

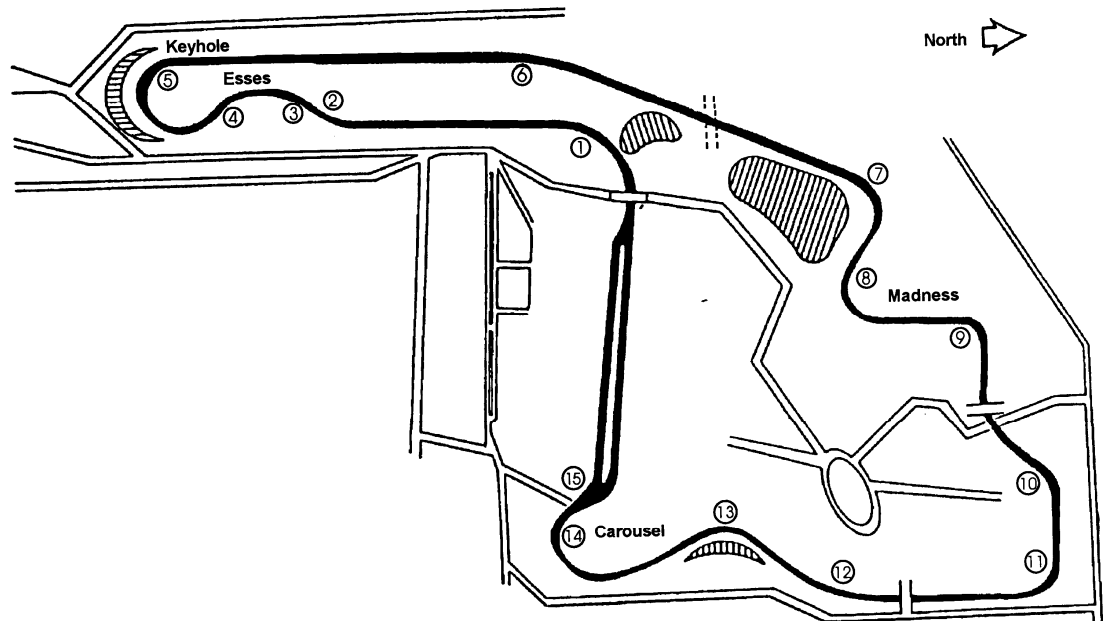
ARPCA

Welcomes You To Mid-Ohio

A and B
Classroom

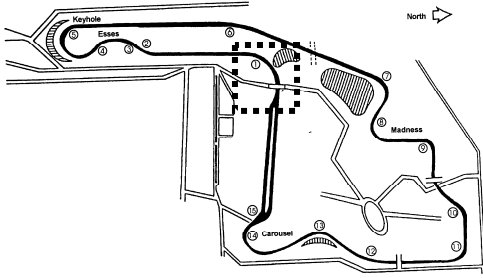


September 2009

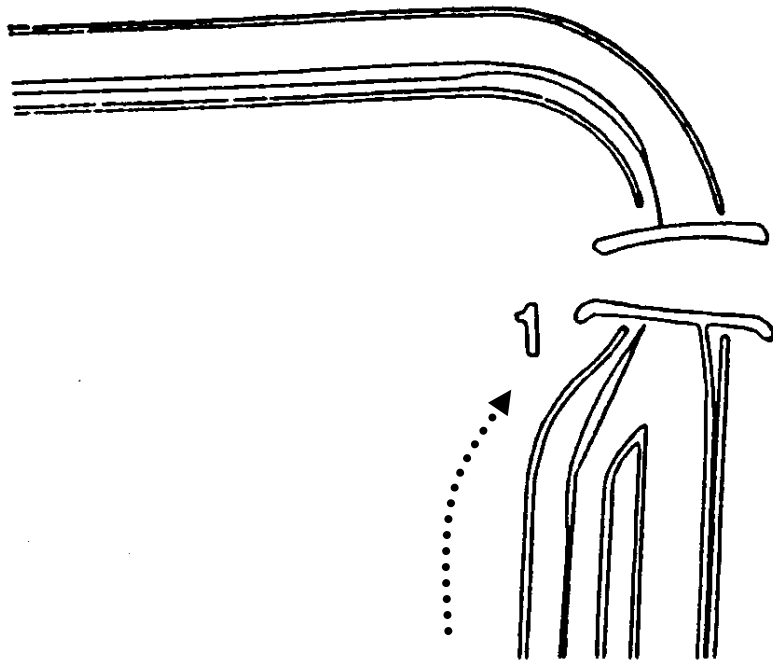


Entering and Exiting the Track

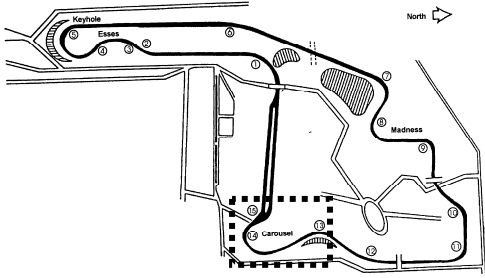
- Line up along right side of pit lane when your group is called
- Get prepared for the track
- Be careful when entering onto pit lane
- Instructor will find you there
- Pull up to starter when signaled
- Enter the track promptly when signaled
- Take a warm-up lap!
- Take a cool down lap!
