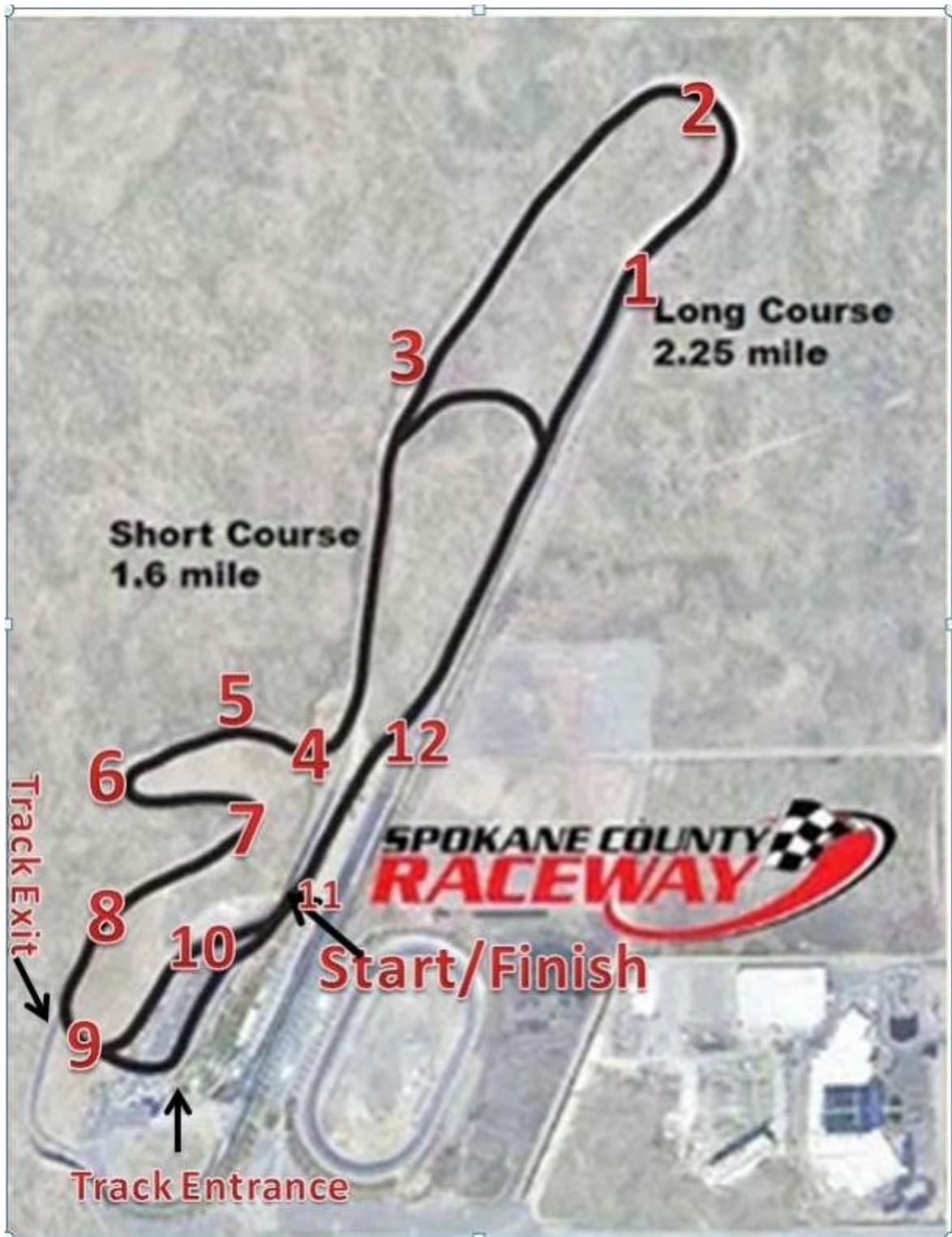


Below are my notes. I drive a 250hp AWD car, I am very experienced with Car Control and weight transfer (though I've only run this track once)

Your mileage may vary, and if you have less experience, I encourage you to get all your braking done in a straight line.

Turn	Gear	Braking	Entry	Midcorner	Exit
1	5	Tap to settle nose, or a bit more if >120	Half car width off of wall. Maintenance throttle	Right Maintenance throttle	Mid-track
2		Very hard, then trail in	Right, trail brake in	Mid-track. Throttle steer, touch brake if needed	Brush left curb (e.g. very late apex)
2A			Car width off of left Throttle steer	2 nd left curb	Right curb over hill
3			Touch right curbing (4 sec before apex)	Left curb, far end. Unload steering, car will get light / air	Mid-track
4		Very hard, then trail in	Far left, late. (note exit road straight ahead if too fast)	Very late apex. Clip far edge of right curb	Cross track to T5
5			Crossing from T4 exit	Touch left curb far end	Track out right
6		Moderate	Run right curb, turn in at end	Late apex, touch left curb	Generous overrun pavement on right, but 'target' is the curb on the right
7		Moderate	Left edge (no curb), late	Right curb, far end (very late apex)	Curb, left
8			Right	Left	Right
9		Moderate	Right, late	Very late, rolling in to throttle	Mid-track if you can, track out right if need be
10			Mid-track	Touch edge on right	Mid-track
11			Mid-Track	*left* of left white line, close to yellow wall	Mid-track
12			Right edge	Clip left wall	Ease out to yellow line and beyond

Comments / Areas to work on:



Notes on Track Configuration:

Prior to 2014, the track was larger, looping farther south and using the whole dragstrip. Some older maps show this config.

‘Track Entrance’ on T&T days is closer to T11 / where ‘Start / Finish’ is marked above.

‘Track Exit’ is most of the way through T9 on T&T days.

‘Harry’s Lap Timer’ (HLT) places S/F midway between T9 and T10, where checkered line is on track. HLT then numbers the turns from that point forward, with “the kink” at the end of the dragstrip being T3 and so on. Gets confusing. Turn Stations are marked per drawing above.