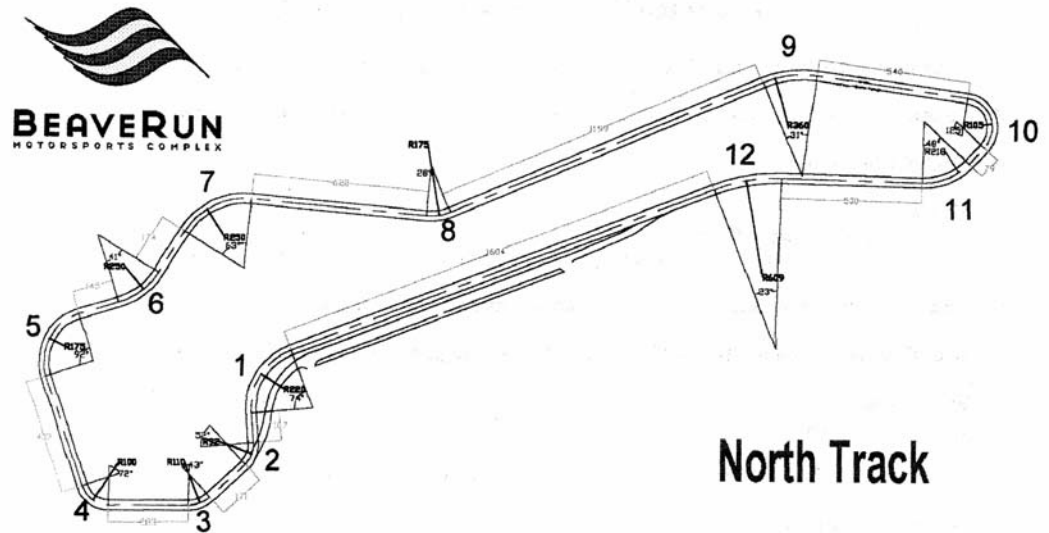


# ARPCA

Welcomes You To BeaveRun

A and B  
Classroom

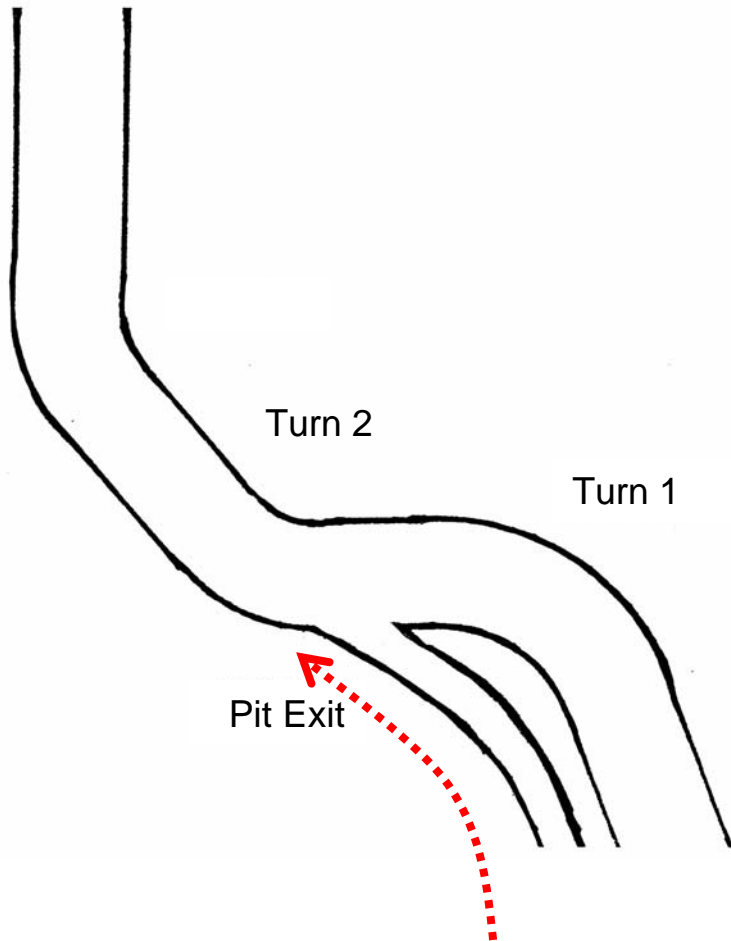


# Entering the Track

- Line up along left side of parking area near paddock entrance when your group is called
- You will then be directed into the paddock area
- Get prepared for the track
- Instructor will find you there
- Be careful when entering onto pit lane
- Pull up to starter when signaled

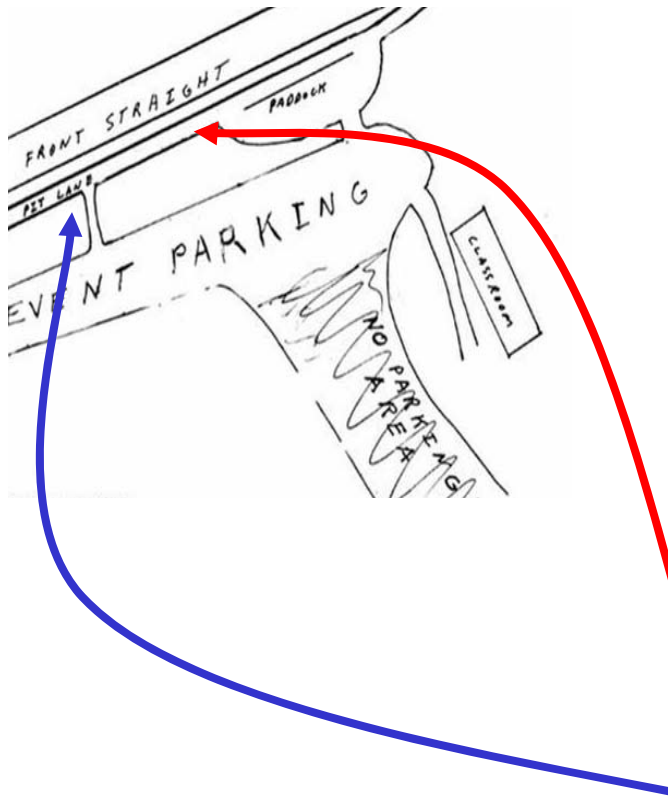


# Entering the Track



- Enter the track promptly when signaled
- Stay to the left on exiting the pits
- Watch for cars (if you can)
- Stay left until you are sure the track is clear
- Pick up line at entry to Turn 3

# Exiting the Track



- Take a cool down lap!
- Signal when entering the pits
- Track exit is just before turn 12
- Give Pit Entry signal after turn 11
- Start slowing down
- Stay to far left of track
- As you enter the pits slow WAY DOWN
- Watch for cars entering pits from paddock
- Drop off instructors AFTER Paddock area
- Exit Pit lane mid way down pit lane

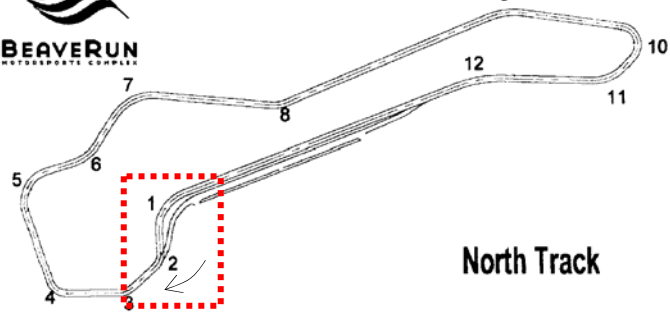
# Safety First!

