

Track Briefing Summary and Driving Tips



Welcome to Mosport Park! The following statement of basic policy is taken from the Ferrari Club of America's Track Event Manual:

"The purpose of the Ferrari Club of America's track events is to provide the owners of Ferrari's, a venue where they can have the pleasure of driving their cars safely at speeds for which the cars were designed. Today this can be done only at race tracks where highway speeds are not in effect. The protection of drivers and spectators requires supervision of events by qualified persons who will enforce reasonable regulations.

The FCA does not conduct races per se, i.e. events in which a "winner" is determined by timed laps or "finishing position" relative to other cars. "Wheel to Wheel" competition will not be tolerated. A driver may overtake and pass a slower car in designated areas. However, primary consideration must be given at all times to safety. Differences in experience of drivers, the value of the vehicles being driven, and the high cost of repairs should be recognized.

Passing may take place only in designated areas and then only when the driver to be passed signals the overtaking driver to pass -- and points to the side on which to pass.

This is the club's track policy. Those who are overly aggressive and choose not to carry out the spirit of the policy will be warned and if, in the opinion of the chief steward and/or assistant chief steward, discipline is warranted, may be disqualified from further participation. There is no appeal from their decision and entry fees will not be refunded.

The goal is to make it possible for Ferrari owners to have the pleasure of driving fast, each within his own limitations, i.e., with both safety and pleasure."

Please review this material carefully; it is a summary of the briefing given by the event organizers. The club must comply with insurance requirements. So, if everyone "plays by the rules", the event should be fast, fun and safe for all.

**YOU, NOT THE CLUB, ARE RESPONSIBLE FOR YOUR OWN,
AND EVERYONE ELSE'S SAFETY. BY PARTICIPATING IN THE EVENT
YOU ARE AGREEING TO THAT PRINCIPLE.**

Everyone pays the same fee, so everyone has the same "rights" at the event . . . i.e., everyone is equally entitled to have a good time in their own way -- within the guidelines, of course.

TECHNICAL INSPECTION

Do not drive your car to or on the track knowing that there is something wrong with it.

Every car must pass a technical inspection in order to be driven on the track. First, you must get your car checked by a recognized Ferrari service provider before leaving home using the enclosed tech form. Bring this form to the Track, ensure that it is completely filled out, and present it, with your car, to the Tech Station at Mosport Track, for final tech review. After your car passes final tech review a Tech Sticker will be affixed to your windshield enabling you to take your car on to the track.

There will be limited tech facilities at the Track. However, we strongly recommend you do not rely on this. Instead, get your car inspected in advance. Waiting until Track Day means you may miss one or two track sessions while waiting for inspection.

DRIVING TO MOSPORT

Allow at least one hour to get from Toronto to Mosport. Plan to arrive at Mosport no later than 7:30 A.M. (park opens at 7:00 AM) to allow sufficient time to register, prepare your car, go through tech and helmet inspection, and be relaxed and ready for the Mandatory Drivers' meeting.

DRIVERS' MEETINGS

Attendance is MANDATORY. In order to drive in the event, you must attend the drivers' meeting held at 8:30 am sharp before the day's activities begin. Drivers' meetings are used to update all drivers of the conditions of the track and any special rules for each event.

You will be provided with a wristband as proof of your attendance at each of the drivers' meetings. The wristbands will be colour coded for the track group you will be in. Wristbands will be checked by the "pitout" marshall. You cannot go on the track without the proper colour wristband for whatever group is currently running on the track.

CAR PREPARATION

- Remove all loose items from the trunk and passengers compartments (tool kits, spare tires, etc.). Such items can hurt the driver, passenger, or car itself.
- Tires: to avoid undue wear, to improve handling, and to prevent tire disengagement from rims, it is recommended that tires be inflated with 4 to 10 additional lbs./sq. inch of air.
- Check your oil, coolant, and brake fluid levels frequently. The mid-engined Ferraris (246's, 308's, 328's) should have the proper oil level -- as little as 1/8" - 1/4" under the full mark on the dip stick can result in the engine running up to 20 degrees hotter than normal as well as causing significant drops in the oil pressure when hard cornering to the right and could result in things happening inside your engine that you don't even want to think about!

NOTE: 308 GT4's should have a full litre of oil above the full mark

- Driver's side window should be rolled all the way down while the car is on the track. It is preferable to roll down your other windows as well.

