” program is to introduce a driving enthusiast to the wonderful world of high performance driving PCA style. We understand that some drivers would like to learn more about the PCA Driver Education program, but are not quite ready to be a full-time DE Entrant. With that in mind, this program has the following requirements:

Requirements for the Entrant:

- Must be at least eighteen years of age.
- Must complete the appropriate entry form, pay the Region’s fee, and sign all appropriate insurance waivers.
- Must attend the Region’s novice student activities, including the general drivers’ meeting and Novice classroom session(s).
- Must comply with the Facility’s and PCA Region’s clothing requirements for this event.
- Helmets are not required.

Requirements for the Region:

- Designate a specific “Taste of the Track” run group session in the daily schedule. This run group is for the Taste of the Track Entrants only.



- Assign an approved DE Instructor to each Taste of the Track Entrant.
- The DE Instructor will drive his/her own vehicle in the designated run group. Instructors may choose to explain the basics of driving (e.g., car control, the line, dealing with traffic) and explain event & track rules (e.g., run group format, corner worker stations).
- Only the approved DE Instructor and her/his student Entrant are allowed in the car.
- All vehicle doors must be securely closed and seatbelts securely fastened.
- Helmets are not required.
- It is mandatory to keep speeds well below “track speed,” with a maximum speed of 60 mph.
- No passing is allowed.

Note 1: If any of the above requirements are not met, PCA may choose to not insure the activity.

Note 2: Track Tours or Taste of the Track Programs would be subject to the rules and contractual terms of the individual Facility.

c) Track Tours (Parade Laps)

Regions may optionally implement a Track Tour program. This program allows non-HPDE Entrants the opportunity to experience the track in a comfortable low-speed session. Passengers are allowed.

Requirements for the Entrant(s):

- The Entrant will be driving his/her own vehicle and the Entrant driving must be at least eighteen years of age and possess a valid driver’s license.
- The driver Entrant must have a valid driver’s license, pay the region’s entrance fee, and must sign the appropriate insurance waivers.
- All vehicle occupants must sign the appropriate insurance waiver. Under age Entrants (minors) must have a responsible adult print & sign the appropriate waiver for them, and shall use DOT approved restraints appropriate for their age & weight. All occupants will use at least DOT seatbelts.
- Helmets are not required.
- All vehicle doors must be securely closed and seatbelts securely fastened.
- It is mandatory to keep speeds well below “track speed,” with a maximum speed of 60 mph.
- No passing is allowed.

Requirements for the Region:

- The Track Tour program will be run separately from other run groups and may be run without corner workers.
- No passing is allowed during this session.
- There will be enough pace cars well-spaced in the group to keep speeds below “track speed,” with a maximum speed of 60 mph. Pace car drivers must be at least 18 years of age and be appointed by the Region’s DE event management team.
- Participating vehicles are not limited to Porsches. All participating vehicles must be either approved by the Chief Tech Inspector as generally roadworthy or have a valid state registration. Motorcycles and off-road vehicles are not allowed.

Note 1: If any of the above requirements are not met, PCA may choose to not insure the activity.

Note 2: Track Tours or Taste of the Track Programs would be subject to the rules and contractual terms of the individual facilities.



d) Introduction to Driver Education (DE INTRO)

The purpose of the “DE INTRO” program is to provide PCA members an opportunity to experience high performance driving on the track without committing to a full day at a Driver Education event. We understand that some drivers would like to learn more about the PCA Driver Education program, but they are not quite ready to be a full-time DE student Entrant. The Introduction to Driver Education program allows a driver to bring his/her car to the track and drive for one driving session just as any other student Entrant at the Driver Education event.

This program has the following requirements:

Requirements for the Entrant:

- Must be at least eighteen years of age and possess a valid driver’s license.
- Must register for the Driver Ed event like any other Entrant, including the fees associated with this registration.
- Must attend the drivers’ meeting and classroom session for the DE Intro group.
- Like all Entrants, the DE Intro Driver Entrant will drive his/her own car. This car will require a completed Tech Form before the event like every other car participating in the event.
- The DE Intro driver will be considered an Entrant of the event, and he/she will be subject to the same rules and regulations as all driver Entrants at the event.