- 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

# After the Run

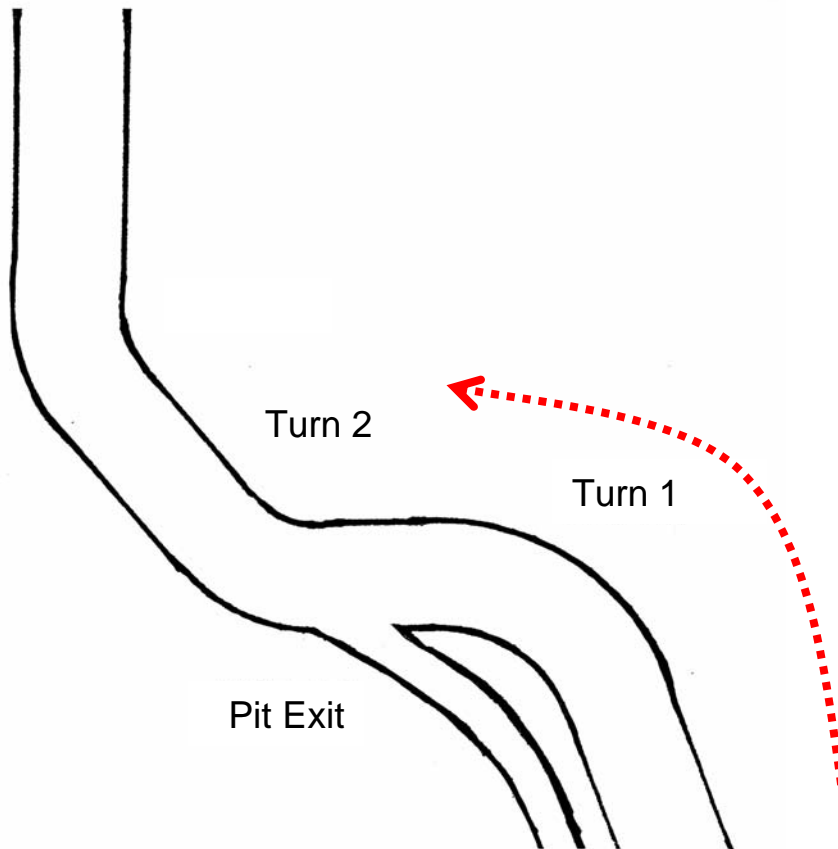
- Review the session with your instructor. Point out areas where you felt comfortable and where you were unsure
- Relive each turn with your eyes closed or while looking at the track map
- While preparing for the next run session, remember the previous run and try to anticipate what you will do this time

