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Club Motorsports ride along & orientation



As you come down the front stretch, you want to be as close to the wall, on your left, as possible. Start braking at the 4 marker, heavy. You want to have the bulk of your braking done early so by the time you reach the 1 marker, you can trail off the brake and start your turn in for turn one. No need to down shift. I'd say you'd be in 4th gear at this point.



Try to clip the apex of turn one with the right side tires. A foot or so off that will still work. Apply power once you are at the apex.



Let the car track out to the left. Up to, but not over the red and blue painted surface.



Stay on power up to turn 2a. Slight right foot lift as you approach 2a. No brake needed. Stay off the apex of 2a about a foot. Less of a bump.



Back on the gas up to turn 2b. Stay to the left, along the white curbing. Brake in a straight line. Down shift to 3rd.



Turn in as approach the orange cone on the left. Stay to the right. Clip the apex of turn 2b.



Steady power through the turn staying to the right of the black patches in the turn.



Turn in to the left for turn 3 as you approach the orange cone on the right side of the track. No need to be all the way to the right at this point. Clip the apex of turn 3. A foot off of it, still OK. Let the car track out to the right. No need to go all the way to the curb, but if needed because of speed, OK.

Apply power through turn 4. Stay roughly in the middle of the track as you head up to turn 5. Stay to the left, right along the curbing. Brake in a straight line and down shift to 2nd. As you approach the orange cone, on the left, turn right.



Clip the apex of turn 5, power on, and let the car track out to the left, up to the curbing. As you climb the hill, look for the trees to appear, straight in front of you. No need to follow the grass line on the left. Stay straight. Stay on the power. Up shift to 3rd. Look for the tall orange cones on the left. Up shift to 4th. As you approach the 3rd cone, get ready to brake, heavy. Just like turn one, you want to have the bulk of your braking done early so when you approach the small orange cone on the left, you can turn right for turn 6. No need to down shift.

No need to clip, or even get close to the apex of turn 6, just keep your steering angle as you have it.



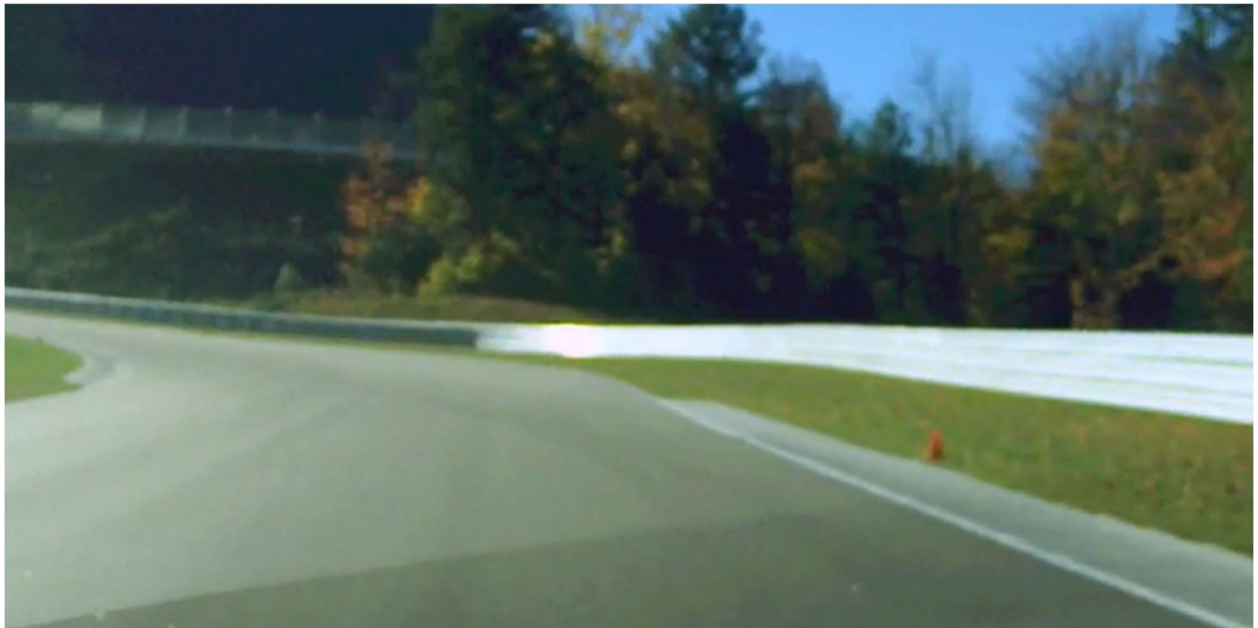
Power down the hill. Track to the right. Look for the orange cone on the right. If done correctly, you can get away with light brake here, just to set the nose so you can turn in to the left for turn 7 as you approach that cone on the right.