Requirements for the Region:

- Designate a specific “DE INTRO” run group session on one day of the event. This run group is for the DE Intro Entrants only.
- Assign an approved DE Instructor to each DE Intro Entrant.
- Novice Run Group rules will apply to this session. Passing is allowed in the same passing zones designated in the Novice Run Group.
- Only the approved DE Instructor and her/his student Entrant are allowed in the car.
- All vehicle doors must be securely closed and seatbelts securely fastened.
- Helmets are required.
- The DE Intro driver is considered to be a student and an event Entrant.

e) Track Experience

PCA believes that instituting a controlled and safe educational experience for potential HPDE drivers may improve interest and attendance in the HPDE program. Providing this Track Experience will enable a potential driver to experience first-hand high performance driving, without being behind the wheel.

The “Track Experience” is guided by the following standards:

Guidance:

- Track Experience will provide an initial exposure to the Driver Education experience for an interested driving enthusiast.
- Track Experience may take place in the Entrant’s car or the Instructor’s car, only with the Instructor driving.



- The car must pass the on-site Safety Inspection, which is performed by the Region's / Zone Tech Inspection team. This may be done at the same time as other Entrants' on-site Final Safety Inspections (See Section 10b below) or a separate time scheduled by DE/Event Chair.
- The Instructor will explain the basics of driving (e.g. car control, the line, dealing with traffic) and explain the event and track rules (e.g. run group format, corner worker stations etc.)
- It is mandatory to maintain speeds in keeping with those appropriate for the beginner run groups. All Region rules regarding passing, safety, and courtesy for the selected run group must be followed. Specifically, the Instructor should demonstrate all passing signals and etiquette to the Entrant. A best practice would be for the demonstration cars to line up at the end of grid.
- Track Experience purchase is for one run group session only and an Entrant may only attend a Track Experience session once per day. A \$1 or more Entrant fee must be collected.
- Only the approved DE Instructor and his/her Track Experience Entrant are allowed in the car.
- All PCA track activities are subject to the rules and contractual terms of the individual Facility.

Requirements for the Region:

- The Region's Chief Instructor/Chief Driving Instructor selects a maximum of four "Track Guides" from their most experienced and trusted Instructor Corps to drive the Entrants in the Track Experience.
- The Region's Chief Instructor/Chief Driving instructor will choose the lowest run group for this experience. If a Region has two fully-instructed lower run groups (such as in a five-run group Event), the Track Experience may also host four additional Track Guides for that run group.
- In the event there is only one run group for an event, a Track Experience may not take place (i.e.: advanced solo driving event).
- To denote that there is a demonstration on track, the demonstration car must be identified in one of the following manners as best determined by the Region: Safety flashers, magnetic / vinyl signage, identifying tape on rear bumper or some other visible denotation.
- Regions must provide and Entrants must attend a Region presentation on the purpose, benefits, expectations and risks of DE Participation. This may be held virtually prior to the Event or at the track Event.

Requirements for the Entrant(s):

- Entrant must be aged 18 years or older.
- The Entrant must have a valid driver's license, pay the region's Track Experience entrance fee, and must sign the appropriate insurance waivers.
- Entrant may join only one run group session per day. An additional run group session may be purchased for consecutive days at an additional fee.
- Helmets, appropriate clothing and all safety equipment per Minimum Standards are required.
- All vehicle doors must be securely closed and seatbelts securely fastened.
- Entrants must attend a Region presentation on the purpose, benefits, expectations and risks of DE Participation.



10) VEHICLE STANDARDS

a) Car Safety Inspection

It is the sole responsibility of each Entrant to present a vehicle which is safe to operate in a high performance driving situation and is in sound mechanical condition. The car owner must certify that the car is safe to run on the track and that the car has been inspected by a regionally approved person or shop within one hundred twenty days (120) prior to the event. [Note: Check host Region's protocols as they may vary between thirty (30) and one hundred twenty (120) days.] A completed **PCA Driver Education Pre-Track Car Safety Technical Inspection Form** signed by the Entrant driver and the approved person or shop is required to be presented to the Region at the Event, but the Entrant driver must maintain the original form throughout its valid duration. Separately, the Final Safety Inspection Form (noted in 10b) must be completed and handed in to the Region at the Event, and the Region shall retain the form in either physical or electronically scanned format according to PCA's current Record Retention and Destruction Policy in the PCA Manual of National Policy and Procedures.

If the Entrant's car has had an incident requiring an Incident Report or has experienced a mechanical failure at a prior PCA or other organization event, the Entrant must provide a new completed PCA Driver Education Pre-Track Car Safety Technical Inspection Form in order to participate in a PCA HPDE Event. Regions or Zones may have more stringent Minimum Standard Tech form requirements than the National Tech Form none more lenient.

b) Final Safety Inspection

Safety inspection by PCA Region or Zone volunteers does not relieve an Entrant of his/her responsibility for the safety of the vehicle entered into the Event. A final safety inspection of the car, led by the Region, shall be performed within 24 hours at a site near or at the Event Facility. This shall include inspection of the following: All loose objects or distracting items removed; At least one functioning brake light; Gas cap and battery secure; Wheel lug nuts torqued (Regions may choose to have Entrant perform this in front of inspector or by asking Entrant if he/she has torqued them); Helmet with proper Snell rating; Head and neck restraint system required with harnesses; Car numbers in place at least 4" in height; Proper clothing attire (per Region rules) and any other items deemed necessary by the Region and/or Event Chair.