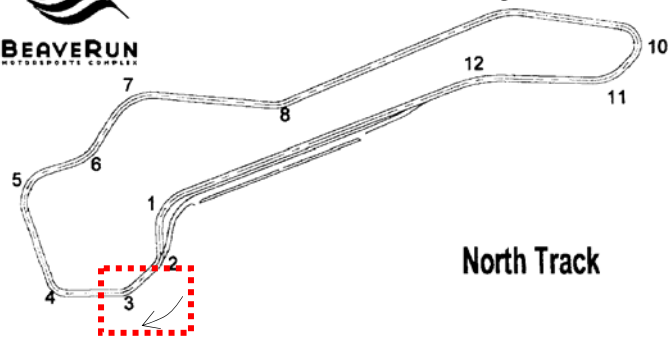




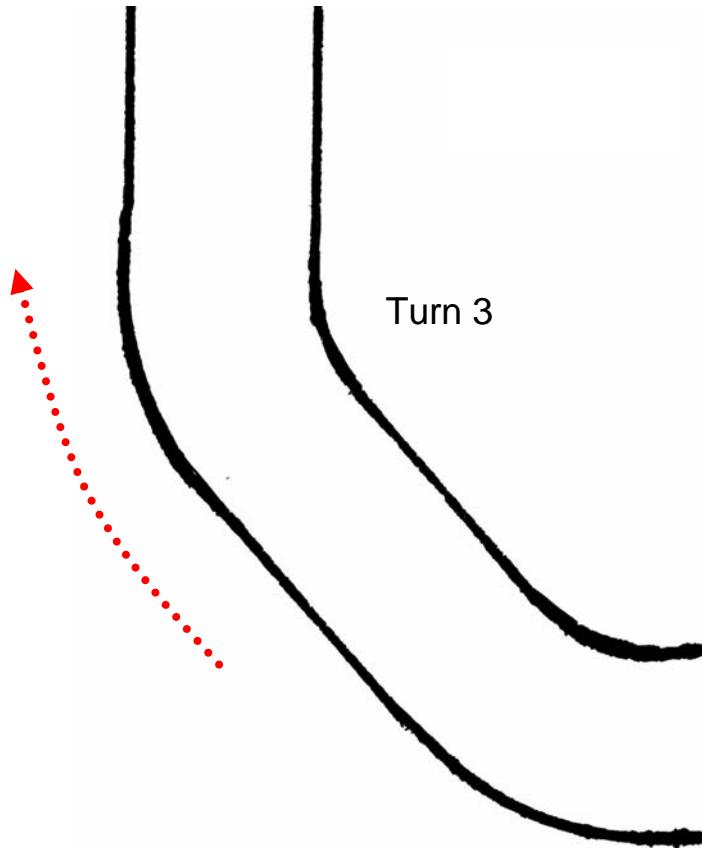
# Turn 1 & 2

- Passing must be completed well before braking zone
- Turn 1 is blind, downhill
- Brake before crest of hill before you can see turn in cone
- No braking in Turn 1, you will spin! (Get braking done before the entry of every turn)
- Apex of 1 is basically turn in for turn 2
- Watch for cars coming out of pits!!!



