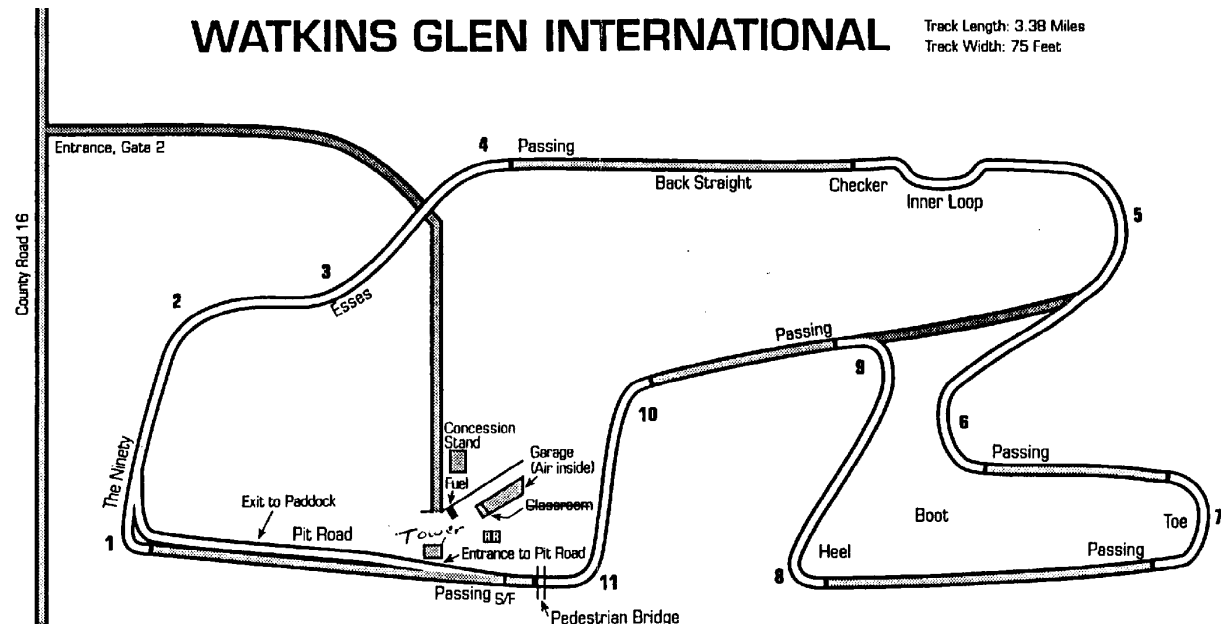
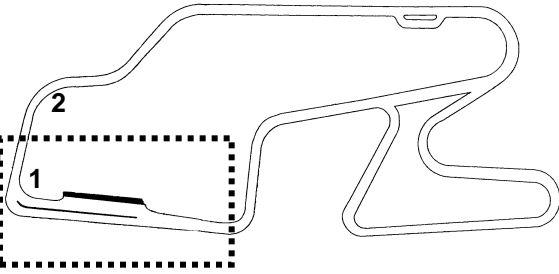


# ARPCA

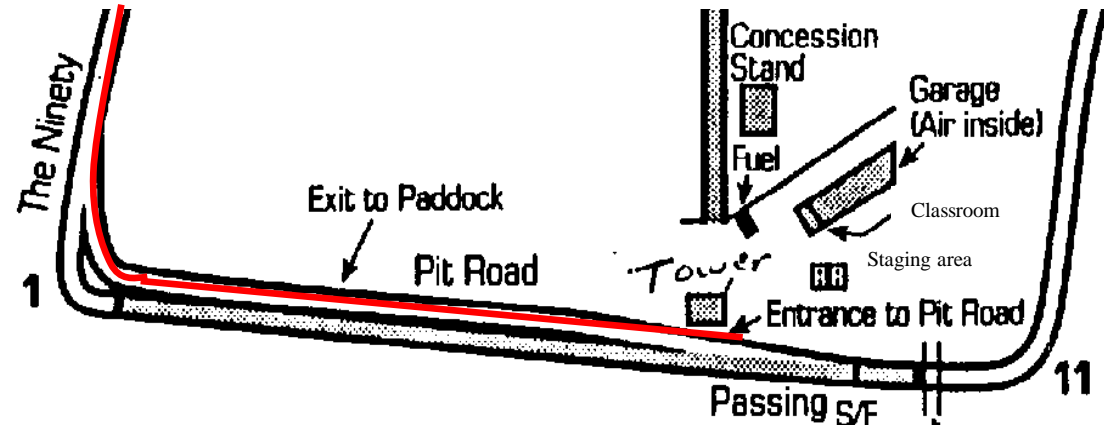
## Welcomes You To Watkins Glen!