- Signal when entering the pits
- Drop off instructor and leave pit area



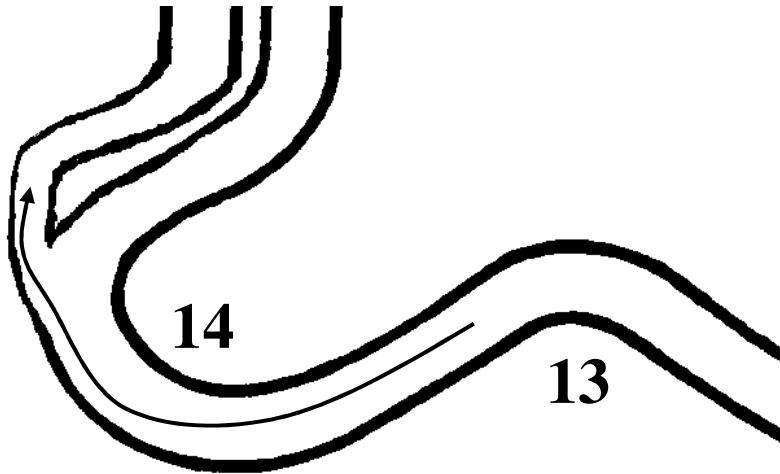
Entering the Track



- Must go when starter signals!!
- Stay to the left on exiting the pits
- Watch for cars
- Stay left until you are sure the track is clear
- Pick up line at entry to Turn 2



Exiting the Track



- Track exit “begins” after turn 13
- Give Pit Entry hand signal
- Start slowing down
- Stay to far left of track
- As you enter the pits slow **WAY DOWN**

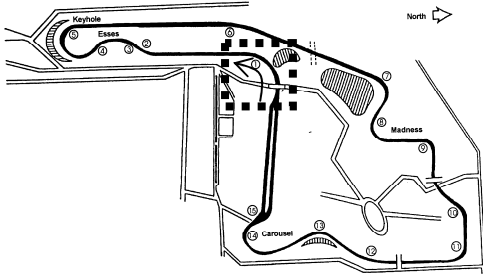
Safety First!