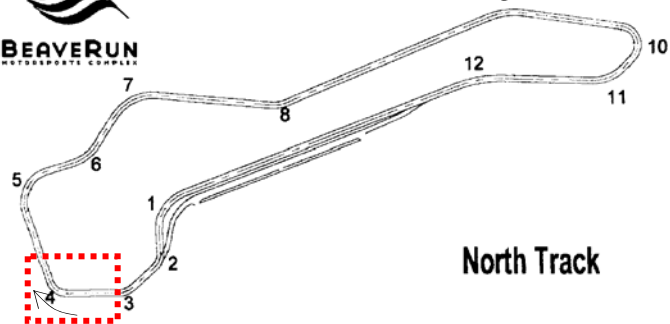


# Turn 3

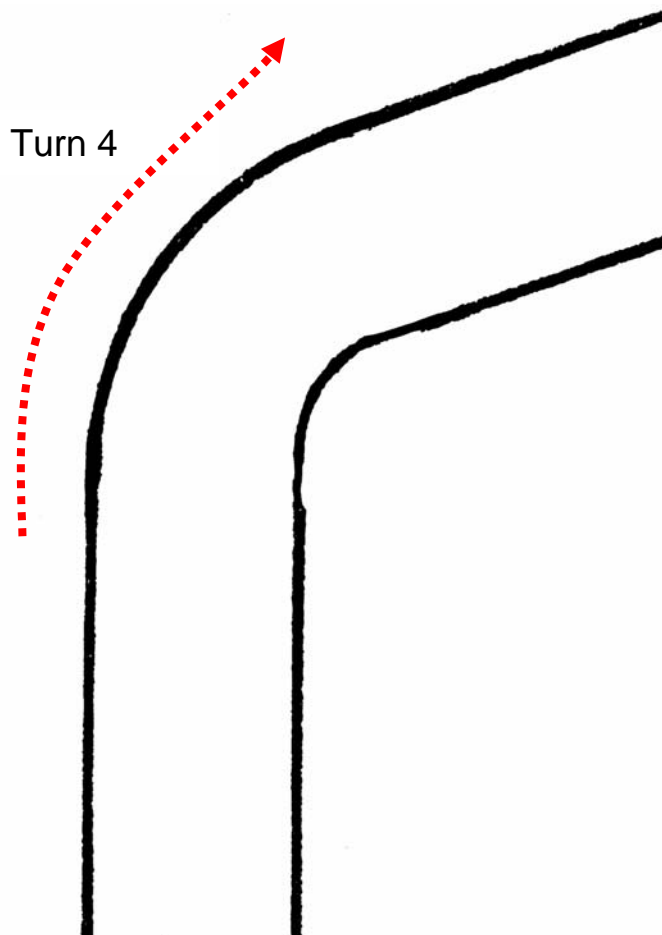


- Very short straight between 2 and 3
- Just a connection between turn 2 & 4
- 2, 3, 4 almost one big sweeper  
(Consider from exit of 1 through 2 and 3 as one turn)