### A and B Classroom

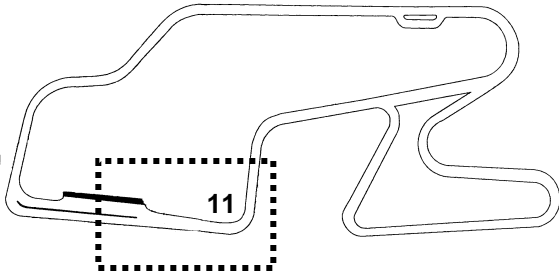




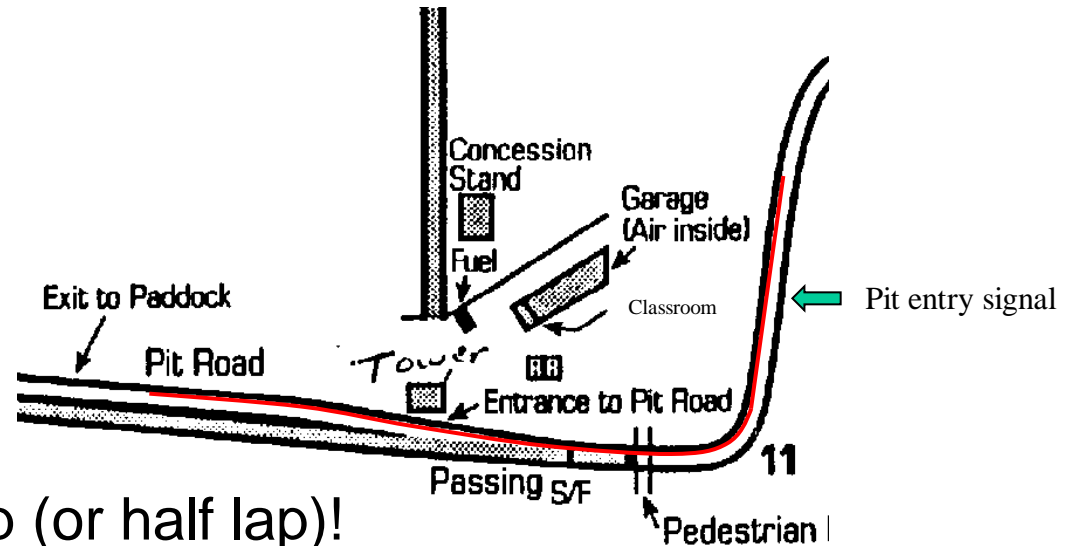
# Entering the Track



- Line up outside garages when your group is called
- Get prepared for the track
- Be careful when entering onto pit lane
- Instructor will find you there
- Pull up to starter when signaled
- Enter the track promptly when signaled
- Take a warm-up lap!
- Take it easy or the bend at the end of the pits will be a surprise!
- Stay to right of track on exiting the pits
- Stay right until you can watch for cars in your mirrors, then merge left
- Don't rely on flagger (if there)



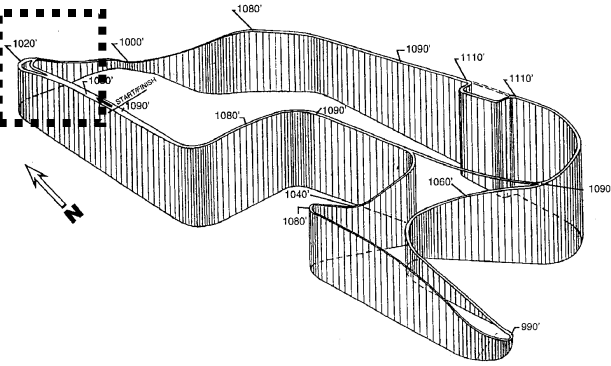
# Exiting the Track



- Take a cool down lap (or half lap)!
- Signal when entering the pits
- Track exit is immediately after turn 11
- Give Pit Entry hand signal before turn 11
- Start slowing down
- Stay to far right of track
- As you enter the pits slow WAY DOWN
- Watch for cars entering pits from paddock
- Exit Pit lane just before bleachers