- Convertible tops should be in the down position and targa-type tops should be removed when the car is on the track. This includes the removal of the tops on all "S" type Ferraris.
- Floor mats and removable floor carpeting are to be removed from the car (a loose floor mat/ carpet can jam an accelerator).

CAR NUMBERS

You will receive one set of pressure sensitive adhesive numbers for your car. Please apply these numbers on the upper centre of your front windscreen.

DRESS CODE

Please check the individual run group equipment requirements to confirm what is required in your run group. This can be found in the registration package.

DRIVERS AND PASSENGERS MUST WEAR:

Helmets, if required, will be checked at the Track. They must be Snell SA 2000, SA 2005 or FIA 8858, FIA 8860, or better, and with a full face visor for drivers with open cars including GTS's. This requirement is in accordance with safety rules mandated by the National FCA organization.

- Seat belts.
- Long sleeved and long legged clothing - no nylon!
- Closed, thin soled driving shoes or similar footwear - no sandals or boots.

PILOTI RUN GROUP AND RACE PREPARED CARS

DRIVERS MUST WEAR ALL OF THE ABOVE, PLUS:

Nomex (or other flame retardant material) driving suit - 2 layers recommended, 1 layer required.

Fire Extinguisher firmly mounted in cockpit (recommend 2 lbs. or larger with metal mounting bracket).

- Nomex (or flame retardant) balaclava for drivers with facial hair.
- Leather or Nomex (or flame retardant) gloves.
- Nomex (or flame retardant) socks.
- Leather or Nomex (or flame retardant) shoes.

DRIVING TIPS

The following driving tips are intended to assist you with driving on the track at Mosport Park, once you have been checked out and released by your instructor for solo driving. Until such time, use these as a basis for communicating with your instructor and, please, listen to your instructor. The instructors have been selected for their knowledge of the track at Mosport Park and how to drive quickly and safely around the circuit. They are not here to make you into race car drivers. Should you wish to become one, please attend one of the many schools offered for that purpose. This school is not for that purpose and racing will not be tolerated!

- 1) Drive quickly - but keep the speed of your car within the limits of your control capability.
- 2) Concentrate on your own driving skills: braking, up shifting, down shifting and following the "line" smoothly around the track.
- 3) Passing and being passed. - When a faster or more powerful car or a more experienced driver wants to pass you, let him. Watch your mirrors and the flag stations.

When you become aware of a faster car approaching, let him by! DO NOT MOVE OFF LINE (the "line" is an optimum path on the track, on which the course can be driven as smoothly and quickly as possible.) Once you have safely exited the turn onto one of the straights where passing is permitted, immediately use your left hand and arm to signal outside your car, to the overtaking car as to which side you want him to pass

POINT WHERE YOU WANT HIM TO GO! If you are quicker on the straights, but the other car is pushing you in the corners, LET HIM PASS! Once you have signalled a car to pass you, don't race him to the next corner but slow down enough to let him past. Never brake or slow quickly when another car is overtaking. Remember, he is carrying a lot more speed than you and is anticipating that you are going to stay on line and give him a signal to pass once you have exited the corner. BE PREDICTABLE!

If more than one car is about to pass you, point each by with a separate signal. IT IS THE RESPONSIBILITY OF THE OVERTAKING DRIVER TO MAKE A SAFE PASS! Wait for the driver ahead to signal to you the side on which you are to pass, and then pass him on that side. Don't tailgate. If you are part of a group of cars about to pass a slower car, wait for your signal before passing.

At Mosport, the passing car always must pass on the RIGHT. Signal the faster car to pass on your RIGHT SIDE. The car being passed is always on the LEFT

- 4) If you go off course into the sand or gravel, don't wrench your wheel around, trying to get back on the pavement. That's one of the surest ways to end up in a flip. Cut your speed and edge back onto the course smoothly. If there is a sufficient run-off area, it is wise at times to drive off course and come to a stop, rather than make a move which is not only hazardous to you but also to other cars which may be following you. Look for the nearest Flag Station to assist you with your re-entry when the track is clear and it is safe to move onto the track.
- 5) If you spin on course, don't fight it.

If you get into a spin situation, lock up your brakes right away, and engage your clutch - *"If you spin - both feet in"*. That will help you wind up tangent to your direction of motion. However, test your brakes before doing this. If you do a "360", just keep on going if you have not contacted something or someone in the meantime; But, if you wind up headed in the wrong direction, stay in that position until all traffic has passed. To show the marshals at the flagging station and the other drivers approaching that you are all right and have no intention of moving until the way is clear, raise both hands over your head. After traffic has passed, don't try to make a U-turn; drive off the course and

re-enter when it is clear to do so. Again, use the Flag Station marshals. Re-enter the course only when they indicate that the way is clear.