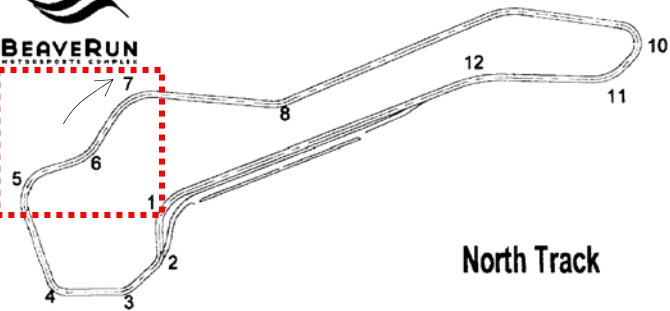




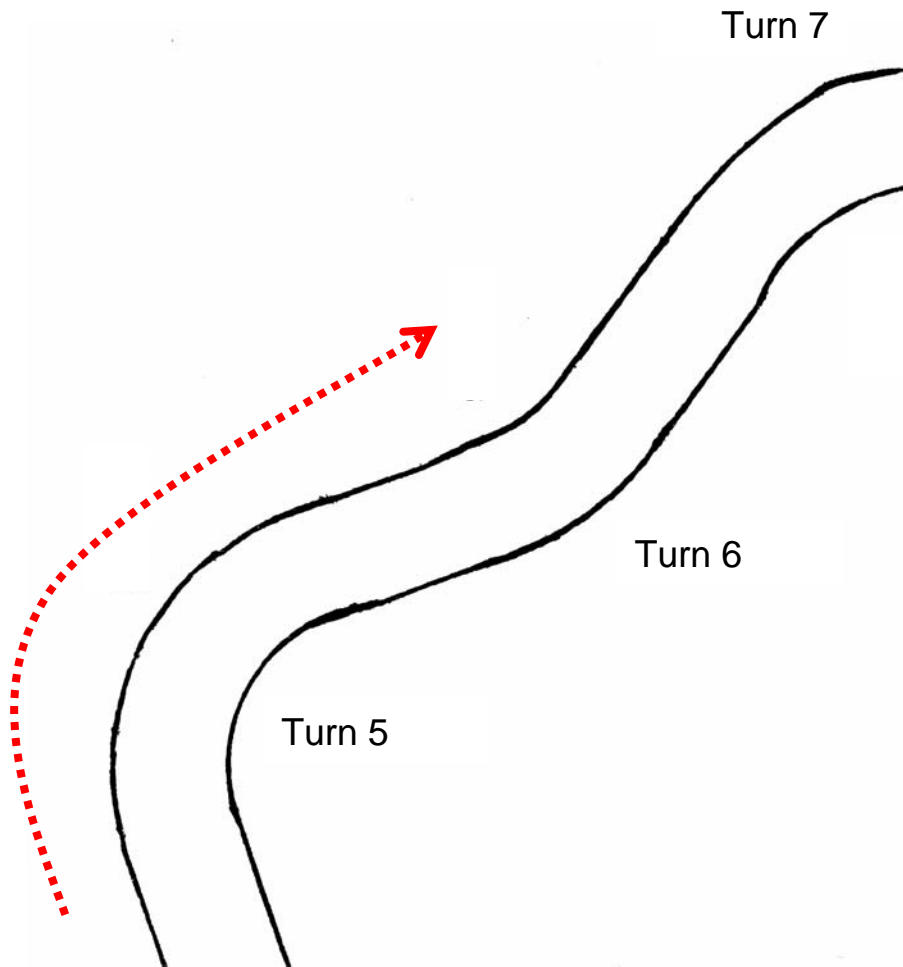
# Turn 4



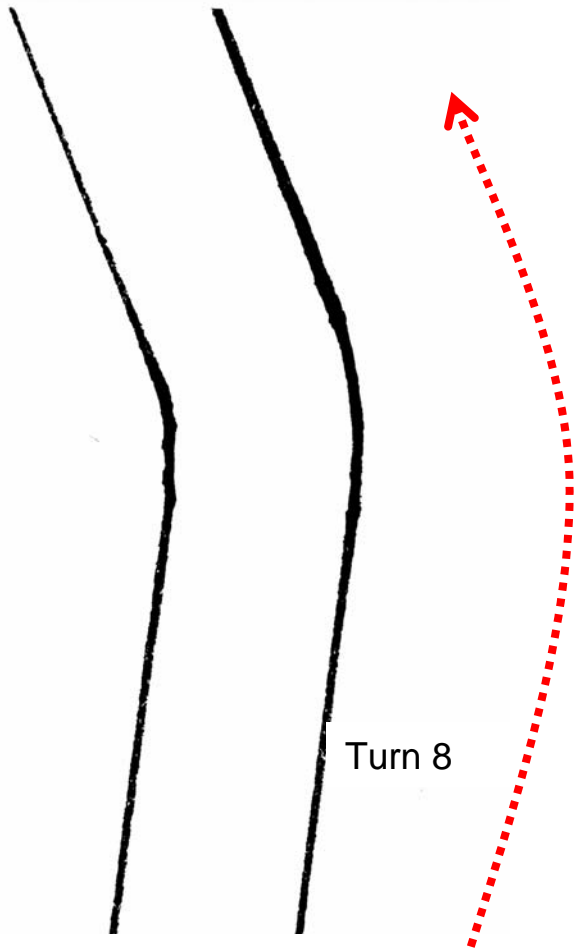
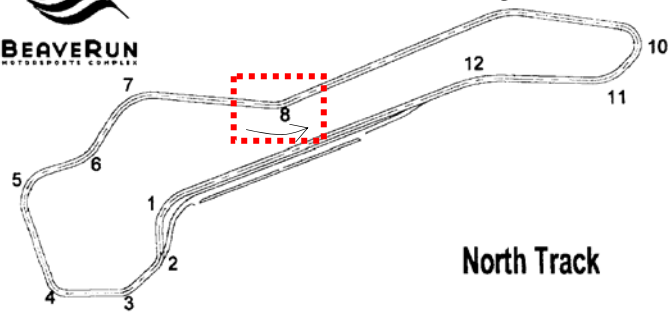
- Use service road entry to help you line up
- Late apex required
- Don't hit the photographer



# Turn 5, 6, 7

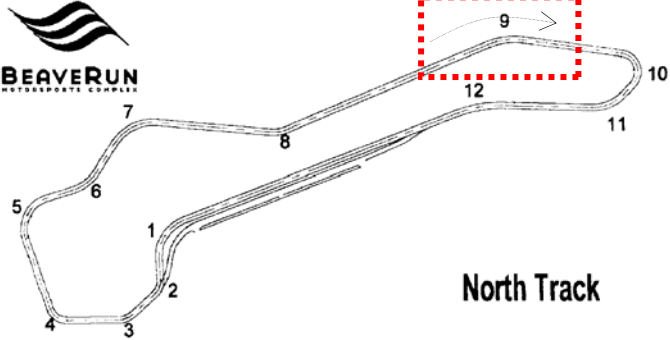


- Think of these as one series of corners, not 3 separate
- Don't need to use the whole track here
- Exit 5 in middle of track.
- No straight. Smooth turn into 6
- Keep in middle at exit of 6. Don't go to right
- Bad performance in 5, 6 will show in 7
- Horizon line at top of 7 helps point you toward apex
- Use entire road at exit to turn 7
- No passing between 7 and 8!