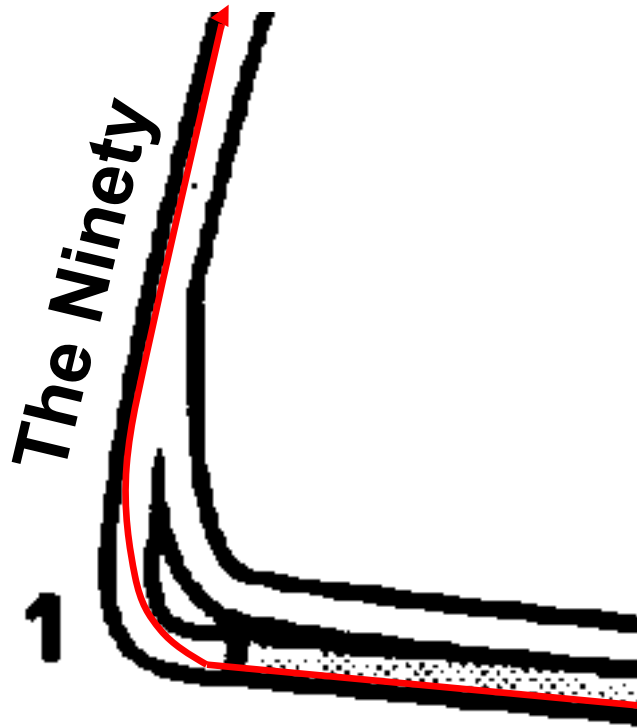
# Safety First!

- Check your car every session, ask for help if needed
- If you get tired, come in to rest
- If you get really tired, don't drive

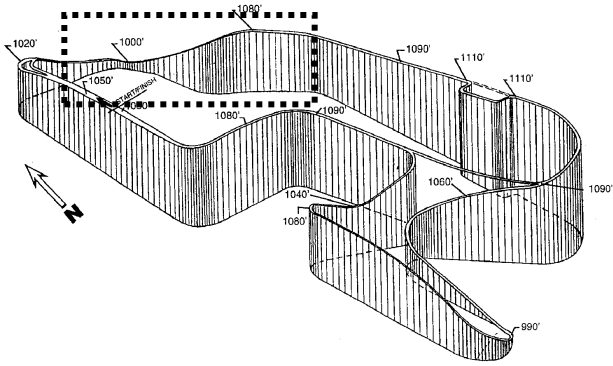


# Turn 1

## *The "Ninety"*



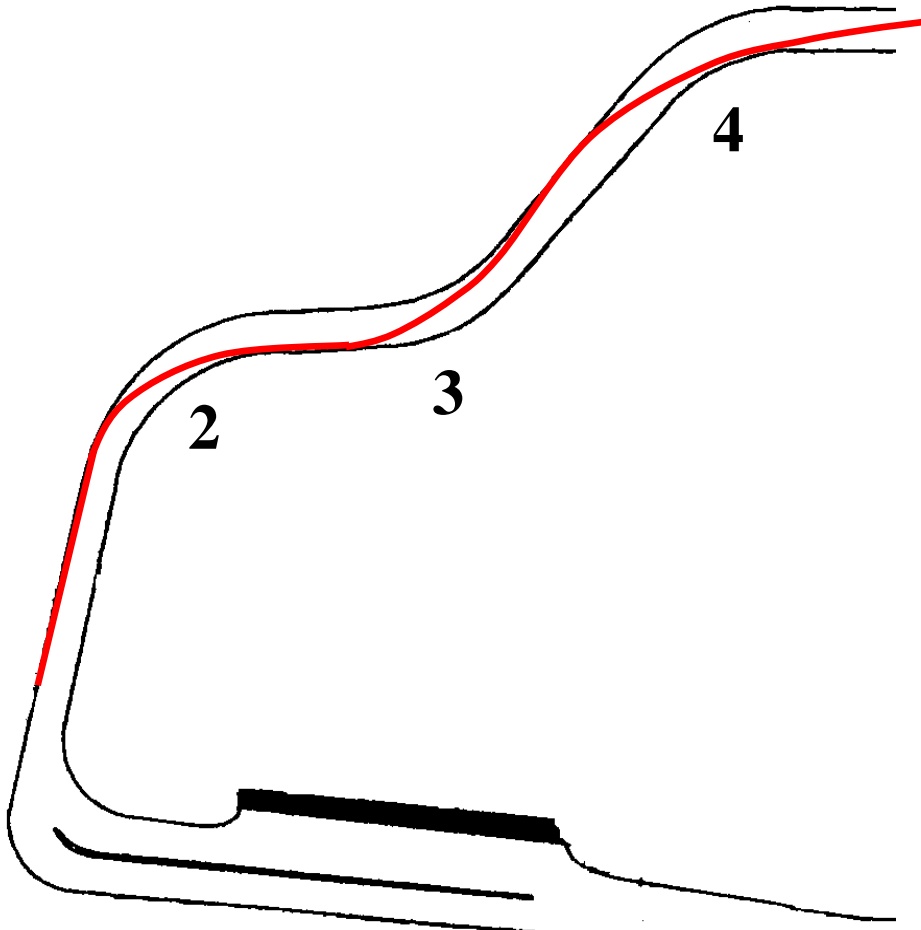
- Fairly classic right-hander
- Requires heavy braking going down hill
  - Get passing done early
- Watch for cars entering the track from the pits
- Although this is one of the earlier apexes here, resist the urge to make it too early!
- Pivot point: End of pit straight, beginning of back straight