In conjunction with the PCA Driver Education Pre-Track Car Safety Technical Inspection Form (which is retained by the Entrant) and after completing the PCA Driver Education Final Safety Technical Inspection Form (which is turned into to Region), the car shall be accepted to the Event. The car shall then be identified with a sticker or some other means as having passed the final inspection for the Event.

Current PCA race cars with current PCA log books and driven by the corresponding PCA racer may skip the Final Safety Technical Inspection grid tech at a DE Event if they present the completed PCA Driver Education Pre-Track Car Safety Technical Inspection Form and log book to the Event Registrar or Safety Inspector / Tech Inspector.

c) Identification

All cars must be identified with a legible number at least 4" in height. Either the car or the Entrant must be identified by run group. The use of colored wrist bands to identify the Entrant and his / her run group is highly recommended.



d) Cabriolet/Convertible Cars

Any make of car delivered with factory installed rollover protection meets the minimum standards for PCA DE events. In these cars, we recommend the soft-top be in the up position or the hard top installed. If the top is in the down position, an SFI and/or FIA approved arm restraint system must be used.

If a car does not have factory installed rollover protection, a roll bar or roll cage must be installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield). Design, installation and materials of roll bars or cages and their installation must meet PCA Club Racing specifications, contained in [Appendix A-Roll Cage Specifications of the PCA Club Racing Rules](#). All Targa tops must be installed unless there is additional rollover protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory rollover protection.

e) Open Wheel / Open Cockpit Cars

All open wheel / open cockpit cars participating in the event must have fenders attached to the vehicle body at all four corners. In addition, all occupants of open cockpit cars must utilize an SFI and/or FIA approved arm restraint system.

f) Equal Restraints

Both the driver Entrant and passenger Entrant must have and use the same type of restraint system. For instance, if a harness is used on the driver's seat, a harness must be used in the passenger's seat. Regions must communicate this requirement to Entrants requiring an Instructor so as to not have the Entrant arrive at the track with a harness system in the driver seat and a 3-point belt system in the passenger seat.

In the driver and passenger seats, the harness manufacturer and number of attachment points do not need to match; five, six or seven point systems are considered equal.

g) Harness Systems

If the Entrant chooses to install a driving harnesses of five or more attachment points, several changes to the automobile must be made to create a safe occupant restraint system. The systems must follow these standards:

- SFI or FIA-approved competition harnesses of five or more attachment points are required and must be properly mounted in accordance *with* the manufacturer's specifications and instructions, including harness attachment points and shoulder strap mounting. No Y-type shoulder harnesses are allowed. *(Note: See four-point exception below.)*
- Harnesses may not be mounted to the seat or seat rail, except as noted in Section 10 (h) below. Mounting must be to the chassis backed by large diameter washers (if stock mounts are not used) or to the roll bar. No two harness straps may be attached to a single mounting bolt.
- Harnesses bear a date of expiration. The SFI standard requires seat belt to be replaced every two years based on date of manufacture. The FIA standard allows the seat belt to be used until an expiration date at the end of the fifth year after the year of manufacture. It is left to the Entrant's discretion as to whether the strap material or harness should be replaced more frequently than required by SFI or FIA Standards.



- Harnesses must be used in conjunction with a seat that has the supplied routing holes for the shoulder and antisubmarine belts. (An additional Standard is listed specifically for Porsche GT Seats below in Section 10 (h).)
- The Entrant should be aware that the addition of such a seat and harness system results in the occupant being fastened upright in the vehicle. Therefore, in order to have a COMPLETE SYSTEM, a **properly padded roll bar or roll cage is recommended and an approved head and neck restraint device is required**. A head and neck restraint device certified as meeting the standards of either SFI 38.1 or FIA 8858 or its successor is required. The use of such a harness system without roll protection and a **head and neck restraint device** may result in an unsafe environment and is not a COMPLETE SYSTEM. Roll bars or cages and their installation must meet PCA Club Racing Standards.
- An approved head and neck restraint device is **required** for all cars using harness systems. Cars must not be allowed on track if the Entrants do not have a head and neck restraint device while using harnesses.
- If the driver seat has a harness system, but the passenger seat does not, both the driver and passenger must use the 3-point belts, according to the Equal Restraints section 10 (f) above.

