

Mercedes Benz Club of North America and Lotus Ltd Performance Driver Education

These events are established by the Mercedes Benz Club of North America and Lotus, Ltd to educate our members in Performance Driving of their cars. These events are not competition and are not to be treated as competitive driving events. They are not timed.

The safety of the participants and their instructors is paramount: to insure this, rules and guidelines are established.

Technical Inspection

The technical inspection is to be performed by a qualified technician who is familiar with the type of cars being inspected. This is the responsibility of the participant. A copy of the tech inspection is to be brought to the event. We do not perform or certify tech inspections, but we will check to be sure helmets are the required type, that batteries are secured and that brake fluid is fresh. Failure to bring the form constitutes failing the tech inspection and forging a tech inspection constitutes failing a tech inspection. You must arrange for and pay a technician to do this for you.

The tech inspection must have been performed within 4 weeks of the event.

If the car is damaged at the event, it must be withdrawn from the event.

Safety equipment

Snell© (SA) helmet certified no more than 10 years earlier for drivers and for instructors is required.

Street cars: D.O.T. restraints of the same type and size for driver and passenger.

Race cars or older cars: racing quality 4 or 5 point harness of same quality and strength for driver and passenger.

Street cars must have a hardtop (i.e. coupe) configuration or a manufacturer certified rollover protective device (e.g. the Lotus Elise, Porsche Targa, Porsche/Mercedes-Benz automatic roll bars are acceptable). These cars must run with the top in the closed position or have arm restraints for driver and passenger. This prevents an arm extending out of the car and being injured or lost in a rollover.

Open cars may drive at full speed with a four point competition roll bar that meets at least SVRA/HSR vintage competition rules again with driver and passenger competition seats, 4 or 5 point harnesses, and arm restraints.

Some tracks allow open cars at “highway speeds”. For this separate group, a pace car for each 4 cars driving 65 mph must be provided. These cars should not share the track with others. Even if

the track permits this, the practice is strongly discouraged. Very few Lotus models are true open cars, so their group would always be very small.

A head and neck restraint system is strongly recommended for all cars with competition harness systems.

Tires and brakes should be reevaluated by all participants after each session.

Watkins Glen events in 2016. "M"
Helmets will be allowed and permissible.

Driver Regulations

Students are to submit prior track experience for classification.

There will be an instructor in each car. No other passengers are permitted without approval of the Performance Driver Education Committee. With instructor recommendation, experienced students can be evaluated by a second instructor to participate with solo/instructor status.

All those requesting solo status are required to serve as instructors if needed. Those requesting this status must submit a resume of prior experience to the Driver Education Committee.

Overtaking is to be done only in specified places and only with a wave-by of the driver (not the instructor) being overtaken.

Either hand signals or turn indicators may be used as a "wave by" signal.

A left turn signal (left arm pointed left or left turn indicator) means, "Pass on my left"

A right turn signal (left arm up and over car or right turn signal) means, "Pass on my right"

These arm signals are respectively reversed using the right arm for a right steer car.

Cars with steering on the right must designate this with a sign on the rear for clarification.

Venues: Tracks, autocross lots, etc

We want the facilities to be safe for our members and their cars.

Proposed venues (i.e. race courses, motorsports parks, parking lots or other facilities for autocross events) must either be approved for SCCA racing, professional road course racing or be inspected and approved by the Driver Education Committee.

For autocross there must be at least 50' between the marked course and any immovable objects such as poles, planters, curbs, etc.

For D.E. full speed events there must be adequate runoff area and there must be adequate corner marshalling in case of loss of control, mechanical failure, or driver medical events.

These marshals must be networked with a control steward whose duty is to relay emergency conditions to all marshals and control the course.

There must be sufficient grid marshals to insure that drivers of the correct group are the only cars on track and that the only passengers are instructors.

There must be adequate gate personnel to insure that all participants and spectators sign a Lotus Ltd release.

There must be at least one level 2 EMT unit at the Performance Driver Education event at all times. If the unit has to transport a patient to a higher level treatment facility, the event will have to stop until another unit of the same level 2 can replace the first unit.