

Do's

Be sure your vehicle is good running conditions particularly tires and brakes.

Bring at least a quart of oil to the track as 8's use oil under hard driving conditions as on the track.

Check tire pressure, should be at least manufacture's minimum. Recommend for street tire 34-38 psi, change as needed.

At track remove all loose objects from the truck and interior of vehicle.

Bring bottle water as you will get dehydrated.

Leave on your TCS, we don't want people spinning out in corners.

If possible **get to the track at least a half hour early to pay, sign waivers, the driver's meeting** and do all of the above.

Use of Helmets are at the driver's discretion.

Don'ts

When pitting after being on the track **DO NOT ENGAGE THE PARKING BRAKE** as the brakes are really hot and the rotor and pad may fuse together.

DON'T STOP ON THE TRACK as this dangerous to other drivers, if you have mechanical problems either shoulder in a grassy area or try to make the pits with your **hazard signals on**.

DON'T pass someone in a corner or you will be kicked out (**Black Flagged**).

DON'T leave your common sense on the road coming into the track. Think of the track as just another road but you can just drive faster.

Driving At The Track

When exiting the pits to the track be sure your clear to enter, a driver not on the track at that time will flag you when it's safe to enter. All driver's will take turns at this task as necessary.

If a driver goes off the track all driver will immediately return to the pits until the car is cleared from the track.

Hand and Indicator Signals



Passing & Pitting - One of the things you will learn is where and how to pass. This event is **NOT A RACE**. Passing is strictly controlled. Passing zones on the course are all on straight sections of the track. Passing zones will be defined during the drivers meeting.

Passing is accomplished with turning and/or hand signals. If a car is faster than you and closing from behind, you will allow them to pass you at the designated pass zones by indicating with a turning and/or hand signal. For a hand signal, extend your hand out the window and point over the top of the car and to the right. This will indicate to the faster driver behind you that he is cleared to pass you.

All passing is done off the driving line; the slower car maintains the optimal driving line and the faster car passes you off line on the right. The slower driver will come off the throttle (no need for brakes) and let the faster driver pass.

The faster driver will never pass without the proper signal from the slower driver. Doing so will result in a black flag on the offending faster driver. No exceptions. On the other hand if you as a slower driver are found to be holding up traffic, and slower driver persists in holding up traffic, then the slower driver may be black flagged. Basically, be aware of your surroundings while out on course.

The only other hand signal to be used is the "pitting" hand signal. If you feel like you need to pit in the middle of a session you simply stick your left arm out of your window, straight up in the air with your hand balled into a fist. You want to do this in plenty of time to give the driver behind you enough time to slow down. On the approach to the pits you must be sure to be offline and in the "pit-in" lane. The "pit-in" lane will be defined during the drivers meeting. Driver standing in the pit area will stand to the sides!

Reasons for pitting in the middle of a session include being black flagged (mandatory), feeling tired or fatigued, mechanical problems, or even avoiding "trains".

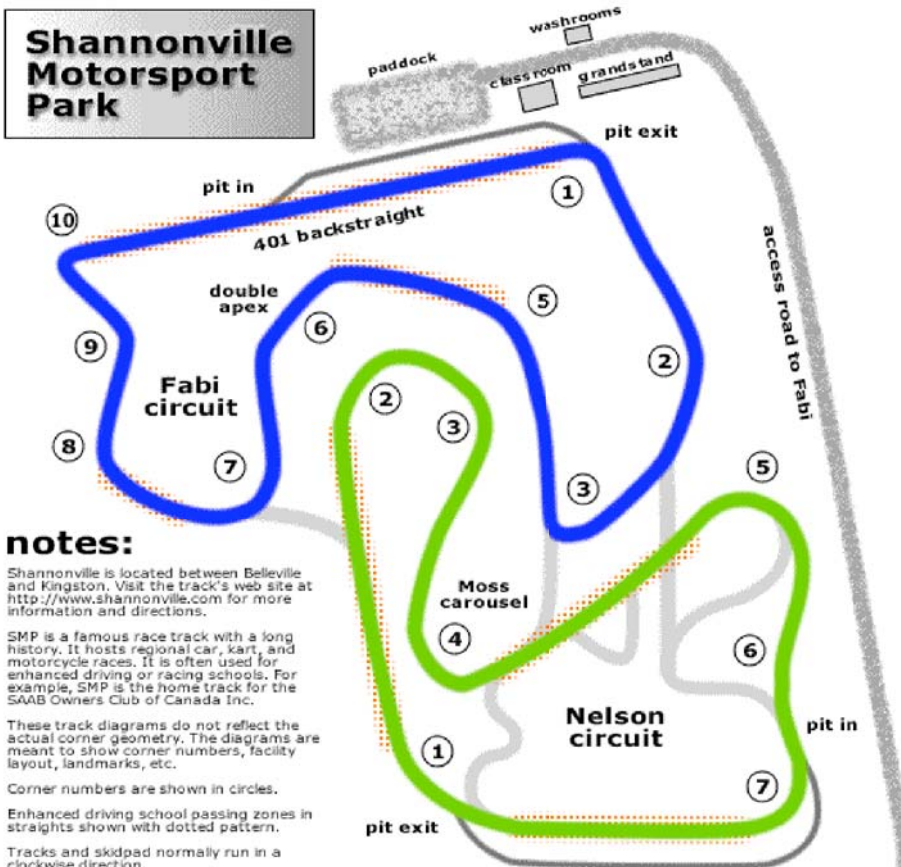
FLAGS in this document are for reference only, Flags may not be used at all events. That's one of **reason for the driver's meeting**.