- 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

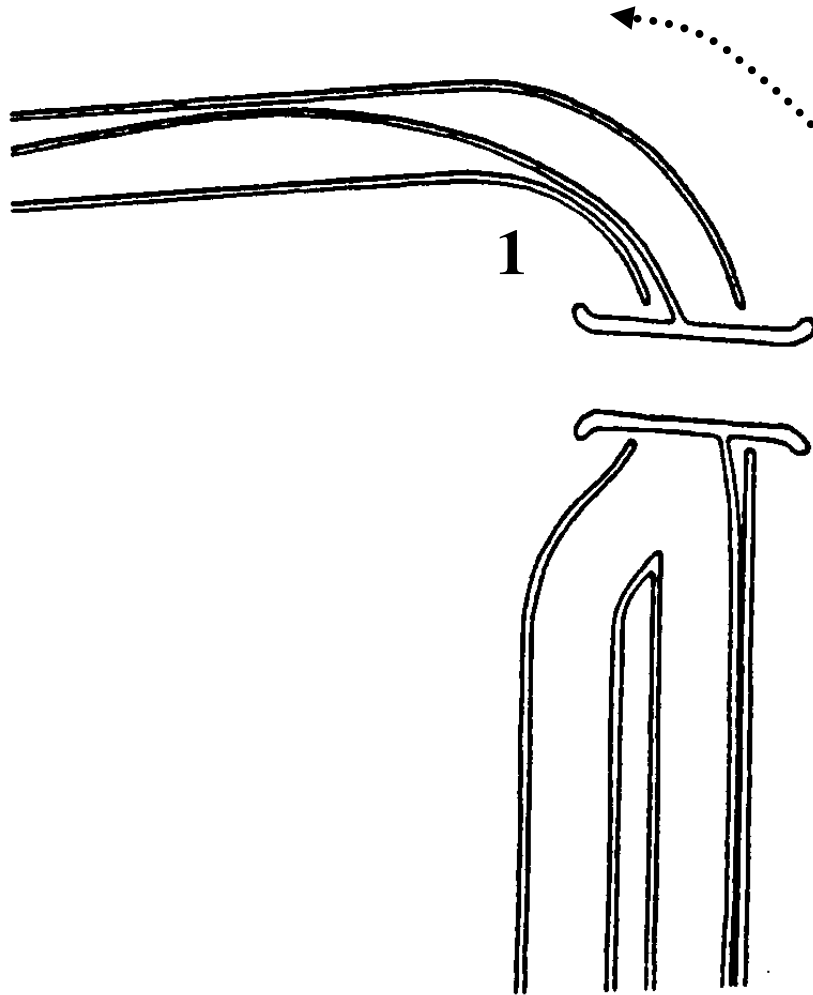
After the Run

- 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

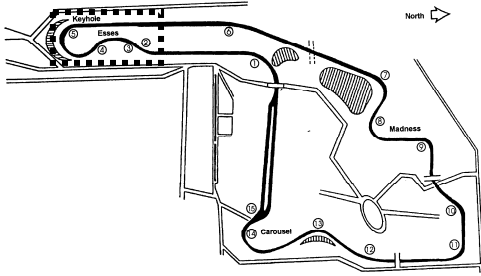




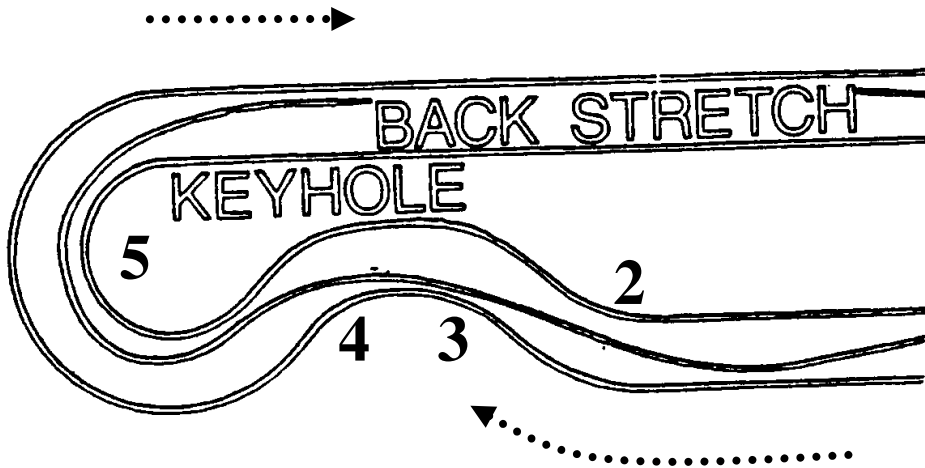
Turn 1



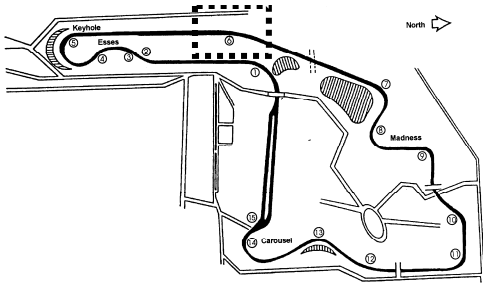
- Passing must be completed well before braking zone
- Fairly classic left-hander
- Watch for cars coming out of pits!!!
- After tracking out to the exit point, cross to left of track to set up for Turn 2