(NOTE: IF AT ANY TIME ALL FOUR WHEELS OF YOUR CAR HAVE LEFT THE PAVED PORTION OF THE CIRCUIT, PROCEED WITH CAUTION TO THE PIT AREA FOR A TECH INSPECTION. DAMAGE MAY HAVE OCCURRED WHICH COULD MAKE YOU A HAZARD TO YOURSELF AS WELL AS YOUR FELLOW FERRARI OWNERS.)

- 6) If you are (God forbid) in the process of flipping - DO NOT PUT YOUR ARM OUT TO HOLD THE CAR UP.

Your best bet is to grasp the steering wheel tightly with both hands (that will keep your arms inside) and lean or crouch over (away from the steering wheel) so that your head is as far below cockpit level as you can make it. Try to relax; once a flip starts, there is nothing you can do to stop it.

NOTE: If you have flipped, IMMEDIATELY shut off all your switches! This is particularly important for cars with electric fuel pumps. Continued pumping of gas only increases the risk of fire. Of course, the best approach to the whole problem is to avoid flipping. Which brings us back to Driving Tip #1: KEEP THE CAR WITHIN THE LIMITS OF YOUR CONTROL CAPABILITY.

- 7) Before going out onto the course to drive, void.

A full Bladder can, in case of an accident, result in a burst bladder which can be a painful and often serious matter. So, go to the john before you leave the paddock for the course!

THE LINE

The "line" is the optimum path on the track, on which the course can be driven as smoothly and quickly as possible. Taking the proper line minimizes the amount of time and distance needed to negotiate a turn and, additionally, assures maximum control of a car through the turn. Take the turn properly and you're doing your bit just fine. Take it too wide and not only do you lose time, the "G" forces involved can send you spinning off the course. Take it too close and, well, there are dozens of other problems you can run into.

The line for each different type of car can be different. Power, weight, tires, and suspension each have their influences. Still the differences, at less than top speeds, are minor. Practice will show you your best line, but if you aren't sure of it, your best bet is to watch the road surface ahead of you as you enter the turn. Cones are placed at the entrance, apex and exit of each turn. Do not "aim" at the cones, but rather, drive tangentially to them. By doing so, you will be on the "line". Your instructor will point out the line to you and show you how to utilize the cones. Listen to your instructors. On most courses, the line through the turn is darker than the rest of the road. That's because so many cars have gone through that they have laid down enough rubber to mark the path. So follow that darkened area and you can be confident you're close to correct.

Speaking of turns, it's power down in, power up and strong traction out. Commit the chassis to the corner under power, then brake early. Don't set up for the turn as you enter it; set up before that. Pre-load your suspension to settle the car's weight, and thereby balance your chassis, by lifting off the power or by braking. If you have to brake - finish doing so before you reach the corner - and,

certainly, before you reach the apex. This keeps your car balanced throughout the turn, resulting in better traction and smoothness. Then as you come through, put your foot into it and m-o-v-e! That way you are pouring it on at the right spot. As a general rule, the smoother you are, the better driver you are.

One final point while we're still on the subject of corners. If you're overtaking another car and he's already set up for the turn, it can be extremely dangerous for you to try to pass him there. So back off and wait for the next straight to make your pass safely and remember, wait for the "point-by".

THE PITS

While in the pits, always drive your car in the same direction as the flow of the cars on the track. The speed limit is 15mph (25kph). Do not back-up down pit lane - if necessary, drive to the end of the pit lane and through the paddock area, around to the entrance to pit lane.