# Turns 2, 3, 4

## *The "ESSES"*

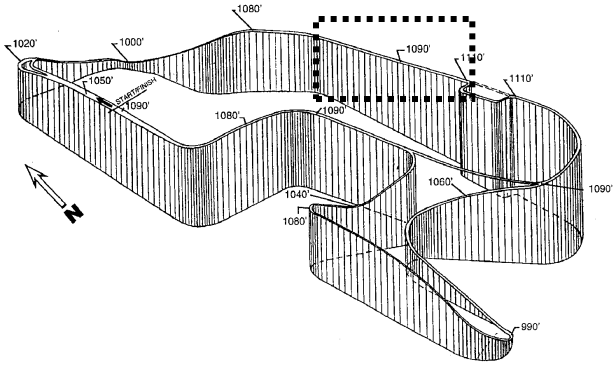
*Some of the fastest corners you'll ever be going through!*



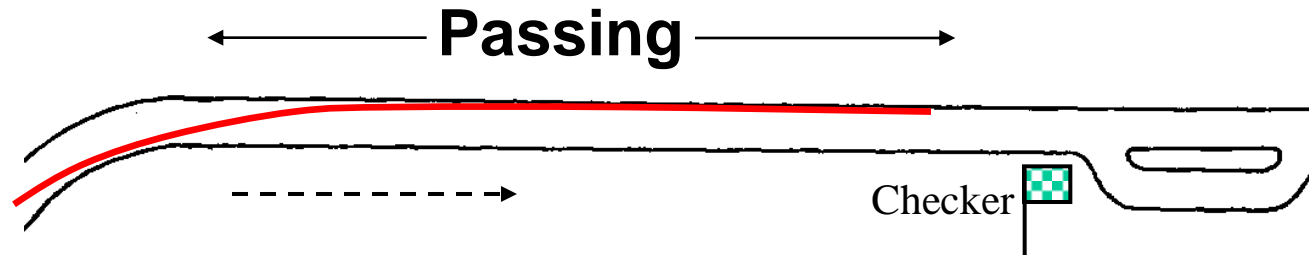
**Turn 2: Fast Right Hander.  
Exit at mid-track.  
Keep eyes up. Look  
through 3**

**Turn 3: If you had to lift  
before entering, you  
didn't do it right!**

**Turn 4: At this point you  
have it made. Relax  
and enjoy the back  
straight**



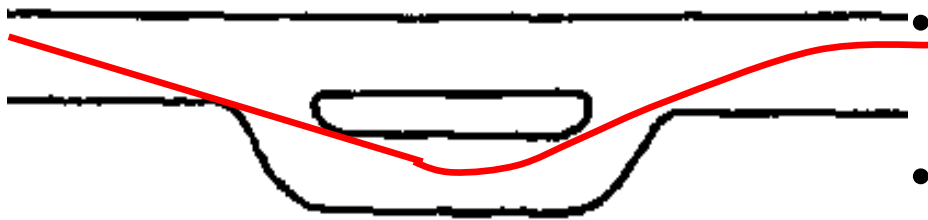
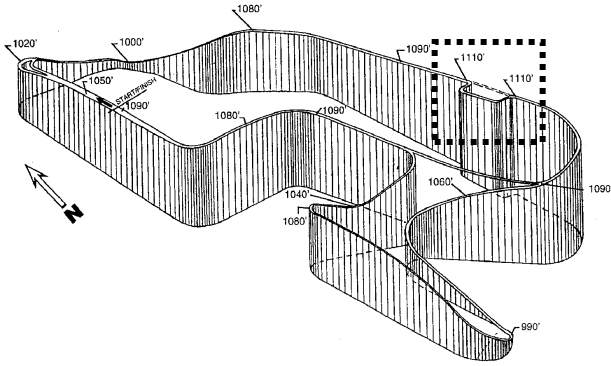
# *The Back Straight*



- **Use straight to relax, check gauges**
- **Watch for cars around you**
- **Watch passing situations**
- **Complete passes early. You need time to get set for the inner loop.**
- **Watch for Checker Flag. Easy to miss here**