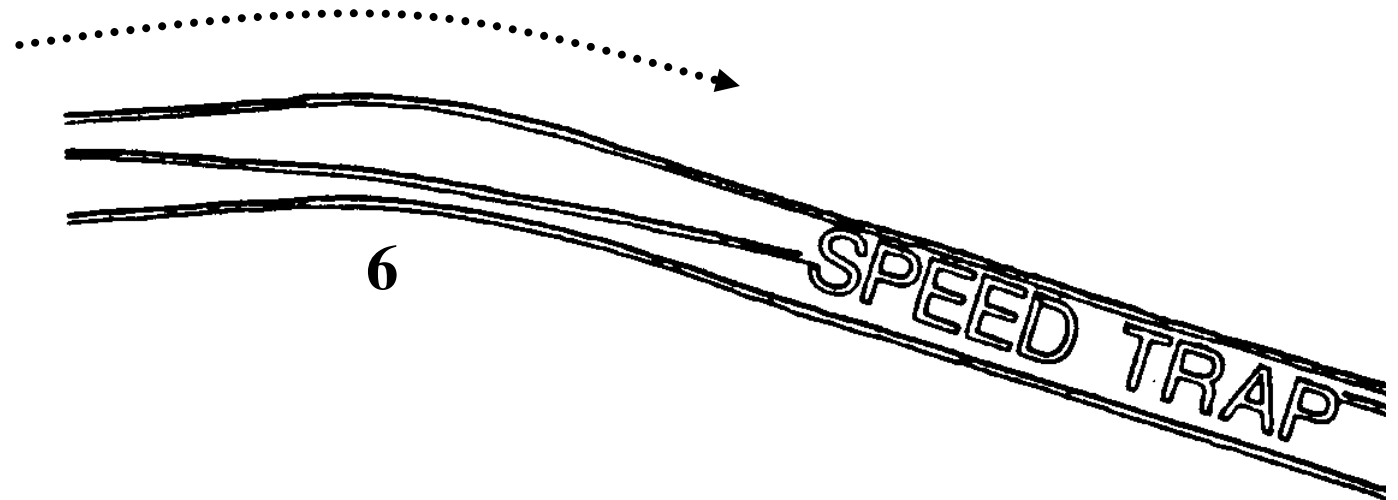
Turns 2, 3, 4, 5



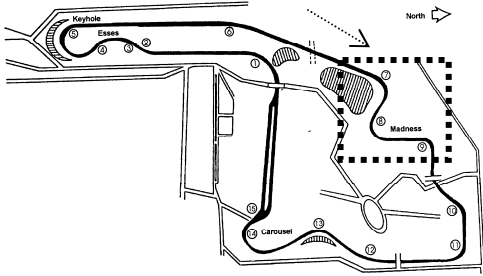
- Turn 2: Fast Right Hander
- Turn 3: Brake hard, late apex, stay a little wide
- Turn 4: Accelerate after Turn 3, through 4, then brake
- Turn 5: After braking, turn right gently for a very, very, very late apex.
 - Be PATIENT.
 - Give up speed going in for speed coming out.