When using a head and neck restraint device, it is recommended that one follow the SFI Recertification process for the head and neck restraint device. The instructions for this can be found on the device. Additionally, it is recommended that the straps be replaced every five years.

Four-point systems are not allowed in Porsches because of the integrated headrest supplied by the factory, EXCEPT as noted below. In addition to the standard SFI and/or FIA-approved five- and/or six-point system, a four-point system is allowed in non-Porsches that meet the following requirements:

- Meets the Federal Motor Vehicle Safety Standard 209.
- Attaches to the factory seat belt mounting points.
- Each belt is designed to work in a specific vehicle and that vehicle tag must be attached to the belt system.

Four Point Belt Exception: Schroth has developed a four-point harness for specific vehicles. These vehicles must be fitted with the original factory seats with which the cars and belts were tested. The belts must also be installed per the Schroth instructions. The belts are Federal Motor Vehicle Standard 209, and as such they are deemed street legal and approved by federal seat belt safety regulations. These belts also have labeling confirming the intended use for these specified vehicle models. They are ONLY allowed in the vehicle with which they were tested.

[Current information from Schroth may be found here: <https://www.schrothracing.com/item/schroth-quickfit/>].

h) Porsche GT Seats

For Porsche GT seats with an existing factory anti-submarine belt punch-out on the passenger seat, it is acceptable to remove the punch-out for installation of an anti-submarine belt per the equal restraints rule. This is the only permissible way to implement an anti-submarine belt for these seats.

For Porsche GT seats, the lap belts of the harness system may be attached to the carbon seat stock mounts. The harness shoulder belts shall be attached to either a properly mounted harness bar or to the roll bar.



i) Lane Change and Auto Braking

Cars with Automatic Braking and/or Lane Drift Correction Systems / Lane Change Assist will only be allowed to participate in DE events if the systems can be turned fully off while the car is on-track. Proof of the ability to fully shut off these systems must be provided (i.e. information in Owner's Manual, etc.). Drivers must be aware if the system reverts back to operating position if the car's ignition is turned off and on again.

j) Hybrid / Electric Vehicles

Regions shall verify if the Event Facility permits Hybrid / Electric on track. Regions may decide if they shall allow all car marques, just Porsche-brand or no Hybrid / Electric Vehicles to participate in Event.

k) Non-Permanent Mounting Brackets

Mounting of phones, cameras, Garmins or other recording or data devices must be presented during the on-site Final Safety Inspection. Regions may opt to require tethers or other safety securing measures for these devices.

11) ENTRANT / DRIVER STANDARDS

a) Driver's License and Age

All Entrants must have a valid driver's license (state, country or province, as appropriate). The minimum age for any driving Entrant is eighteen (18) years.

b) Helmet

All car occupants must wear a Snell approved helmet, which has the current available Snell Safety certified SA rating or the one previous Snell Safety certified SA rating. If inventory is not readily available for the most current Snell rating, then a one-year extension may be granted and notification will be sent by the PCA National HPDE Chair. M-rated Snell approved helmets are permitted, but it is suggested to move to a Snell SA helmet in the higher run groups. Other helmets are acceptable if they are approved for PCA Club Racing (SFI, FIA) ; See Driver Requirements in the PCA Club Racing Rulebook for acceptable helmets and expiration notices <https://pcaclubracing.org/rules/rulebook/>.

c) Footwear and Clothing

Footwear must be enclosed (not open-toe), non-slip, with a relatively smooth sole. Hiking-type deep lugged soles are not acceptable. Facilities, Zones or Regions may have more specific requirements for footwear and clothing, including the possibility of fire-resistant race suits.

d) Eye Protection

If the car does not have a windshield, the driver must be equipped with eye protection.



12) DISCLAIMER NOTICE

Disclaimer: The purpose of the "Minimum Standards" is to provide a Region with a base point on which to build their own regional program. The standards were designed to be minimal in nature so that any region can have more stringent rules, but none should have any more lenient. Any Region that plans to run a DE event must meet all the minimum standards. A Region's repeated failure to comply after warnings of noncompliance or a Region's refusal to adhere to these standards could prevent the Region from obtaining PCA insurance for future events. Substantial compliance with these standards would be part of the Observers' Report process. One of the functions of the PCA Driver Education Committee is to review and modify these standards, if required. Any modifications to these standards will need Executive Council approval.

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