# Turn 5 A

*The “Inner Loop”  
or “The Bus Stop” or “the Chicane”*



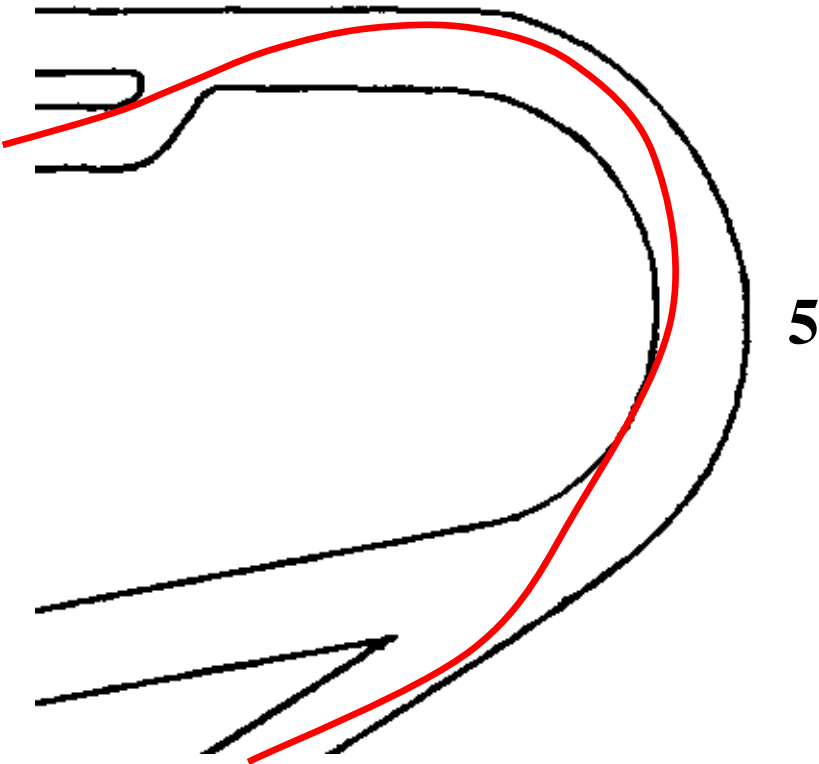
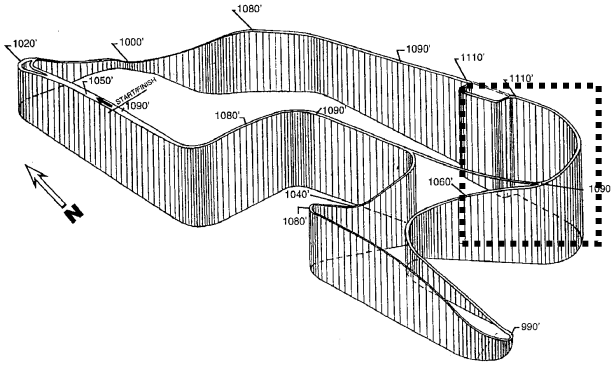
**Inner Loop  
(Bus Stop)**

- **Busy area**
  - Braking
  - Passing complete?
  - Checkered flag?
  - Now, how do I get through here
- **The MOST DANGEROUS Area of the Track**
- **Get all your braking and shifting done well before entry**
- **Until you're comfortable with the corner, think of it as three corners connected by two straights.**