Entering the track from the pit lane - wait for directions from the "Pit-out Marshal". He will check to see that your car has the proper tech inspection sticker, Driver's Group colour sticker, and number, as well as checking your coloured wristband to ensure that you are in the proper group, with the proper dress requirements. Also, he will be checking to see that your seat belts are fastened. If everything is in order, you will be given a signal when it is safe to enter the track. Trust his judgement- entering the track before the Pit Marshall signals you out can cause a serious accident, since he is standing, facing the oncoming traffic and is better able to see it than you are. **STAY TO THE RIGHT SIDE AS YOU ENTER THE TRACK! DO NOT CROSS OVER THE BLEND LINE.**

Entering the pits from the track - signal your intention to do so by holding your clenched fist perpendicularly up and out the window of your car - **SLOW YOUR CAR DOWN, COMPLETE YOUR BRAKING AND DOWN SHIFTING BEFORE ENTERING TURN NINE. SIGNAL THAT YOU ARE EXITING THE TRACK AND STAY TO THE RIGHT SIDE OF THE TRACK UNTIL YOU HAVE REACHED THE ENTRANCE TO PIT LANE. SLOW TO 15mph (25kph) AS YOU ENTER PIT LANE AND PROCEED TO YOUR DESTINATION. DO NOT CUT ABRUPTLY ACROSS THE TRACK TO ENTER THE PITS!**

- Children under 16 are not allowed in the pits
- No pets, even on a leash, are allowed in the pits. Pets should never be allowed to run loose. Better yet, don't bring pets to a track event.
- No-one is allowed to be at or near the wall between the pits and the track.
- No motorcycles will be allowed on the property during this FCA event.

BEVERAGES

No alcoholic beverages are permitted on the track, in the pits, paddock or anywhere on the track property by anyone. (Non-drivers, spectators, etc.) from the time the track opens in the morning until it is closed at the end of the day.

THE FLAGS

It is extremely important that you have a full understanding of all the different flags that may be used by the Pit Marshall and the Corner Marshalls during the Track Session. Study this section carefully.

The following flag signals are used both to advise drivers of various conditions and to direct drivers to obey various specific instructions. Cloth flags are normally used, but may be replaced with similarly coded rigid signalling boards or with lights. Steady light is equivalent to a motionless flag; flashing light, a waved flag.

Green Flag - Start of event or cancellation of a danger previously signalled. Track is clear.

Blue Flag - Motionless: Another competitor is following you and may be trying to pass you.

Waved Blue Flag - Make way for another competitor who is trying to pass you.

Yellow Flag - Motionless: Danger, no passing; slow down. Motionless yellow flag is generally used to advise of an obvious danger or to forewarn of a more serious danger ahead. Once a driver has reached a yellow flag, passing is not allowed until the driver has passed a corner worker station which is not displaying a yellow flag.

Waved Yellow Flag - Extreme danger, no passing; slow down; be prepared to stop. Waved yellow flag may mean imminent and serious danger such as a partial track blockage, fire on or near the track or a crowd control hazard. When all flag stations go to a waved yellow condition, drivers should expect the event to be slowed for a number of laps, or else to be stopped by the red flag. Slow down. No passing of any car by another is permitted. Violations of these emergency rules will subject the offender to penalty.

Yellow Flag with Vertical Red Stripes - Slippery surface.

White Flag - Ambulance, fire truck, wrecker, or other service vehicle is on the circuit, or a slow-moving car is ahead.

Black Flag - Waved: stop in the pits for consultation next lap. This flag is usually displayed along with the number of the car concerned for infraction of rules of the circuit or act of poor sportsmanship.

If a competitor should fail to obey the black flag after it has been displayed to him on two consecutive laps, the chief steward may throw the black and checkered flag together, and expel the offending driver.

Black Flag with Orange Disc (Meatball Flag) - your car has a mechanical fault of which you may not be aware. Come in and check out why you received this flag. In the absence of a "Meatball Flag" a black flag may be used to indicate a mechanical fault.

Furled Black Flag - warning, you have committed a dangerous or unsportsmanlike action - desist or you will be penalized.

Red Flag - complete and immediate stop for all cars. This flag is used exclusively at the direction of the chief steward when the emergency is of such magnitude to require an immediate end to the event. When it is shown, drivers will bring their cars to an orderly stop off the course safely and

immediately, after checking their rear view mirrors for other cars. It does not mean slam on your brakes and make a panic stop. When so advised by an official, drivers may then drive their cars slowly along the course to the pits.

Black and White Checkered Flag - end of session. Finish your lap at reduced speed and stop at the pits.

Checkered and Black Flags Shown Together - interruption of the session. Slow down and stop at pits. Expect session to be resumed when temporary difficulty is corrected.

THANKS

These notes have been compiled for use of the event organizers and the participants at Ferrari Club Track Events in the FCA Canada East Region.

We hope that you will have an educational and enjoyable experience at Mosport Park and most of all, we wish you a safe journey to, on, and home from the track.

FERRARI CLUB OF AMERICA CANADA EAST REGION (FCA Canada East)