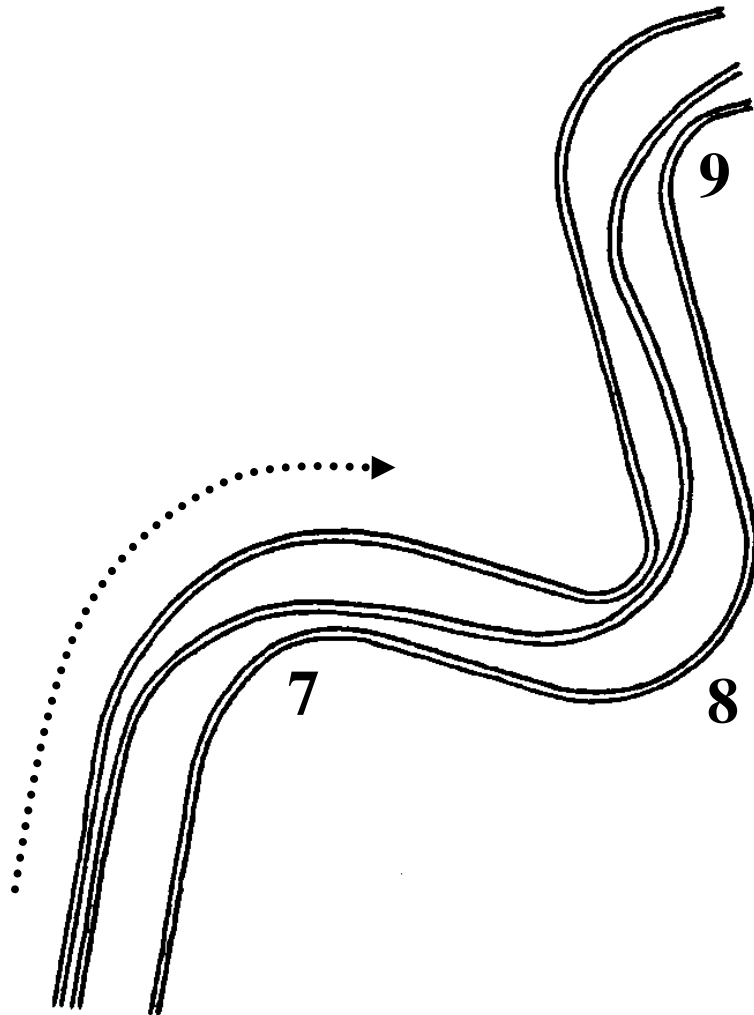
Turn 6



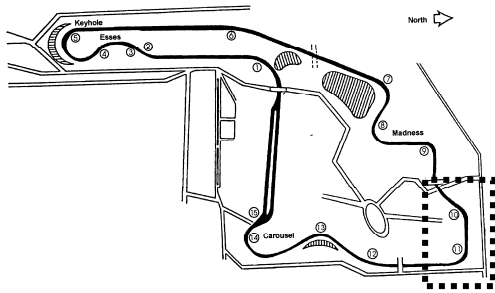
- Simply a kink in a long straight
- Use straight to relax, check your gauges
- Watch for cars around you
- Watch passing situations
- Time to be completing passes
- Extremely treacherous in the wet!