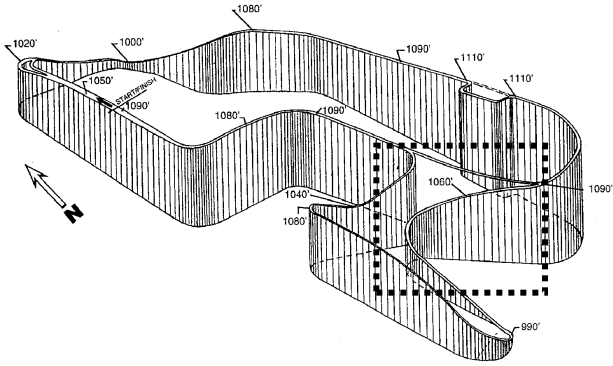


# Turn 5

## *The “Loop”*



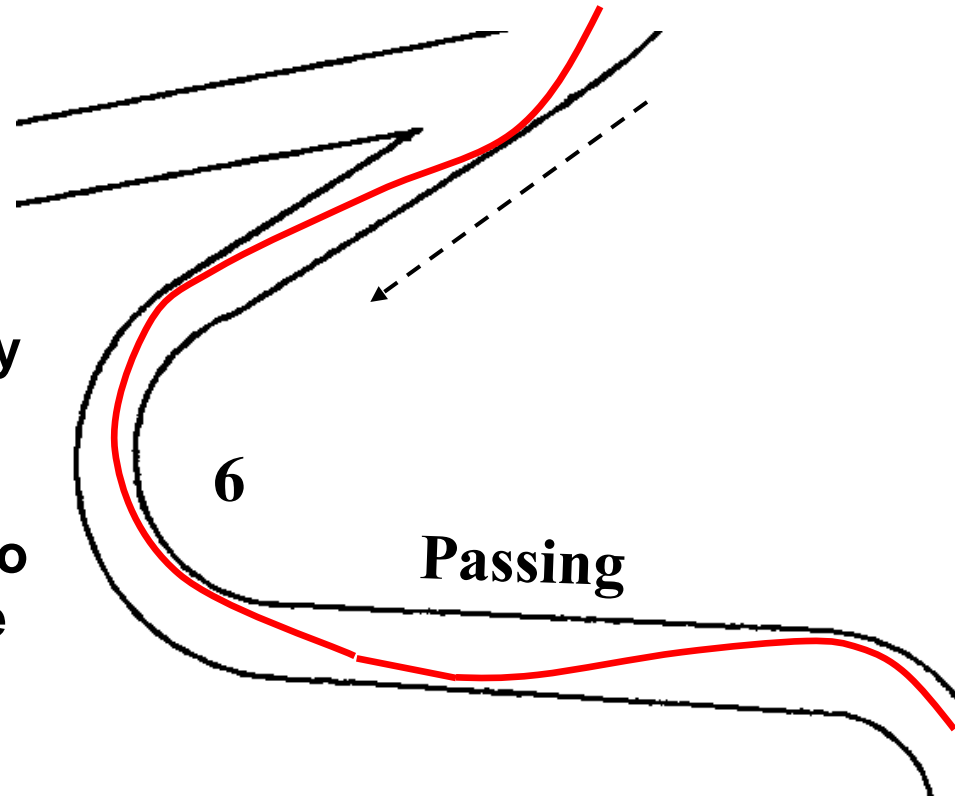
- **Start turn in as a smooth transition from the exit of the Inner Loop**
- **Start turn in, but hold track center until you can see the apex (Will I ever get to the apex?)**
- **Hold inside of turn for a late apex then drift out to where the NASCAR course exits to the right**
- **Take the left hand track!**

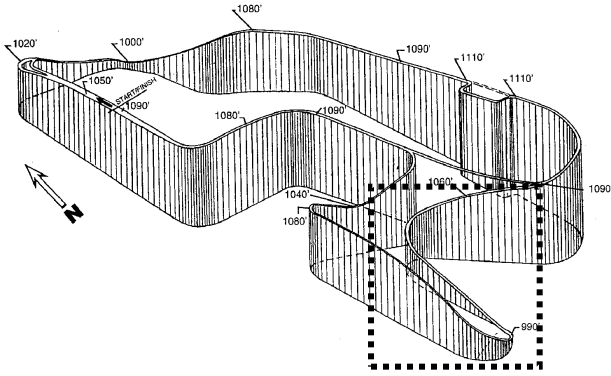


# Turn 6

## *The "Chute"*

- **The chute brings you very quickly down a steep hill. Requires significant braking attention.**
- **Another corner where it is easy to apex too early with potentially dire consequences**
- **Once car is set toward apex, heavy acceleration is possible to drift out to curbing on right side of track**
- **Passing is permitted here, but you must be "friendly"**

