



RULES FOR LIVING *FASTER* – LONGER.

Follow Track Rules !!!

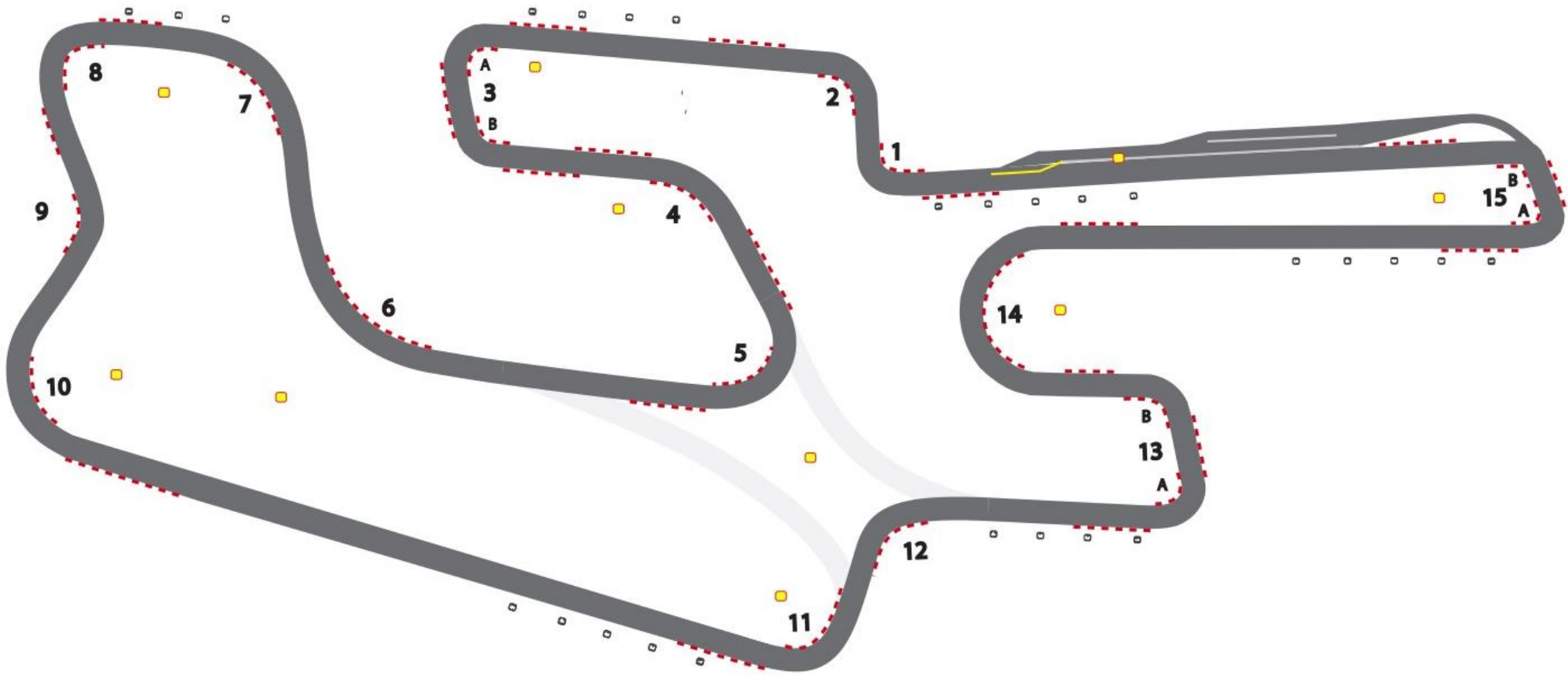
*Keep it (mostly) under control
Learn first, then use what you learned to go faster
Your car will be grateful*

*Practice one thing at a time
One technique, one turn. Get good at it. Repeat
The greatest athletes in the world practice hardest*

*Make track time count. Use what you learn to your advantage.
Develop a 'Plan' for your lap, and then continue to tweak it*