Thanks and have a safe and enjoyable time at the track.

Fabi

Short technical track designed for schools. One small building. Length is 2.23 kms (1.39 miles). Designed by Richard Spenard. Renumbered by Blake to correspond with marshal/flagger conventions and new Fabi colour map.

1. A small sweeper right at the east end of the drag strip, can be taken at fairly high speed. Hard braking from straight-away. Down shift early, get it done early. Apex turtles are quite tall - don't ride up on them else you'll look like Peter Hanson showing off the underbelly of your car. 3rd gear.
2. This is a 45° tap and go, for mortals; for the brazen, just lift. 3rd gear.
3. A curved approach. Get over to left of track. Get braking and down-shift done early. If it's too technical it's probably because you're accelerating too much between 2 and 3. Hard cornering, full lock. Maybe be slowest corner (next to hairpin onto the straight). Look through apex into exit and 4. Drift over to left at exit. It's rough track onto dirt without turtles so not too far. Don't unwind until past exit. 2nd gear.
5. Sweeper left. Full throttle all the way through. Quickly after exit of 5 get to right side of track then turn-in quickly to 6. Long apex zone. Unwind in straight. Up-shift to 3rd gear near apex. There's a general passing zone between 5 and 6.
6. Arguably a double apex. Some call this Fabi's carousel. Hard brake, smooth transition to throttle at turn-in for 6a. Make turn-in smooth to first apex. Freeze steering input. Car will drift out between apices - don't fight it. Then again, there are marbles and dirt at outer edge. Lift-throttle-oversteer works well between a and b to point car into exit and tiny straight after 6b. Once straight, add a bit more throttle. 3rd gear. This is something of a throw-away corner as the setup for 7 is very important...
7. Another fairly hard turn here. Increasing radius. Apex is later than it looks. Earlier? Exit is a little uneven, don't get too close to it. Down the chute! 3rd gear.
8. There are a couple of lines through here. There's a little straight after the exit. The popular one at medium speed is to enter straight after corner parallel to road at extreme right edge, i.e. an incredibly late apex. So stay a bit wide. Improves exit and entrance into next corner. Beginning with this corner through 10, this feels like a combination. Give good throttle through exit. 3rd or 2nd gear. The aggressive style is to attack the apex earlier and let the car drift wide or left but then quickly pull it in.
9. Brake in straight line into turn-in. Optionally, down-shift to 2 before turn-in. Another fairly sharp turn-in. Watch for black marks. Change in pavement at apex. Car wants to slip to right edge - a lot of drivers pull it in to the left. Quick little throttle here. On exit, straight-line to turn-in of 10. If you didn't down-shift before 9, get it down now - more technical though.
10. Hairpin right onto straight. Maybe be slowest corner (next to 3). Requires great discipline, great patience. Slow in... Very demanding turn-in - may require hand repositioning (but try to avoid that). Change in pavement at apex. Late apex is better than early. 2nd gear, Up-shift twice down main straight. Race cars do this in 1st gear. General passing zone between 10 and 1. This straight is parallel to the 401, just to the north. Good time to check the gauges.



notes:

Shannonville is located between Belleville and Kingston. Visit the track's web site at <http://www.shannonville.com> for more information and directions.

SMP is a famous race track with a long history. It hosts regional car, kart, and motorcycle races. It is often used for enhanced driving or racing schools. For example, SMP is the home track for the SAAB Owners Club of Canada Inc.

These track diagrams do not reflect the actual corner geometry. The diagrams are meant to show corner numbers, facility layout, landmarks, etc.