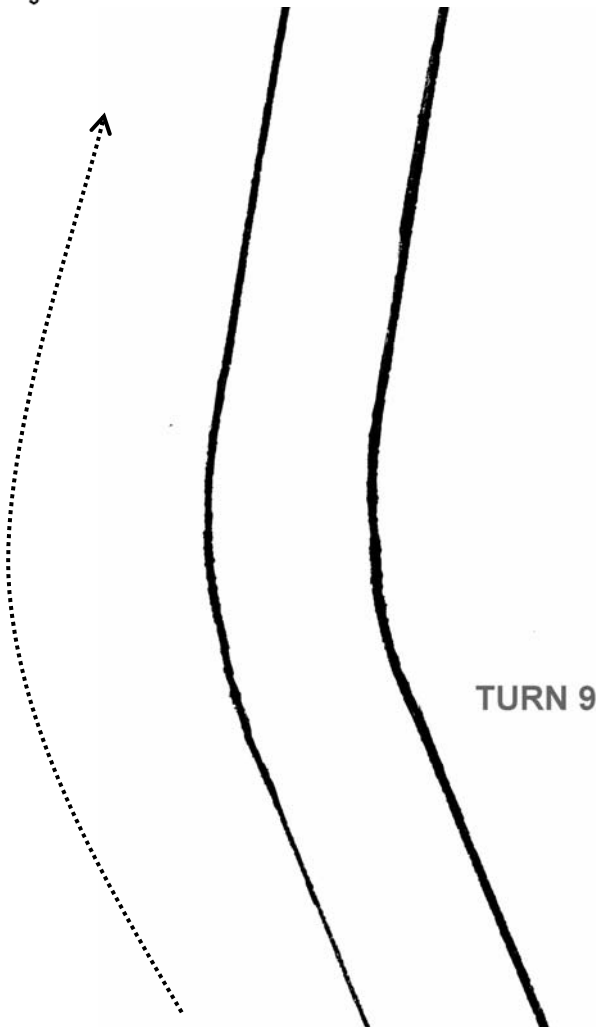


# Turn 8

- Check mirrors before 8 for cars
- Straight between 8 & 9 is passing zone
- Do not initiate pass until after turn 8!
- Stay right, lift if necessary to allow passing before Turn 9
- Start looking for notch in trees to setup for 9
- Some undulations in track can upset car