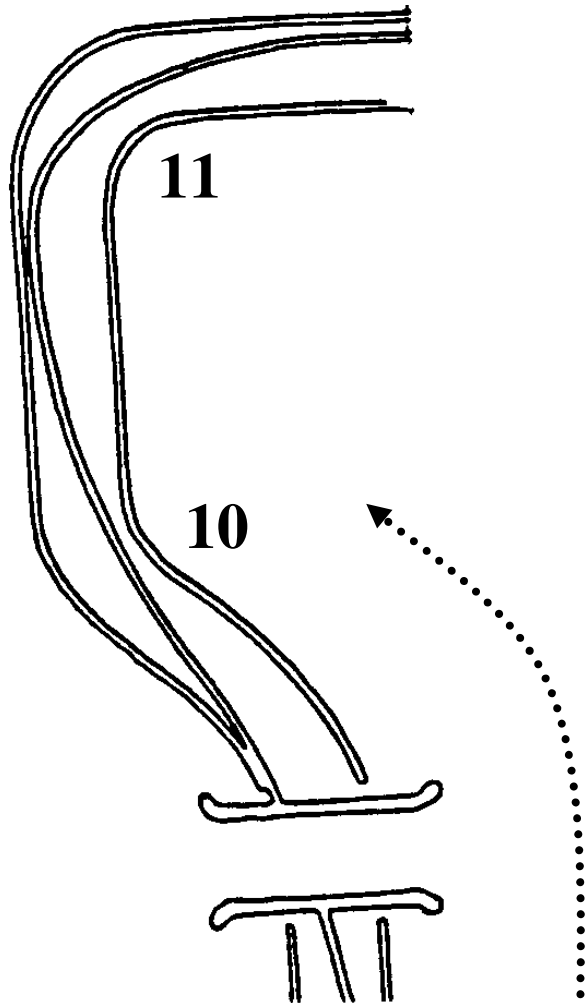
Turn 7, 8, 9



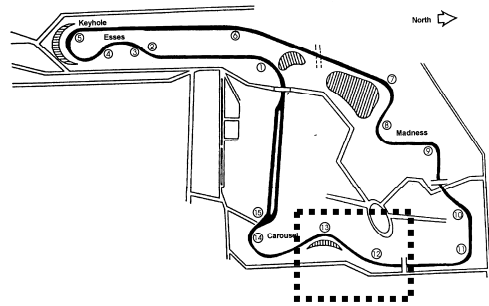
- Turn 7:
 - Threshold braking
 - Respect this turn, consequences of error are grave
 - Exit with car in center of track
- Turn 8: Madness!
 - Brake hard, turn left from center of track.
 - Pavement falls away off camber to driver's right;
 - car drifts right over the hill.
 - Bring back to left
- Turn 9:
 - Brake hard going down hill.
 - Exit towards center of track.
 - Another bad spot in the wet!



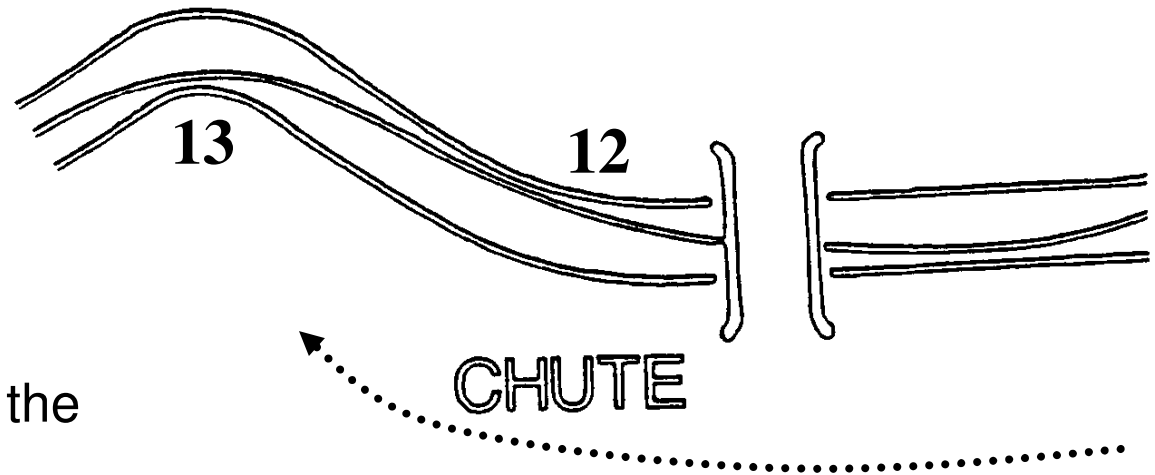
Turns 10, 11



- Turn 10
 - Turn left uphill.
 - Straighten out at cone
 - At crest of hill turn right. Do not brake. Do not be early
- Turn 11
 - As soon as your wheels are straight after 10, brake hard, then turn sharply right
 - Make this a tight apex.
 - Road narrows on exit and there is no runoff room, only **concrete barrier!**



Turns 12 & 13

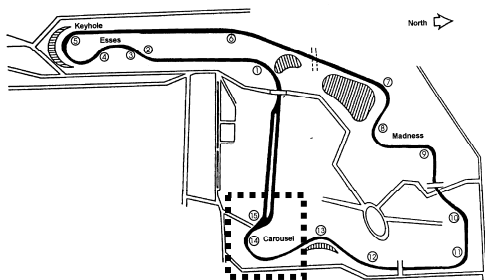


- Turn 12:

- Hug the left side of the track (but not the concrete!).
- Turn right when, with the car on the left side of the track, the right side is parallel to the right side of the track.
- You now have a straight line in which to brake.

- Turn 13:

- Brake, turn left, tight on the apex.
- Accelerate.



Turns 14 & 15

- Turn 14:

- Brake (before turning). Turn right but not as sharply as the geometry of the pavement would suggest.
- Allow car to drift to left, then turn sharply right.
- Give up speed going in for speed coming out.
- If you are entering pits, stay left and slow WAY down!

- Turn 15:

- As the weight settles on the suspension after turn 14, turn left and accelerate onto pit straight.