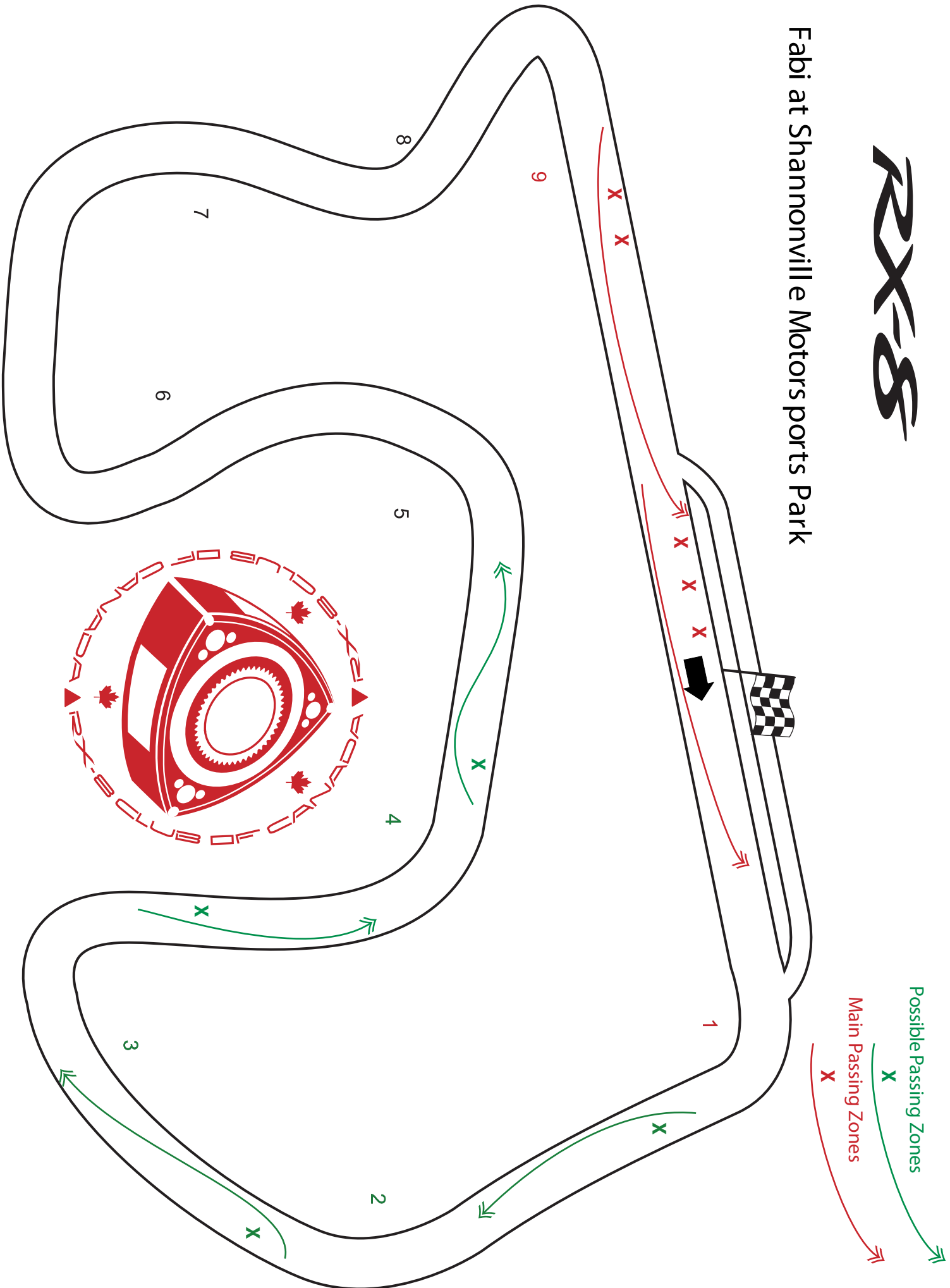
Corner numbers are shown in circles.

Enhanced driving school passing zones in straights shown with dotted pattern.

Tracks and skidpad normally run in a clockwise direction.

RX-8

Fabi at Shannonville Motorsports Park



RACE TRACK FLAGS



Green

Track is live. Passing is allowed in passing zones.

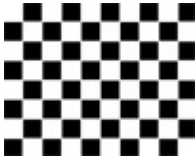


Standing Yellow

There is an incident near. Use caution and slow down. Do not pass.

Waving Yellow

There is an incident on the race track. Use extreme caution. Do not pass.



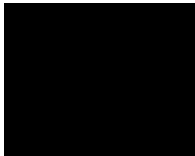
Checkered Flag

Session over. Do not pass. Finish your cool down lap and proceed to pit.



Surface Flag

Sometimes referred to as debris flag. The racing surface has changed. There is dirt, oil, water, debris on the track surface. Passing is allowed.



Black Flag

Driver infraction. Complete the lap and report to the black flag station in the hot pit for instructions.



Red Flag

Stop. There is an emergency on the track. Pull to a safe stop off of the racing line.



Passing Flag

Check mirrors. There is a faster car approaching. In Time Trials and Open Track this is a command flag. Let the overtaking car pass.