



## Niagara PCA Driver Education

### Do's and Don'ts When You Breakdown at WGI

**Prime Directive:** When in doubt, DO NOT LIMP your car into the pits!

If your car is not working correctly, the best thing to do is get off the track as soon as possible.

**REPEAT: DO NOT** try to limp your car into the pits/garage. This normally does NOT go well and can be hazardous to you and others on the track!

Watkins Glen has MANY places to safely get off the track surface:

- 1) Between turns 1 and 2, BOTH left and right sides
- 2) Just past turn 4 entering the back straight, right side (near flag station)
- 3) At the end of the bus stop, right side (near flagger and tow truck)
- 4) Entering turn 5, Outer Loop (a bit further around from the bus stop): right side
- 5) At the exit of 5 - NASCAR straight, right side
- 6) Turn 8 (Heel of the Boot), straight off onto left side dirt road; avoid the gravel!
- 7) Turn 9 (Off-camber left) – the other end of the NASCAR straight, right side
- 8) Pit lane

Places you can stop and wait safely off the track for assistance

- 1) Turn 1 by the flagger/fire truck, left side
- 2) Between turns 2 and 3, right side
- 3) Break in the wall toward the end of turn 6 (The Chute), right side

Other breaks in the wall not mentioned are not the best to park at. But when you cannot make the above listed safer areas, getting way offline and/or stopping off the track is safer and certainly less expensive than risking further damage to your car by limping it along.

**NOTE:** if you pull into the “no-loop” escape road at the end of the back straight or take the NASCAR straight, and your car is still driveable, DO NOT EXIT unless a flagger signals that it is safe for you to continue.

**REPEAT: DO NOT RETURN THE TRACK without a signal from the flagger!**



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### Rope Tow Procedure

Should your car need to be towed off the track, please follow these instructions.

1. The tow-truck driver will attach a strap to your car, preferably to a tow-loop. Make a habit of installing a tow-loop before going on the track (front and back are ideal).
2. Tell the tow-truck driver WHERE you want the car taken before being towed.
3. Helmet on, belts fastened, if you are towed in on the track surface!
4. Key on, motor off: if you take the key out, the steering wheel may lock.
5. If you have power steering and power brakes, be aware that it will take much more effort to steer and brake with the engine off.
6. Tow driver will slowly accelerate to get you up to towing speed.
7. Your job is to *keep the tow strap taught*.
  - a. On level road, *lightly* drag brakes as necessary to keep the strap taught.
  - b. Going downhill, modulate brakes to maintain your distance and minimize slack.
  - c. Going uphill, release brakes completely.
8. When going around curves
  - a. Try to stay on the same trajectory as the tow truck, minimizing slack.
  - b. Be careful not to cut a corner too sharply, making the tow strap go slack, or too widely, putting excess tension on the strap and slowing the tow truck.