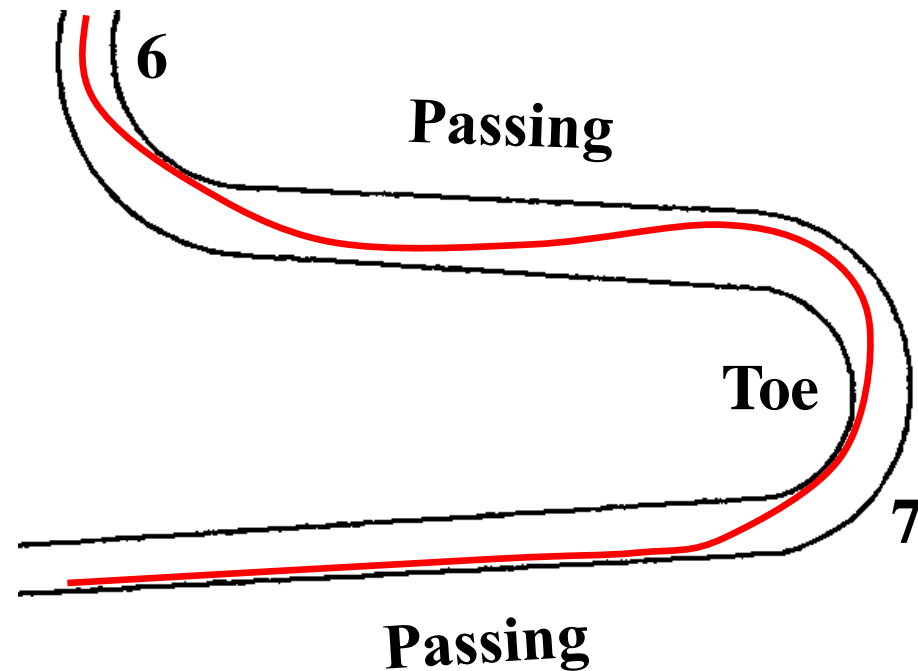


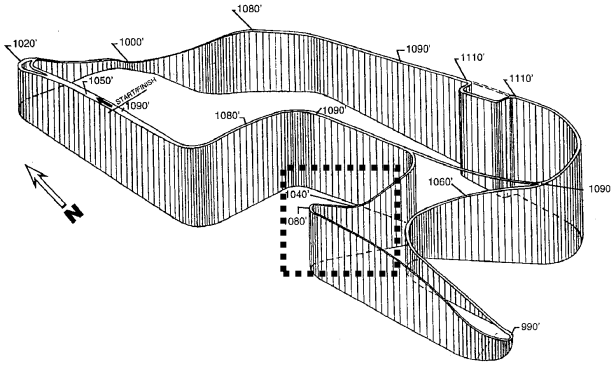


# Turn 7

## *The "Toe of the Boot"*

- **Another down hill braking zone. Make sure passing is complete!**
- **Another corner where it is easy to apex too early. Consequences here is lost speed up the hill.**
- **A treacherous corner in the wet! Use the patch to your advantage in the dry. Beware of it in the wet.**
- **As you complete the corner, start you Christmas list by wishing for 1000 HP. Again friendly passing is necessary.**

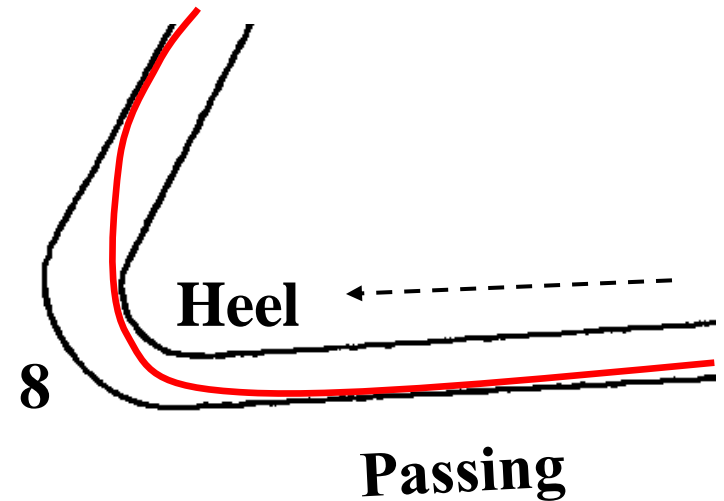




# Turn 8

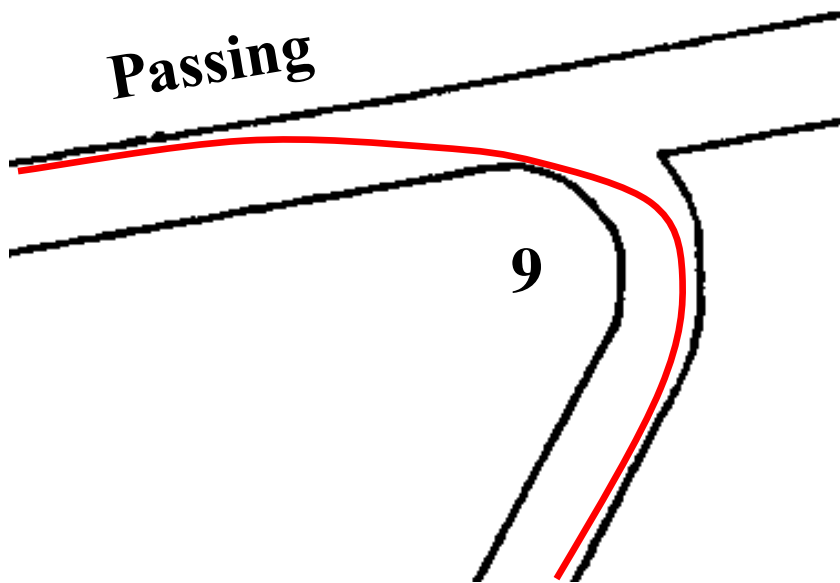
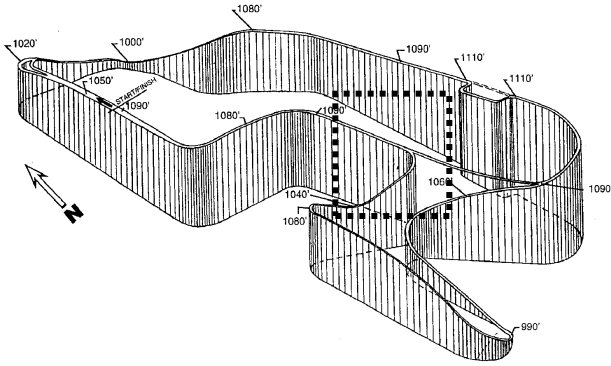
## *The "Heel of the Boot"*