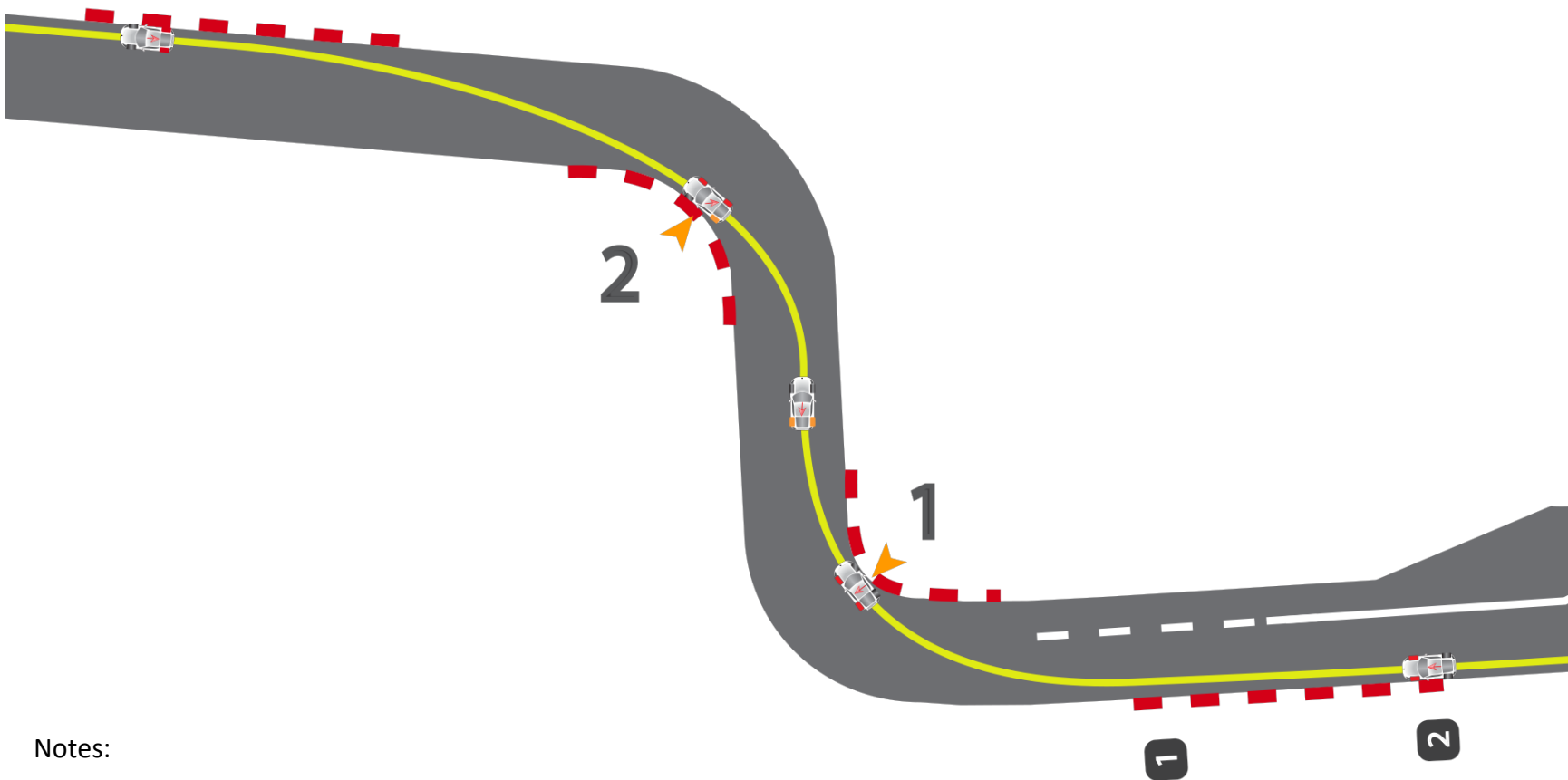
*Seat time, Seat time, Seat time
Your muscle memory and 'hand to eye' are always working
It's the power of the unconscious mind*

