HIGH PLAINS RACEWAY
DRIVING NOTES
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REMINDERS: Focus!   **Long vision + "soft" hands + smooth = BEST LAPS!**   **Turns 2 & 11:** Use the same line.
Feel car balance - are you maximizing the suspension?
NEXT TRACK DAY GOALS:

TURN 1
Find <u>exact</u> braking point – between 2 – 2.5 Marker
Downshift to 3rd gear
VISION - to later apex
Smoothly but aggressively accelerate out of turn
Exit using entire right side of track
If car gets unsettled on exit, stay *CALM* – accelerate to stabilize rear of car or drive off the track to the right (no hard left 'crank' on the steering wheel or it's the wall!)

NOTE: Very important Turns 2 & 3 leading to long straight

TURN 2
Entry – stay on right side of track and hug inside line around turn avoiding the new bump in the middle

TURN 3
Hug left side before entry
VISION – look / focus on turn apex (& think "track out")
SMOOTH (not jerky) turn-in
Perhaps 'lift' but no brake – hit apex, look for full 'track out' – accelerate!
Up-shift 3rd to 4th on straight
Check mirrors and temp gauges every lap

TURN 4   (Fastest turn on track!)
Focus on <u>exact</u> brake point (before/at/after #3 Marker) - 'squeeze' brake
Think *SMOOTH/CAR BALANCE - NO PANIC if issues!*
VISION – look for turn apex cone, then full 'track out' aiming for corner worker station

TURN 5
Entrance line is no more than 2/3 to the right side
Downshift 4th to 3rd - keep momentum
VISION – 'dive' down following the apex berm-meets-track "groove" - accelerate to full "track out"
Smoothly turn to left side of track to set up Turn 6

TURN 6   (Decreasing radius)
'Squeeze' brake / downshift 3rd to 2nd
VISION – think & then look at late apex, then turn exit
Roll through w/smooth trail-braking / use entire track exit
Up-shift to 3rd on exit

TURN 7
Hug left before turn-in/'lift' but no brake-keep momentum
VISION - up the hill to late turn apex – "NAIL IT!"
Gradually accelerate up hill moving from center of track to turn apex (end of concrete)
If back-end is feeling 'loose,' be thinking acceleration
Exit apex to track left-center, then right to set up Turn 8

TURN 8
'Squeeze' brake at #2 Marker / downshift 3rd to 2nd
VISION – to late apex
Late turn-in and drive over late end-of-concrete apex
Exit /accelerate to very far side of track using part of alternate track if needed

TURNS 9A & 9B
Hug right side into 9A, accelerating / up-shift 2nd to 3rd
Hit 9A concrete apex, continue subtly to right to set up 9B later apex   (*SMOOTH / SOFT HANDS)*
Hug 9B left later apex – accelerate, and favor left side of track (to about 3' from left side of track) to set up Turn10

TURN 10
Enter 3' from left side of track / 'brush' brakes – Think *SMOOTH*
VISION – look / roll through apex and look / accelerate to exit on left side of track setting up Turn 11

TURNS 11 & 12
Entry - Drive straight to the right inside turn corner
'Squeeze' brake just past #2 marker
Hug inside all the way around the turn
(shorter distance makes up for lesser speed)
Gradually / smoothly accelerate to far side "track out"
Hug left side at top of hill, then to right side setting up Turn 13

TURNS 13 & 14

CAREFUL – Looks "innocent" but site of many spins!!
 (No help from suspension transitioning to downhill)

'Squeeze' brake at #2 Marker (<u>don't over-brake</u>)
VISION – Drive over part of #13 apex berm corner
Smoothly roll through turns with gradual acceleration!

TURN 15
VISION – look to 'track out' accelerating smoothly while up-shifting to 4th after exit

Emphasized Performance Driving Concepts (Besides SAFETY FIRST!)

"The Line" — An imaginary line that's the most efficient and quickest way around the track

"High" and Around-the-Corner Vision = Smoothness = Car Balance = Best Laps

Track/Car Awareness — Down-track, your mirrors for other cars, corner worker flags, your gauges, car "feel"

Cornering — Turn-in, Apex (early, center, and late), and Exit

Braking — *"Squeeze"* the brakes, then a very *smooth gradual lift* to corner "turn-in"

Reference Points — 1) Establish to start braking for each corner   2) Corner Cones: turn-in, apex, and exit