- Despite the long uphill struggle you just completed, you will need some heavy braking for this corner.
  - Complete passing early
  - Look for extra patch at left of track.
- Complete braking and turn in just beyond the patch.
- Just because this corner looks a little more "normal", fight the urge to apex early! It is still more than 90°.
- Walk this corner if you have an opportunity. You'll be surprised

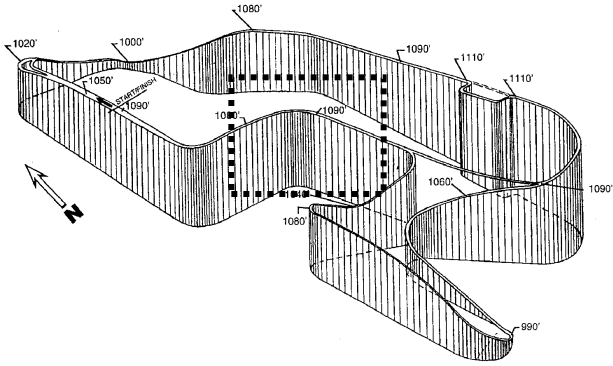


# Turn 9

## *The “Off-Camber Left”*



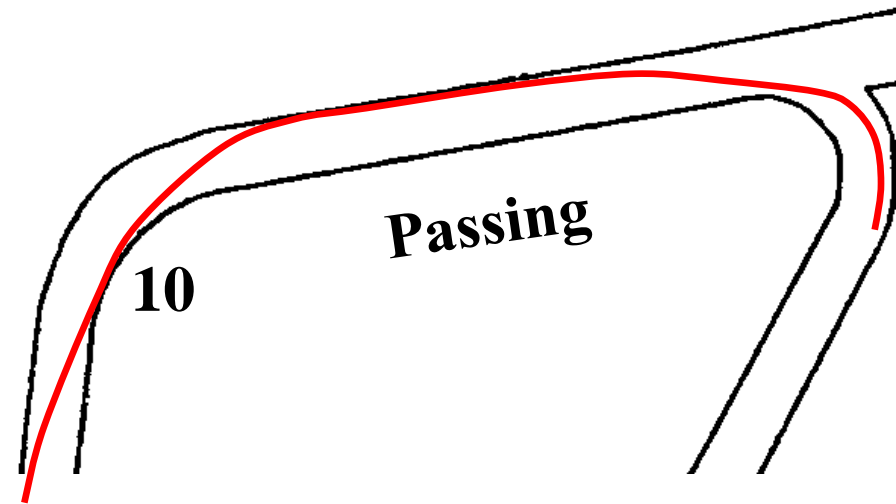
- Uphill braking zone
- Another long corner that requires a late apex.
- Do not early apex.
- Pavement changes and short course re-entry lead to relatively poor adhesion, especially when wet
- Passing permitted after this turn (friendly)

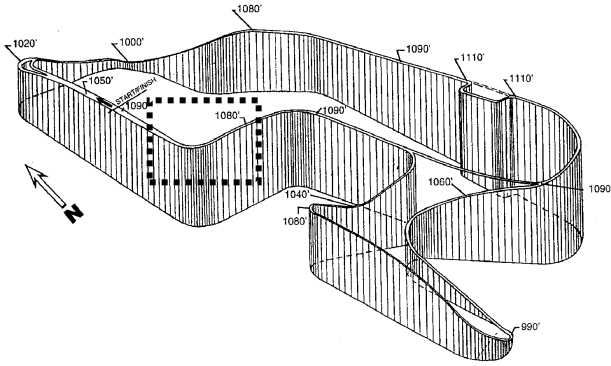


# Turn 10

## *The "Fast Left"*

- End of another passing area that requires being "friendly"
- Well banked, high speed corner
- True apex corner
- As speed picks up, notice how much faster turn 11 comes up on you. Look and think ahead!





# Turn 11

- **Fairly straight-forward corner that is complicated by:**
  - Pit entry: Watch for cars staying right. Are they really entering the pits or just way off line?
  - Tire wall, guard rail at exit
  - Bridge
- **Well banked, high speed corner**
- **True apex corner**
- **Check you mirrors as you settle into the front straight**