Take notes – Ask questions – Experiment – Talk trash



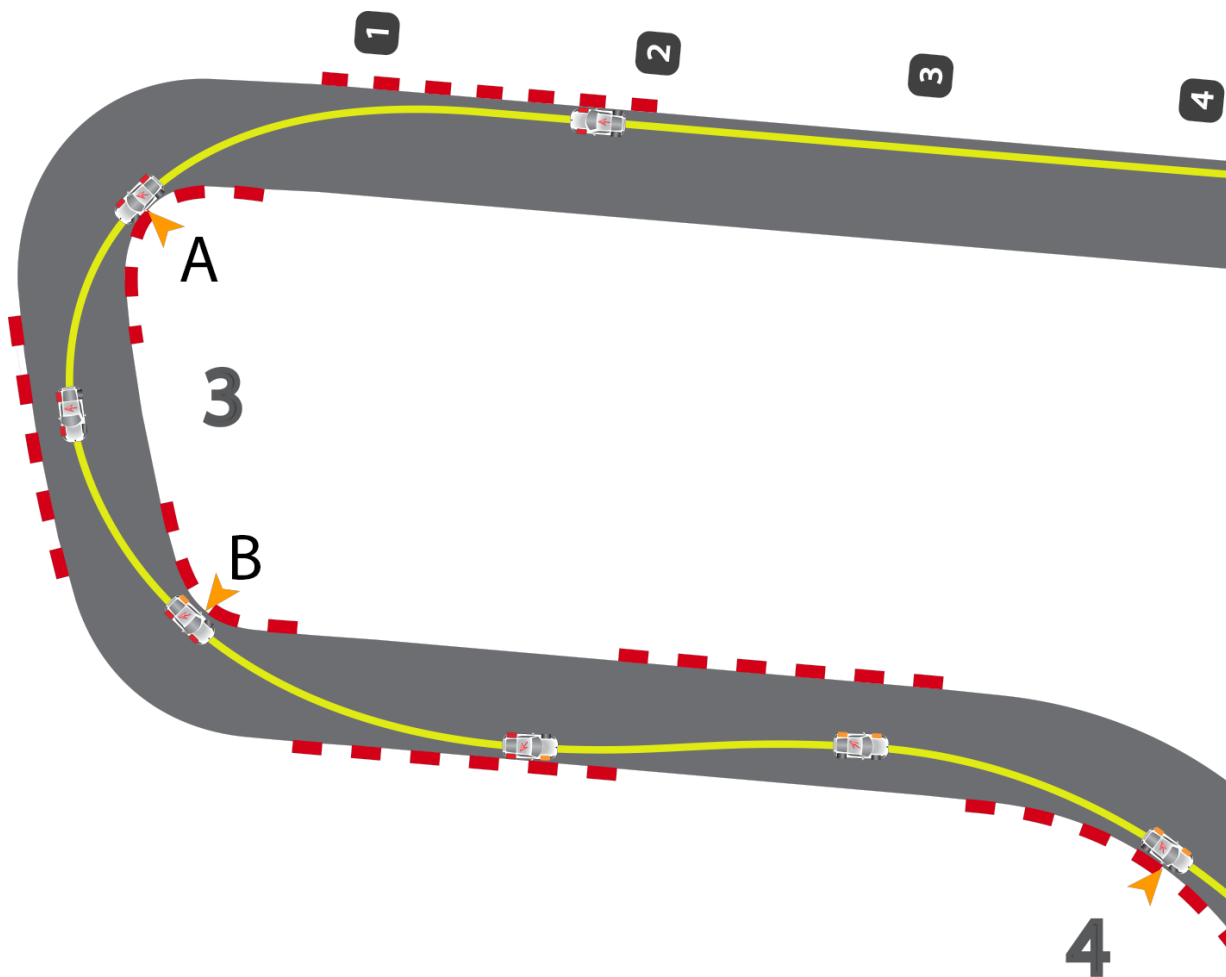
THE *ITALIAN* CANYON – 2.7 M

- T-1 is a slight **downhill brake zone** – brake early; release the break gently as you turn in.
- **It is over 90°**, so needs **continued steering input**. Lots of grip on apex, clip the curbing.
- **Quickly shift your vision to T-2 Apex** – ‘bend’ your way to it. Squeeze the throttle to help rotate the car and track all the way out.
- 1-2 is about **fast but smooth inputs and weight transfer**. Think ahead.



Notes:

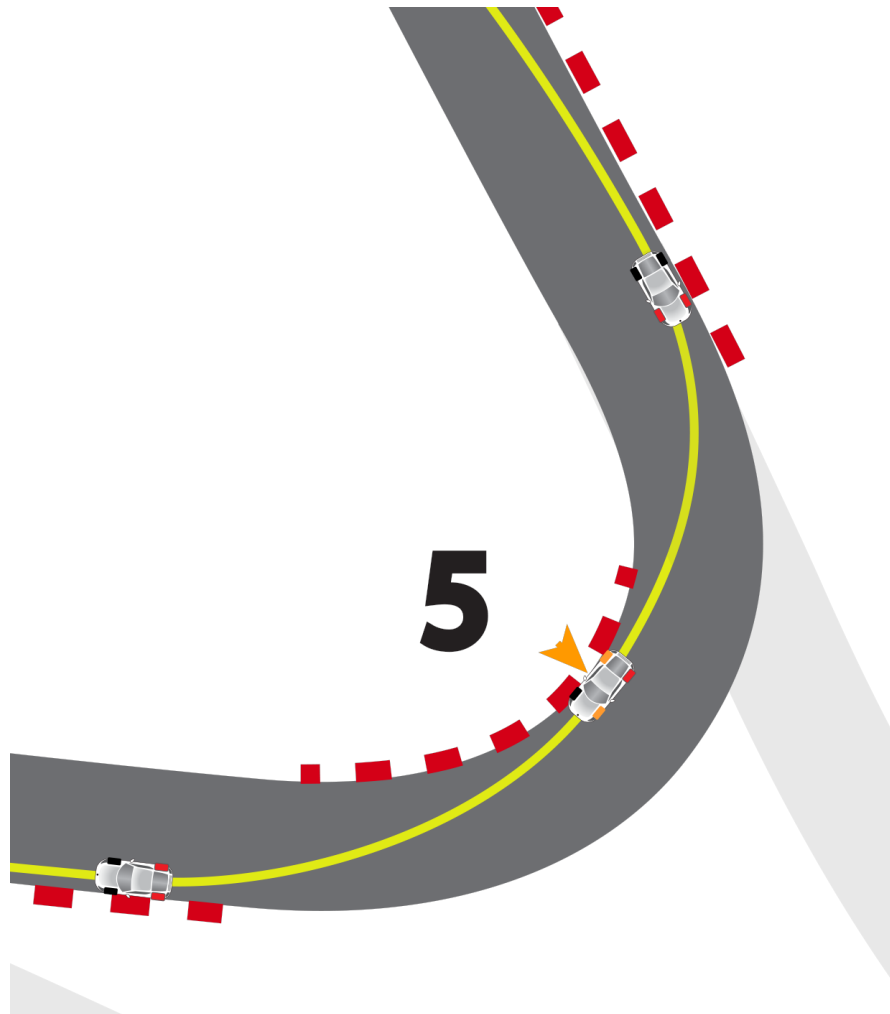
- The Beginning of 3 is blind, and then off camber (meaning slopes away from you, so less grip). **Pick a brake marker and plan your turn into 3 by looking for the apex curbing (left) as you crest the hill.**
- 3 should feel like a continuous, long turn. **Practice shifting your vision early – keep scanning left.**
- Think of **3 B as a late Apex** – let your car rotate so you can have a better car position for the trackout.
- The transition from the 3 B trackout towards 4 should be a **smooth weight transfer to the left wheels**. You should **ease off the throttle and keep your hands moving to get to the apex of 4**, then roll back on throttle but expect the car to get lighter as you go downhill.