Clip the apex of turn 7. Power on. Track out to the right. Put the right side tires right over the curbing on the right. Slight lift of gas as you clip the apex of turn 8, on the left.



Power on and track out to the right. Clip the curbing on the right. Stay in about the middle of the track as you go through turn 9a, then track out to the right. Clip the curbing on the right and then turn left to clip the apex of turn 9b. As you come through 9a, you should be able to apply full power all the way through 9b and up horse power hill.



As you pass turn 9b, track out to the right. Try to stay off the curbing, but if needed, use it. As you head up horse power hill, track to the left. As you crest the hill, look for the orange cone on the left. You should be able to get away with a slight lift here as you get ready to turn in to the right for turn 10.



This is a double apex corner. To set up for turn 10/11, accelerating up horsepower hill, get to the left and spot the first turn in cone on your left. Decelerate appropriately till your eye picks up on the cone further into the corner on the same side of the track, it appears to be well into the corner. Adjust your roll in so that you set up a straight braking zone that runs from the first cone, just past the inside of the track on your right, and terminates just in front of that second left hand cone. This will be your slowest rate of speed at this outside cone. Roll to the right and accelerate while turning up to the apex cone on your right. Adjust your speed to carry a smooth arc past that apex cone and up to the exit cone across the track to the left. Use all of the track.

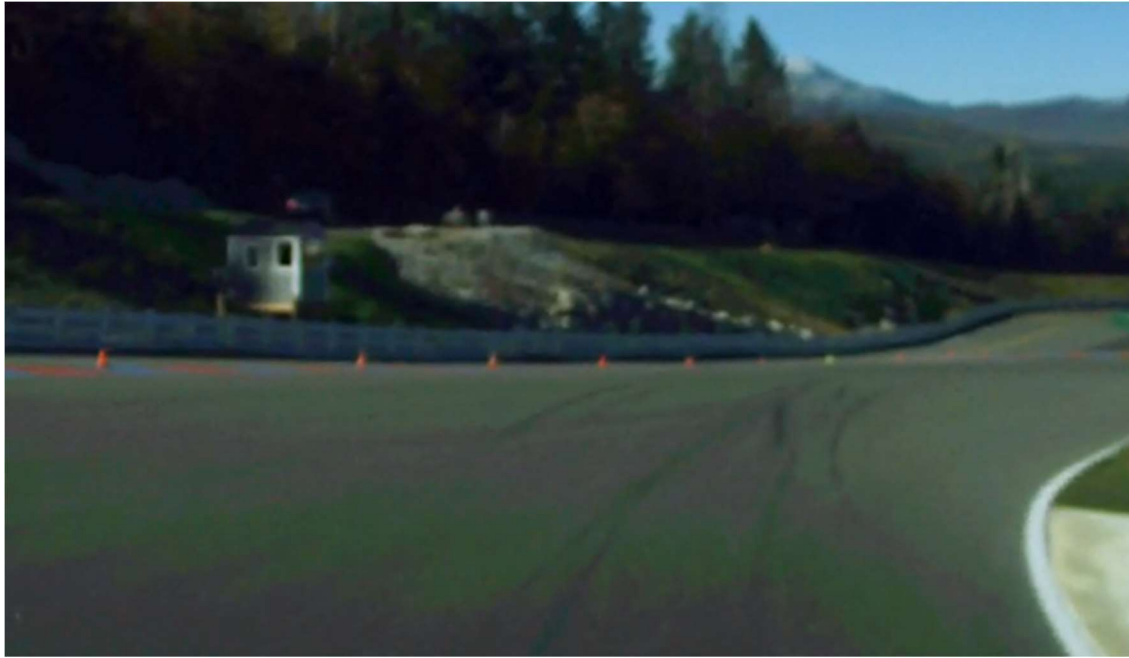




Power on to turn 12. No need to clip the apexes of turn 12, or 13. Both left hand turns. Position the car about 2-3 feet off the apex of both turns and make it one turn. Also, don't track out to the right beyond the track pavement. Take a look at that turn. You'll see two shades of pavement. The track pavement is a bit lighter than the run off pavement. Stay on the track pavement. Power on down the hill.



Turn 14 is a slight right turn. No need to get close to the apex of turn 14, but as you head down the hill, look ahead to turn 15. Track out to the left, brake in a straight line. Stay in 3rd. As you approach the light green cone, turn right and try to clip the apex of turn 15. Power on.



Track out to the left, stay along the wall, up shift to 4th, power on all the way to the 4 marker. That's basically how I run the track. Every lap isn't going to be perfect. Never fight the car. If you miss your mark, shake it off and re-focus.

