

**Iowa Chapter BMW CCA**  
**Special Passing Exercises**

**Driving skills to be consistently emphasized:**

**1. Braking**

- a. Smooth, consistent, appropriate application of the brakes.
- b. Braking right up to and into the corner to enhance grip during turn-in.
- c. Groups 1 and 2 only--Trail braking right up to the apex of a corner for the purpose of extending the braking zone, making a late pass, or balancing the car in a corner.

**2. Throttle application**

- a. Using the throttle to balance the car throughout a corner.
- b. Eliminating the use of the throttle as an "on/off switch".
- c. Identifying corners where part-throttle application could begin sooner.

**3. Cornering off of the "driving school line" (Groups 1 and 2 only)**

- a. Exploring different lines through corners.
- b. Practicing off-line entries into corners.
- c. Emphasizing "holding the apex" longer, and on track-out unwinding the wheel as soon as possible while accelerating.
- d. Developing an understanding of the "better line", earlier entry under braking, adjusting the line at the apex to create a later exit.

**4. Blending into the ebb and flow of traffic at speed**

- a. Maintaining a broad awareness of all cars and conditions around the vehicle.
- b. Understanding and practicing track protocols in a less-structured environment (e.g., late passing into corners).
- c. Establishing techniques for judging closing speeds, allowing overtaking cars to maintain momentum.
- d. Enhancing the smooth flow of traffic by emphasizing the utilization of all passing zones (i.e., ALL straights). This is not optional.
- e. Anticipating receiving timely point-bys from slower cars being overtaken, and be prepared to pass.

**(more specifics on next page)**

## **GROUP 2 (INTERMEDIATE):**

- **DURING THE FIRST 10 MINUTES OF THE 2ND SESSION EACH DAY.**
- Student passing exercises will focus on **giving and taking late passing signals but only into selected corners** on the track: **turns 5, 7, and 9 only.**
- For a late pass **entering turn 7 or 9, the faster car will be on the RIGHT. The slower car's driver will point up and across the top of the car to the right.**
- A **late passing signal** is one that will not allow the passing car to safely come back on-line before entering the corner – the faster car will enter the corner off-line.
- Students will be **paired** for this exercise. The **lead car gives a late passing signal** and then **accommodates a late pass** by slowing appropriately **while maintaining his/her normal line into the corner.**
- The **passing car anticipates the signal** by maintaining momentum and prepares to pull off-line and pass off-line directly into the apex of the corner.
- The two cars then resume the “normal line” until the next designated late pass corner.

## **GROUP 1 (ADVANCED):**

- **DURING THE FIRST 10 MINUTES OF THE 2ND AND 3RD SESSION ON SATURDAY.**
- This exercise is identical to the Group 2 Intermediate Run Group **but late passing will be practiced into all corners except turns 2, 3, 10, 11, 13, and 14.**
- **For late passes entering right turns, the faster car will be on the right (inside).**

## **Notes to Students and Instructors**

- Please ***make every effort to stay together*** for this exercise. The passing car may need to ‘lay back’ a little after the pass to allow the passed car to stay close enough to re-pass at the next spot. Keep speeds appropriate for pairs to avoid becoming part of a ‘train’.
- Instructors must assist students in monitoring traffic behind them, and insist that the student use every passing zone to let faster traffic by.
- Instructors in Groups 1 and 2 in faster cars must help students become confident in taking a late passing signal into a corner, not to wave off, but enter the corner off-line to complete the pass safely.
- Groups 1 and 2 – The slower car being passed on the right entering turns 7 or 9 must use extra care to make sure the faster car has cleared before executing turn-in. Instructors must be watchful.