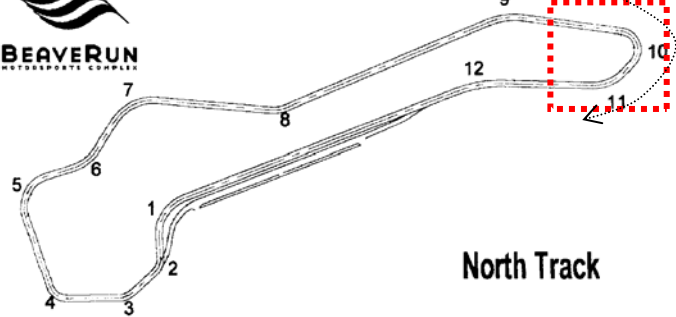


North Track

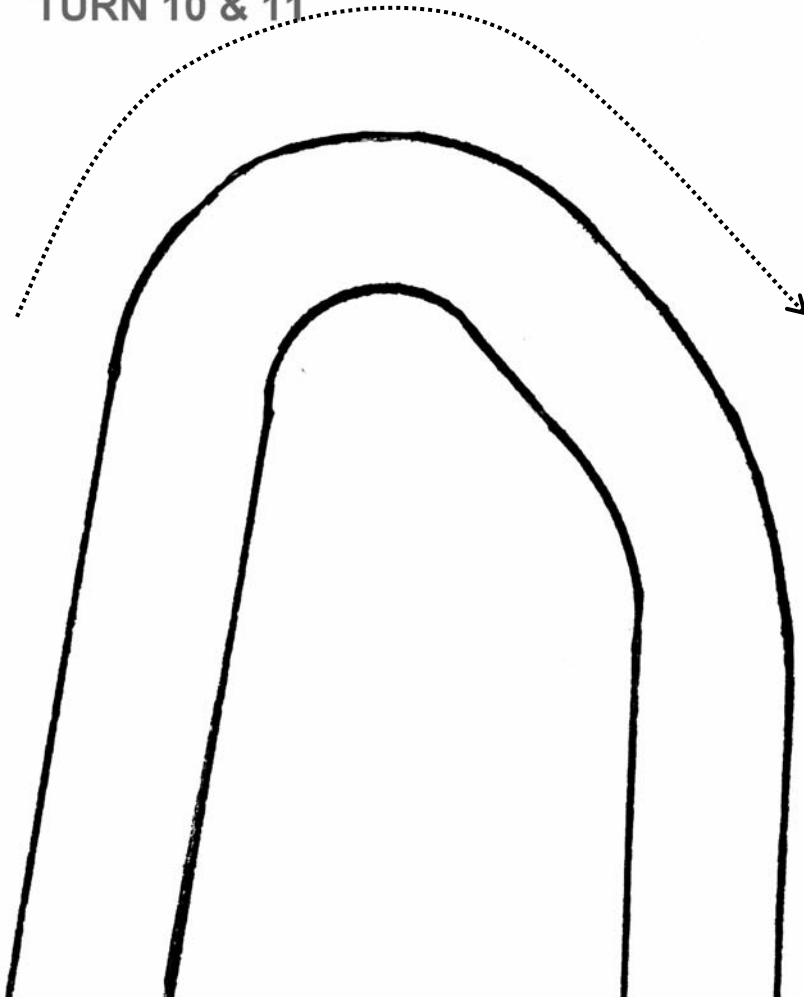


# Turn 9

- Complete all passing before turn 9
- Just keep it to the right but-
- Don't lift or coast through turn
- No "Dive Bombing" – absolute smoothness required in this turn
- Watch out for this turn in the rain

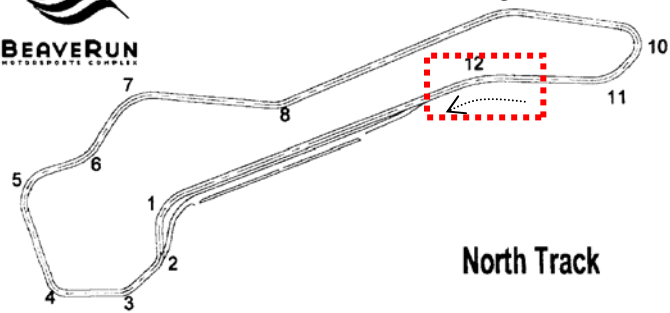


## TURN 10 & 11



# Turn 10 & 11

- Enter deep into 10
- Then make sharp turn
- From the apex, you will gently unwind as you accelerate up the hill
- If you are correct here you will need NO additional steer-in through 10-11 and will carry more revs onto the front straight
- Reminiscent of the toe of the boot



# Turn 12

- Check mirrors before 12 to be prepared for passing
- Keep it in the middle
- Passing area begins after Pit in and Turn 12
- Use distinctive hand signals (passing vs pit entry)
- Stay right, lift if necessary to allow pass

