**HIGH PLAINS RACEWAY**

**DRIVING NOTES**

Dan H. Carlson - Edited 7/3/17

**REMINDEERS:** Focus!  Long vision + "soft" hands + smooth = BEST LAPS!  
Feel car balance - are you maximizing the suspension?  
Turns 2 & 11: Use the same line.

**NEXT TRACK DAY GOALS:**

**TURN 1**
Find exact 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 exact 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**
Enterline 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 (don’t over-brake)  
**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