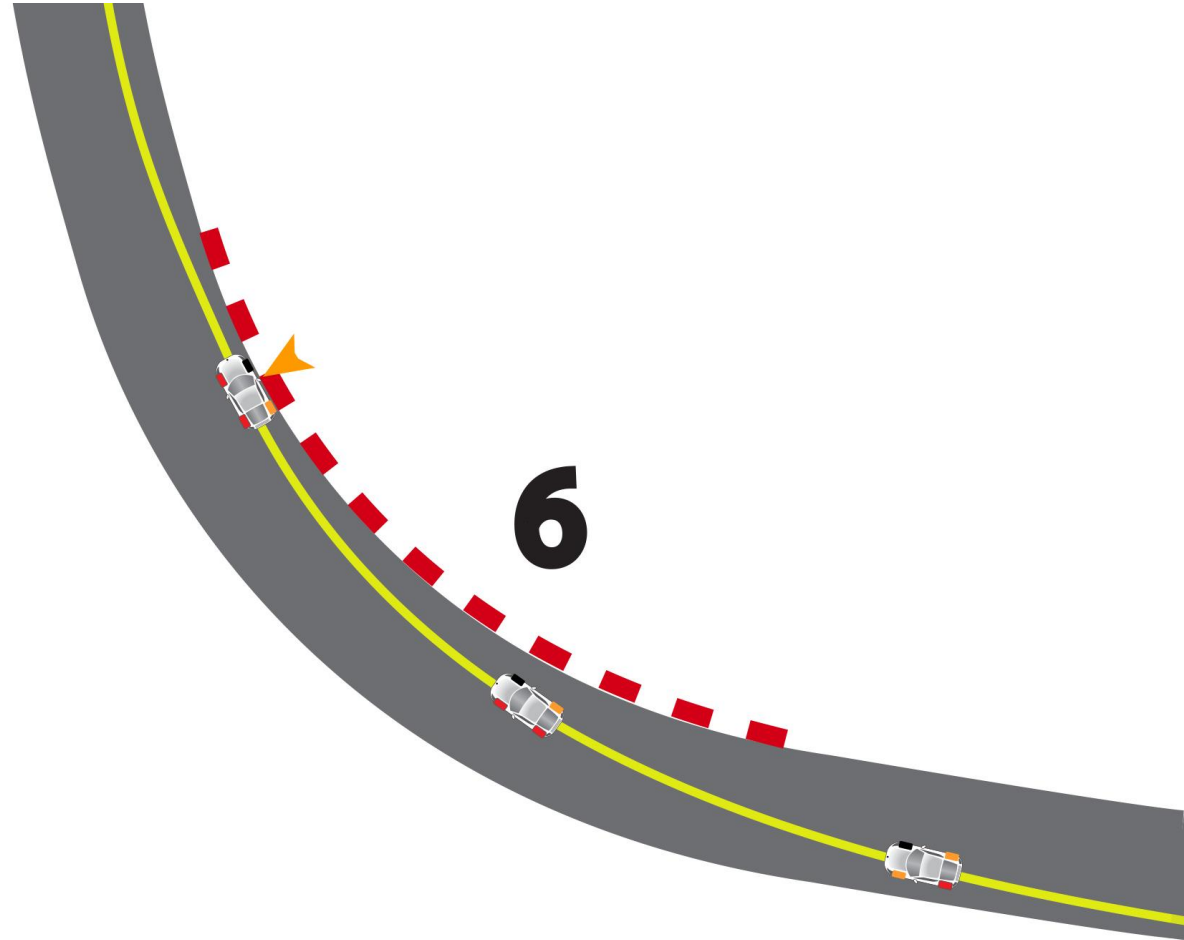
Notes:

- The Elevation drop will cause a meaningful slip angle -- your car will tend to slide towards the curbing.
- Try to align Parallel to the track out curbing.
- Firm break at the bottom of the hill and immediate slow release – your car is headed downhill, so you need to slow down, but the track transitions into an uphill; it is important to maintain momentum.
- Rotate the car and quickly get back to throttle – before you see the track out.
- The car gets light at the top of the hill on 5 – track all the way out to get speed into the straight.

Notes:

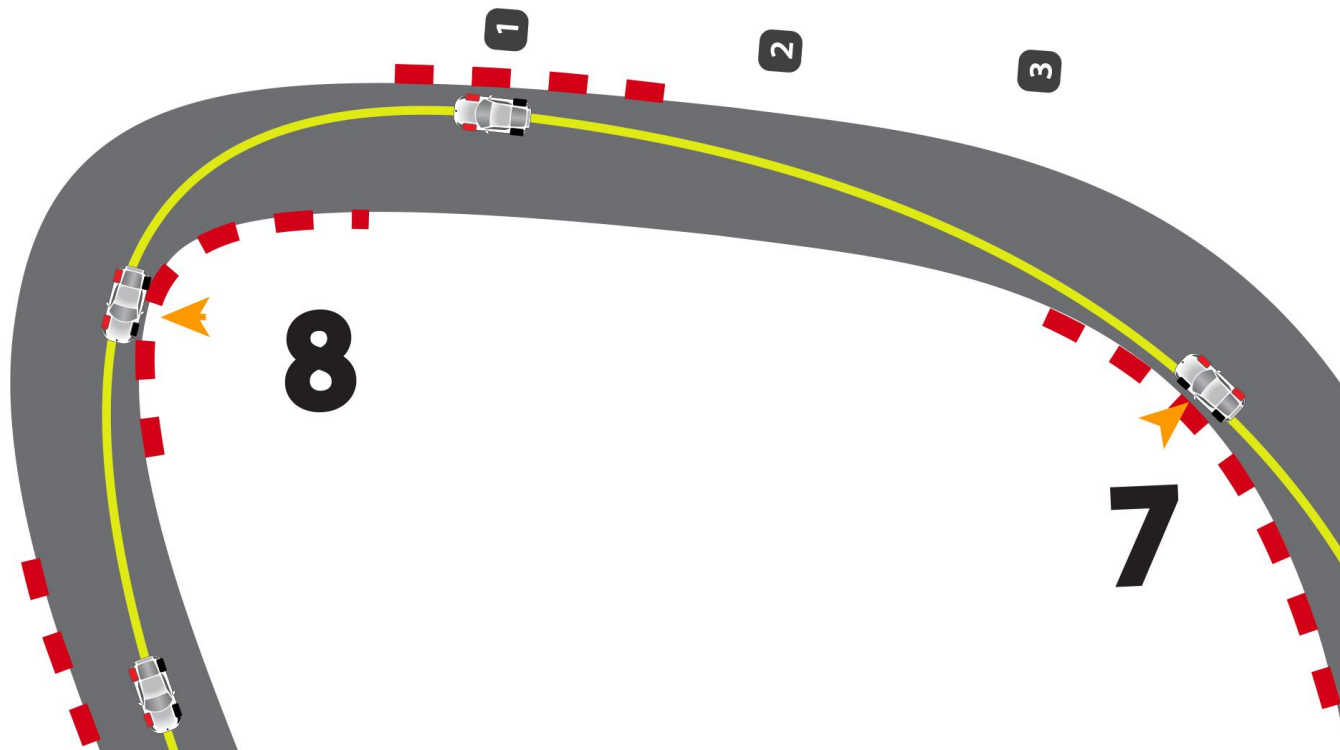


- You want to roll as much speed as possible mid corner into turn 6
- Slow Hands, **look all the way uphill** – aim for a late apex
- You need to keep your car towards the right at track out -- to set up for turn 7

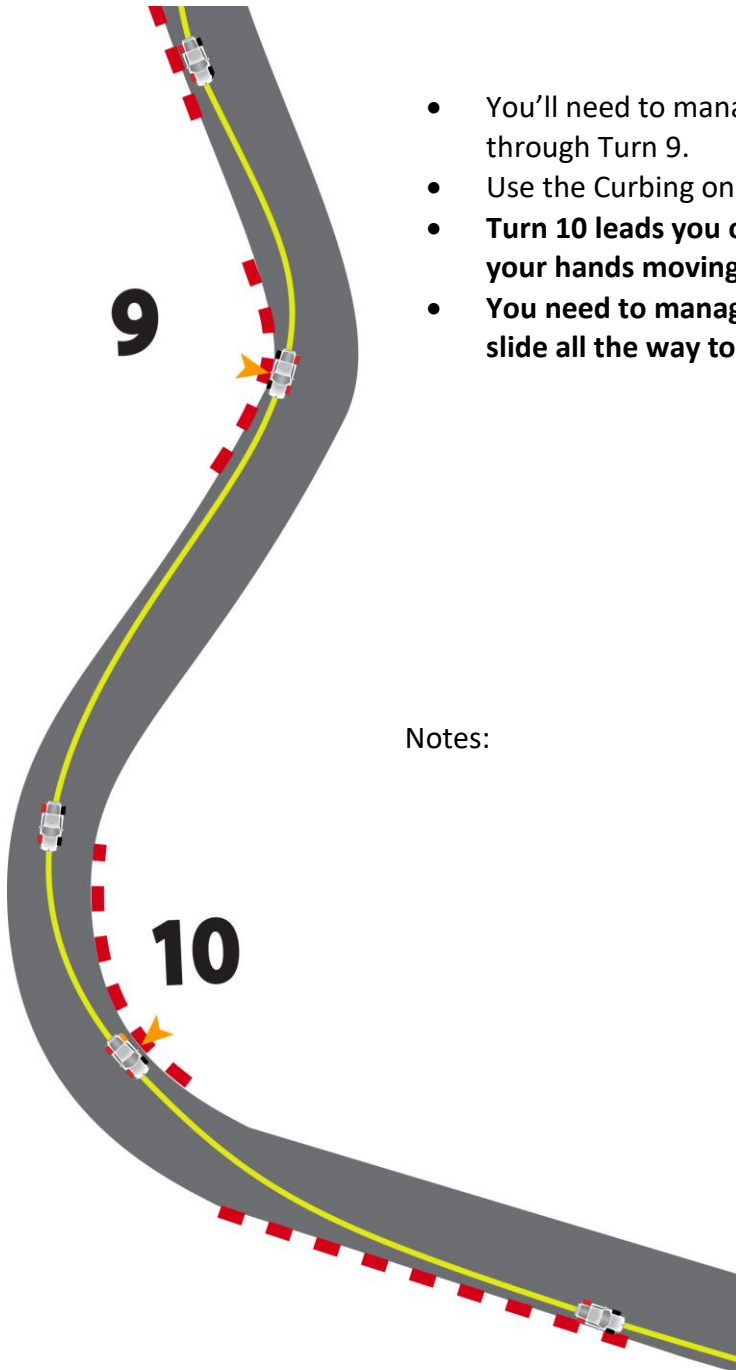


Notes:

- 7 is a late Apex – it is the second portion of an S → the key is to set up for a fast entry into the turn 8 brake zone.
- Make sure your car is straight into the turn brake zone. Release the brake (trail brake) as you lead into the turn-in.
- 8 is more than 90 degrees – and going downhill. **You run out track quickly – so turn your head, and be prepared !**
- **The key to 8 is making a tight arc and getting the car loaded and turned while rolling speed – it's a late Apex.**
- Use the curbing (it will help turn the car); Be patient ! Rotate enough to point downhill to 9 - stay mid track.



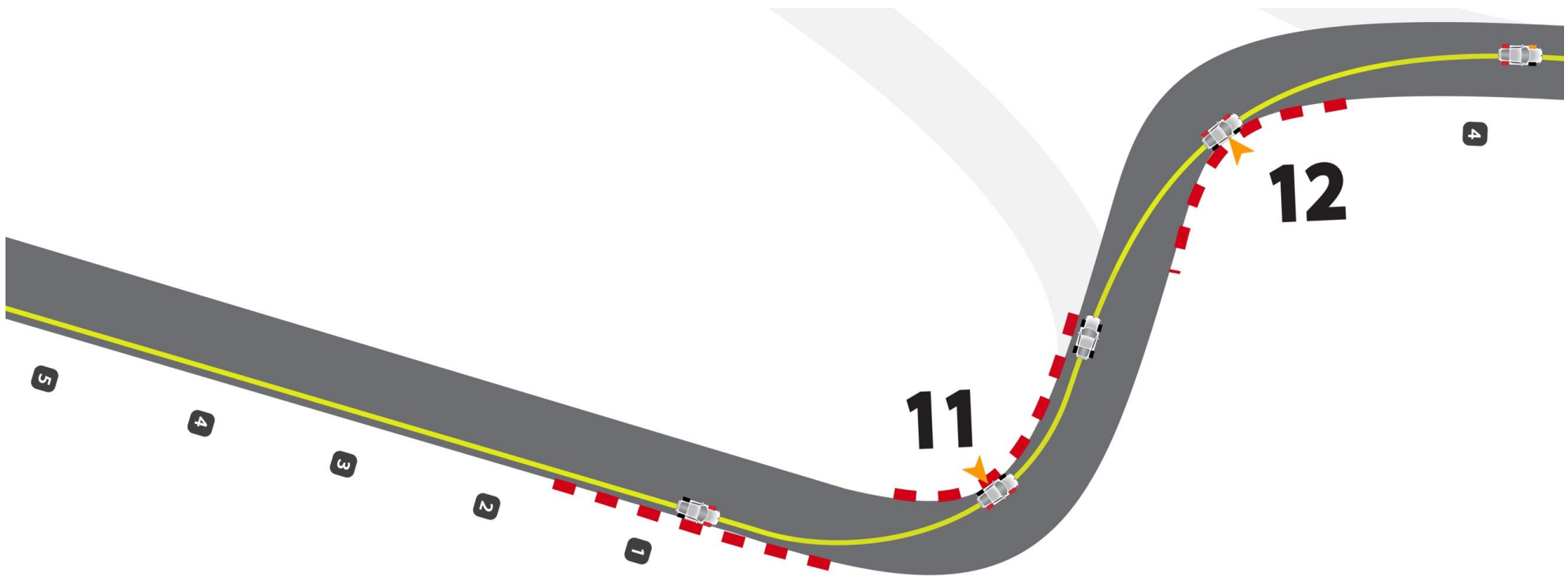
Notes:



- You'll need to manage your slip angle (where you aim vs. where you slide to), and think ahead as you come through Turn 9.
- Use the Curbing on 9 to 'strighten' out the S a little, and position yourself for turn 10.
- **Turn 10 leads you onto the back straight – the longest straight on the track. Manage the turn and keep your hands moving as you go downhill**
- **You need to manage the weight transfer and build some memory on where to roll back on throttle and slide all the way to the trackout curbing, and use it !**

Notes:

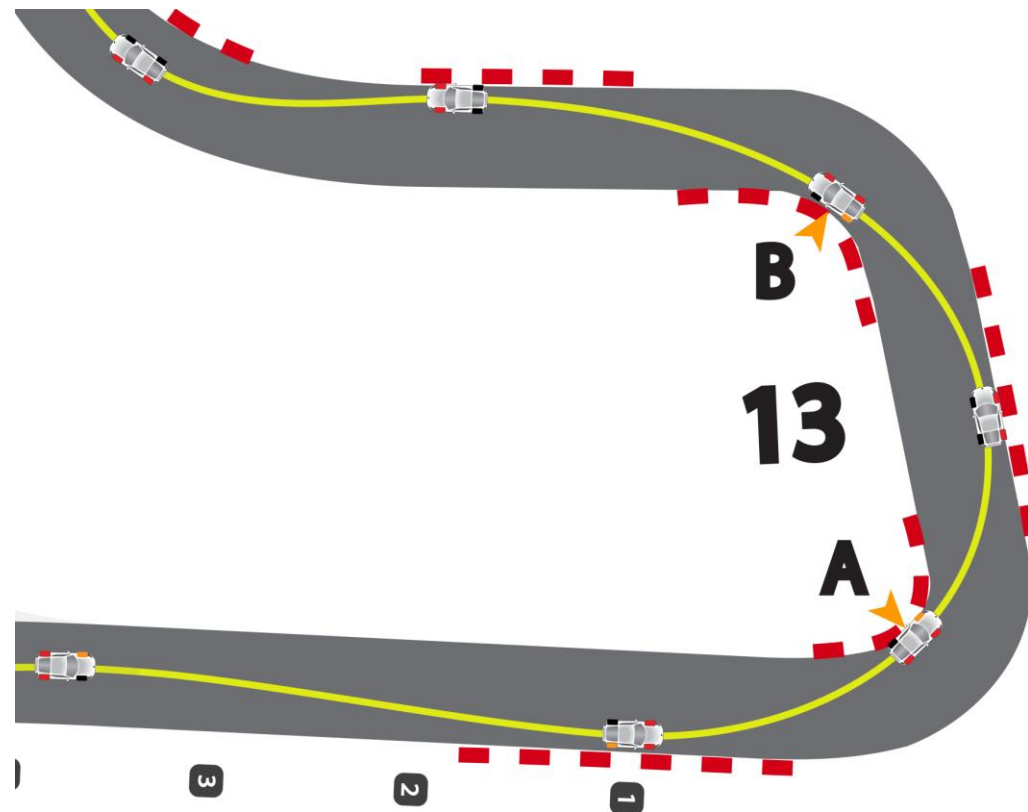
- The end of the Back straight is the **fastest brake zone on the track** – use the **brake markers** to gain confidence.
- Look for the to curbing and Apex at 11 – get there. Then stay left to set up for 12
- The car will get light at the top of the hill after turn 11 ; let it settle before giving steering input
- Then look right all the way through 12, and start squeezing the throttle. You want to practice applying throttle gradually **so you stay on throttle through 12** – lifting, especially abruptly, will significantly upset the car in this section.
- There is lots of grip on 12 apex (compression to the bottom of the hill) ; keep some steering input after the track out to gently let the car come back to the right and line up for turn 13



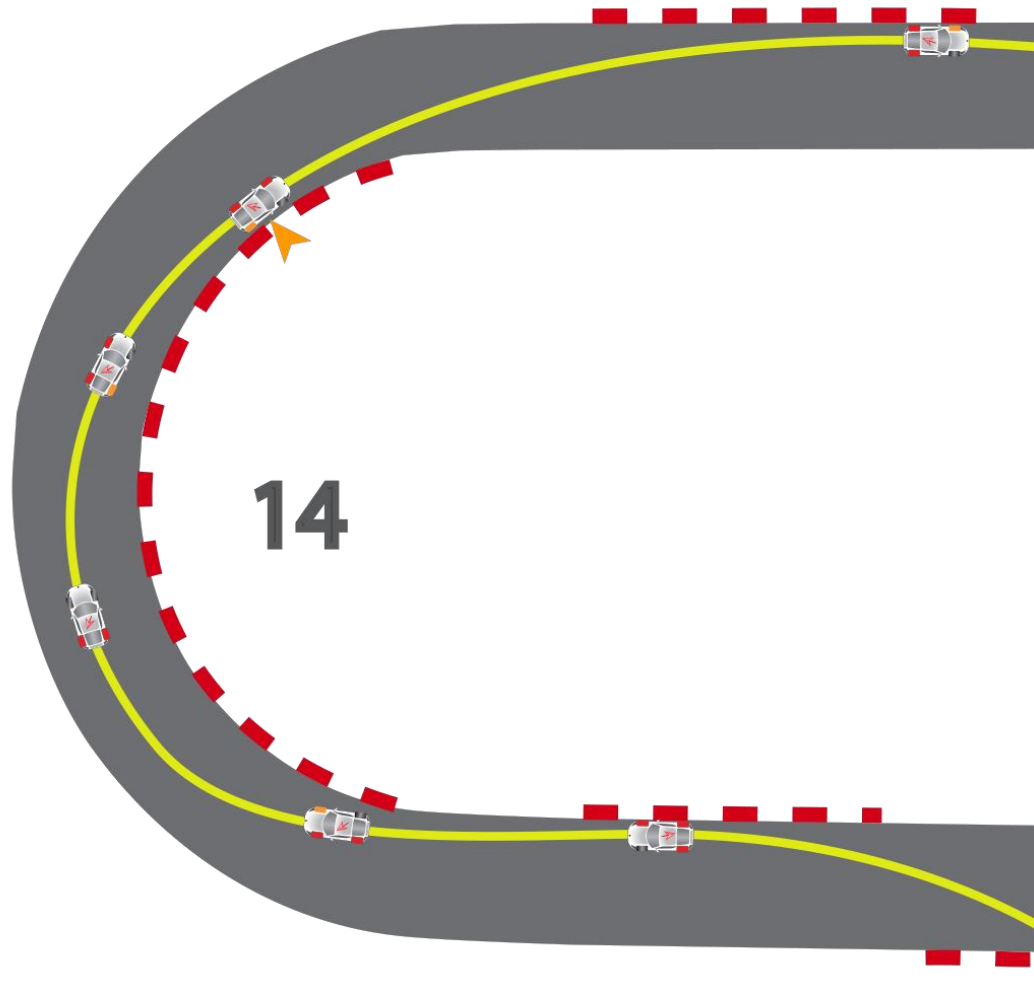
Notes:

- 13 is a Downhill brake zone and turn. **The first Apex sets up the entire, long arc through the exit of 9**
- **Staying on the brake a little (trailing) for the first part of the turn (13 A).** keeps your nose down and grip on the front tires
- **Look far left** and visualize a long arc. The bottom of the hill gives you compression and lots of grip. **Squeeze confidently on the throttle through the apex,** track-out all the way to the curbing – and get ready for braking before the uphill

Notes:

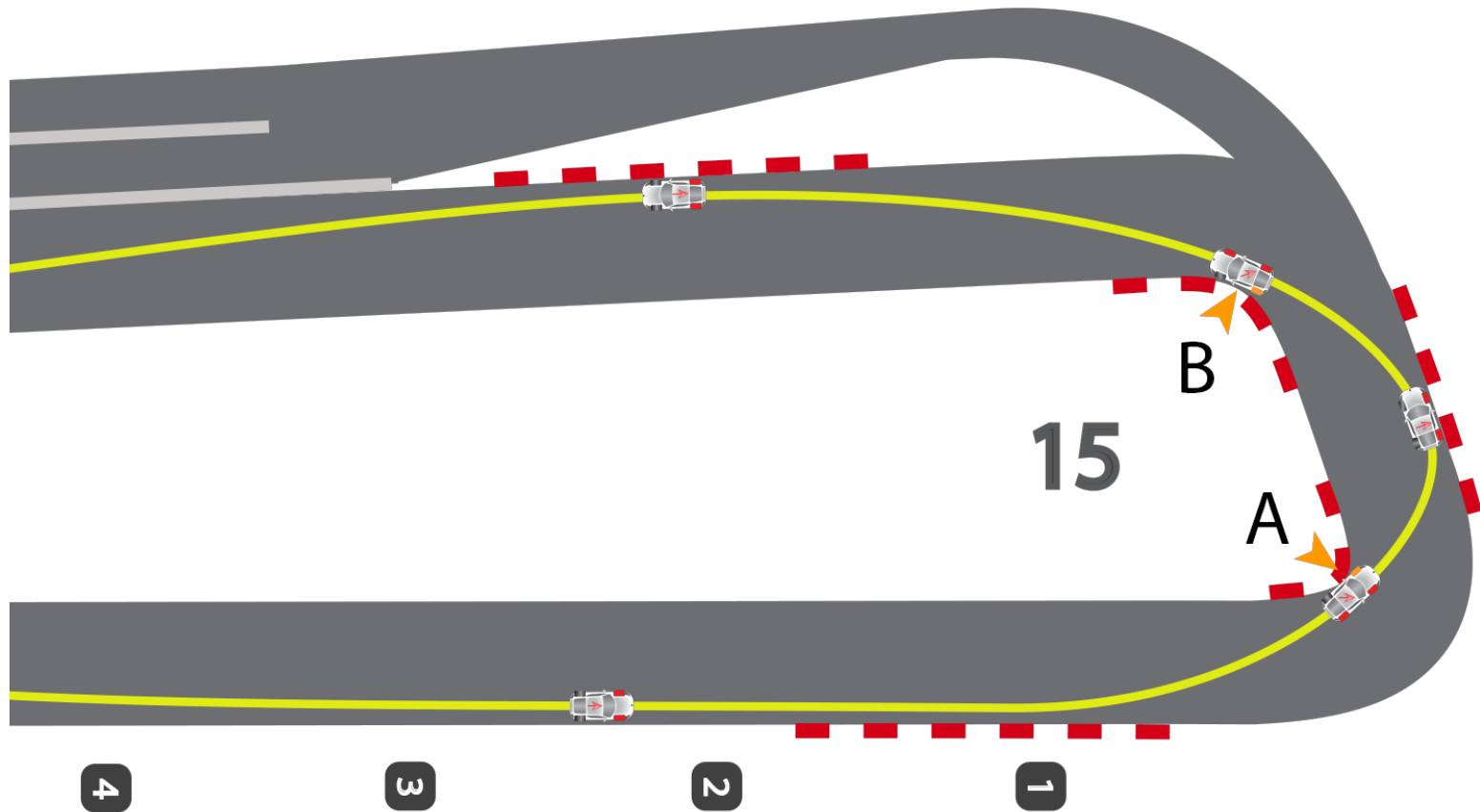


- Come back to mid-track and **look right** -- **way up the hill** !! Your apex is at what looks like the top
- It's a blind track out (where the actual top of the hill is) so you will need to memorize when you can go back to full throttle



Notes:

- **Pick a brake marker** – Brake hard and shift your vision to the first Apex; get there
- **Keep steering input in the wheel** – your car needs to stay loaded all the way around
- **Look left** towards the track-out as soon as you make your first apex
- **Be patient , let the car rotate.** When you see the second apex, smooth but aggressive throttle application (its ok to go a hair wide of the 3 B apex) will get you to Start/Finish in a hurry!!



Notes: