



# Lightning “Turn by Turn”

## NNJR Track Side Class Room Series



## **Disclaimer**

*The techniques shown here have been compiled from experienced sources believed to be reliable and to represent the best current opinions on driving on track. But they are advisory only. Driving at speed at NJMP Lightning, or any other track, requires skill, judgment and experience. These techniques assume the reader has high performance driving knowledge and applies them as applicable to their level of driving experience.*

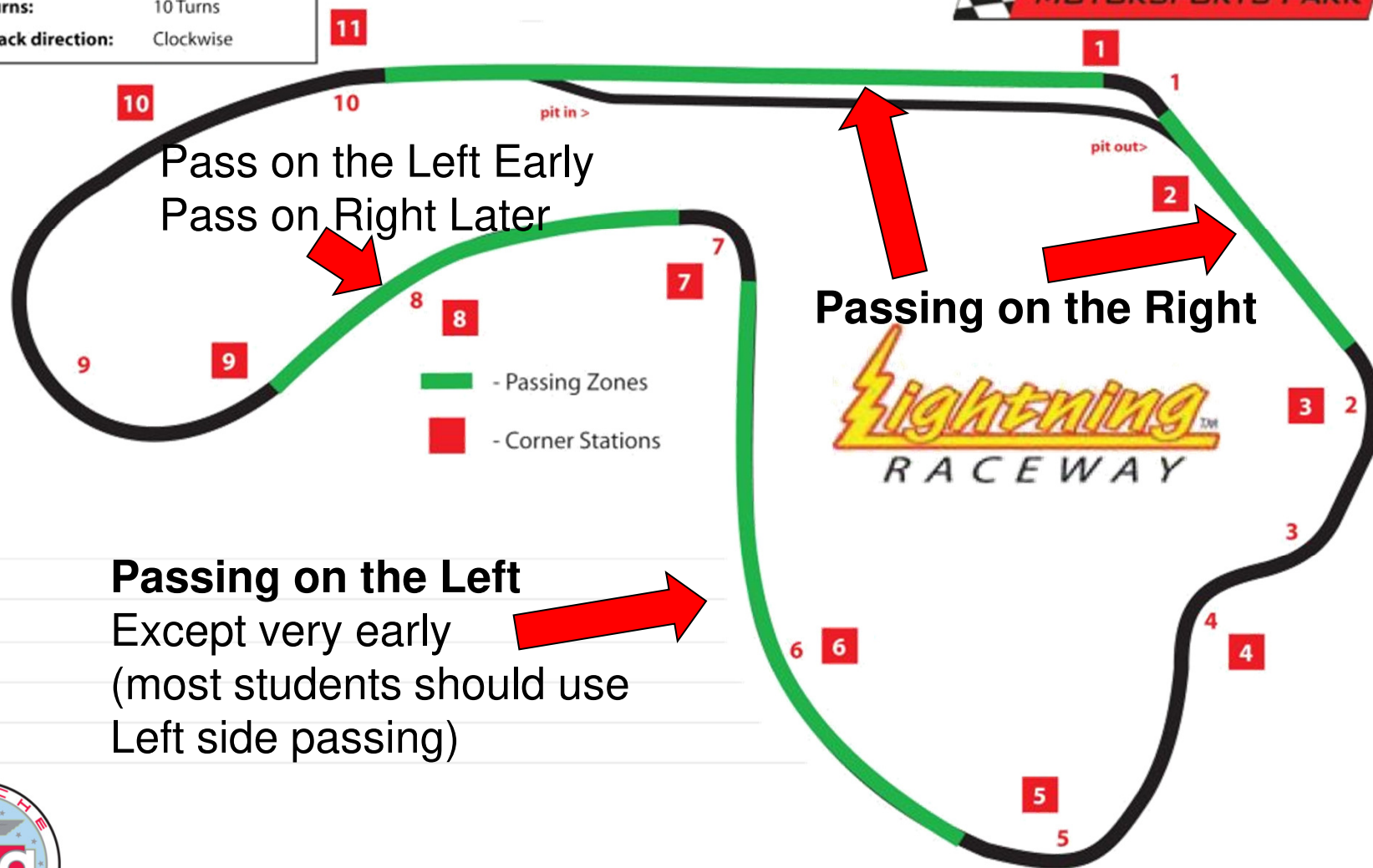
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# NNJR Lightning



## Track Information:

Length: 1.9 miles  
Turns: 10 Turns  
Track direction: Clockwise



# NNJR



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# NNJR A lap of Lightning



<https://youtu.be/VdTRqTV0NAw>

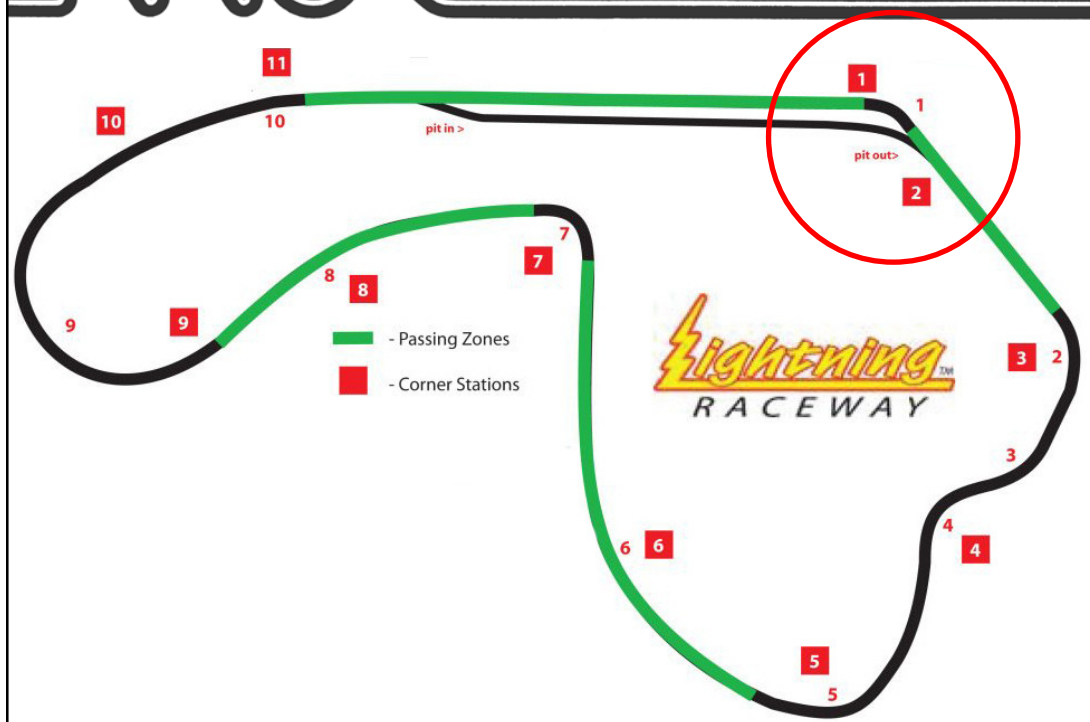


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# NNJR Turn 1



Line is approximate!



- Turn In is approx. Brake Marker 0
- Uphill means slightly
  - Earlier turn in
  - Later braking point
- But get turning done early
- Important to be straight over the hill
  - On partial power
  - About  $\frac{3}{4}$  track left over hill
- Track out is blind: over the hill
- Danger: if not straight or too wide, drive off!

# NNJR Approaching Turn 1



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# Turn 1 Approaching Apex



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# NNJR Turn 1: Over the Hill



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# NNJR Turn 1: Track Out



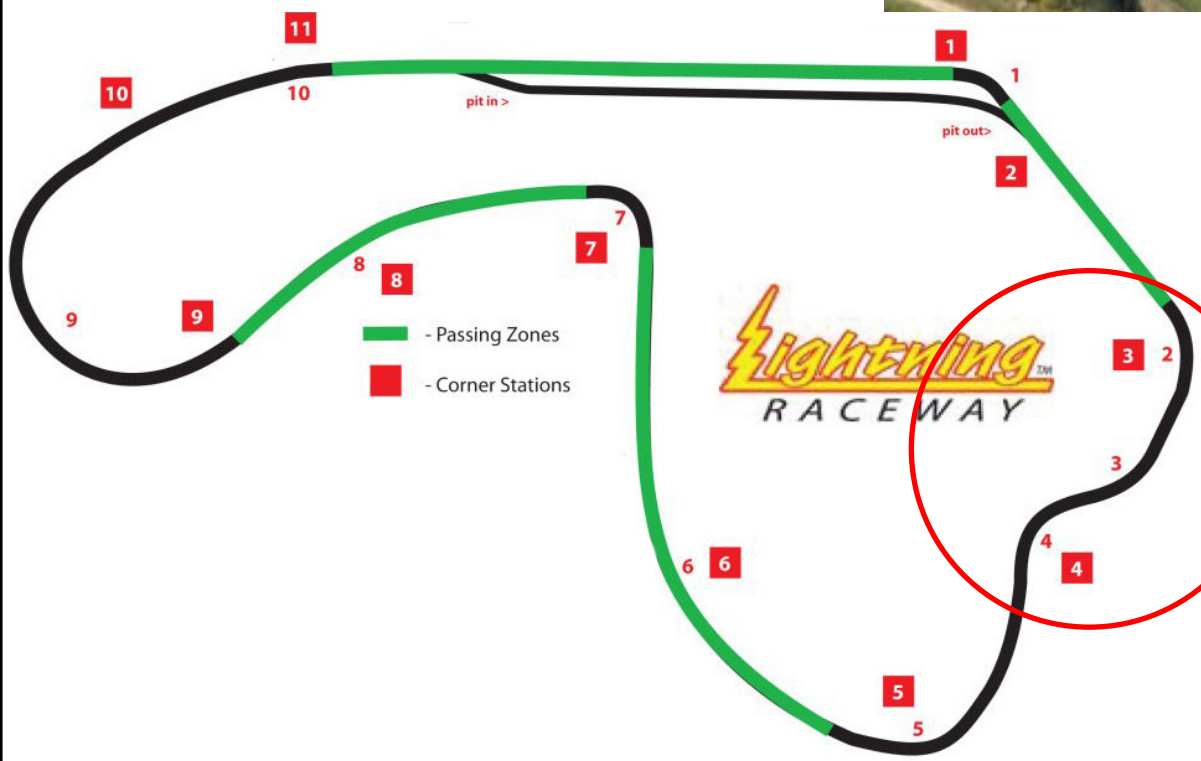
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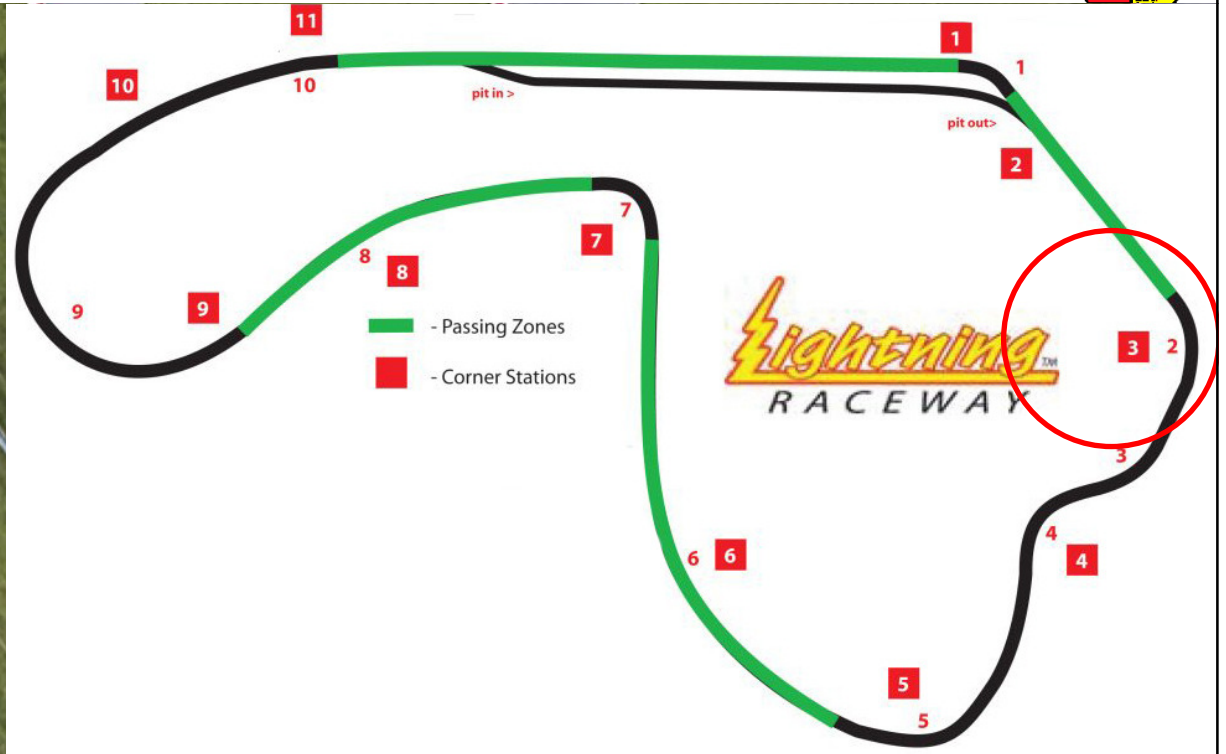
# NNJR Turns 2, 3, 4 (Connected)





# MMR

## Turn 2



Line is approximate!



# NNJR Turns 2 and 3



- One big arc
- Objective carry speed, lengthen the straight
- Apex for Turn 2 = 4 feet off right curb
- Exit T2 Track Left = turn in for T3
  - Part of the big arc
- Exit T3 on beginning of curb on Right



# NNJR Approaching Turn 2



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# NNJR Turn 2 Apex

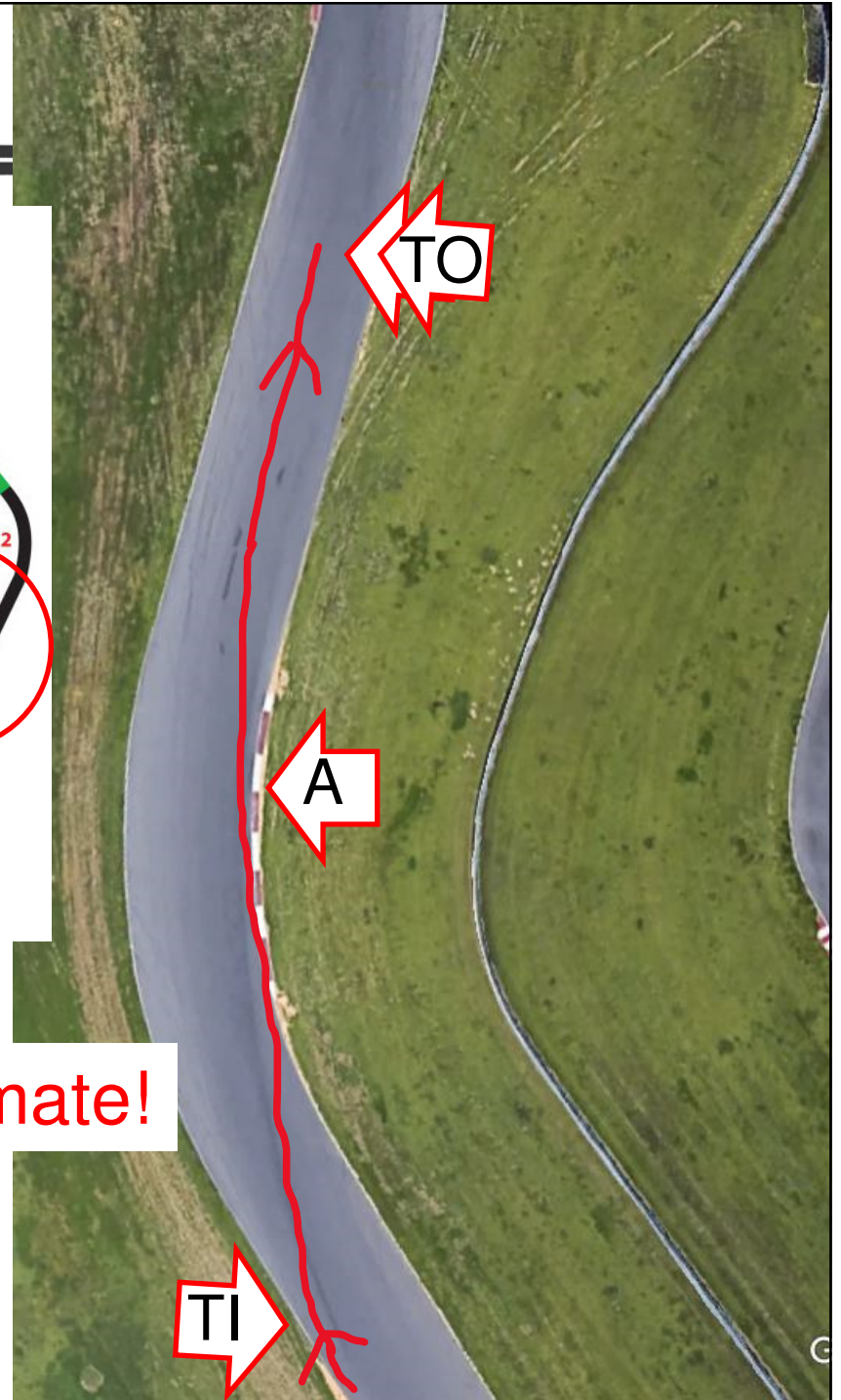
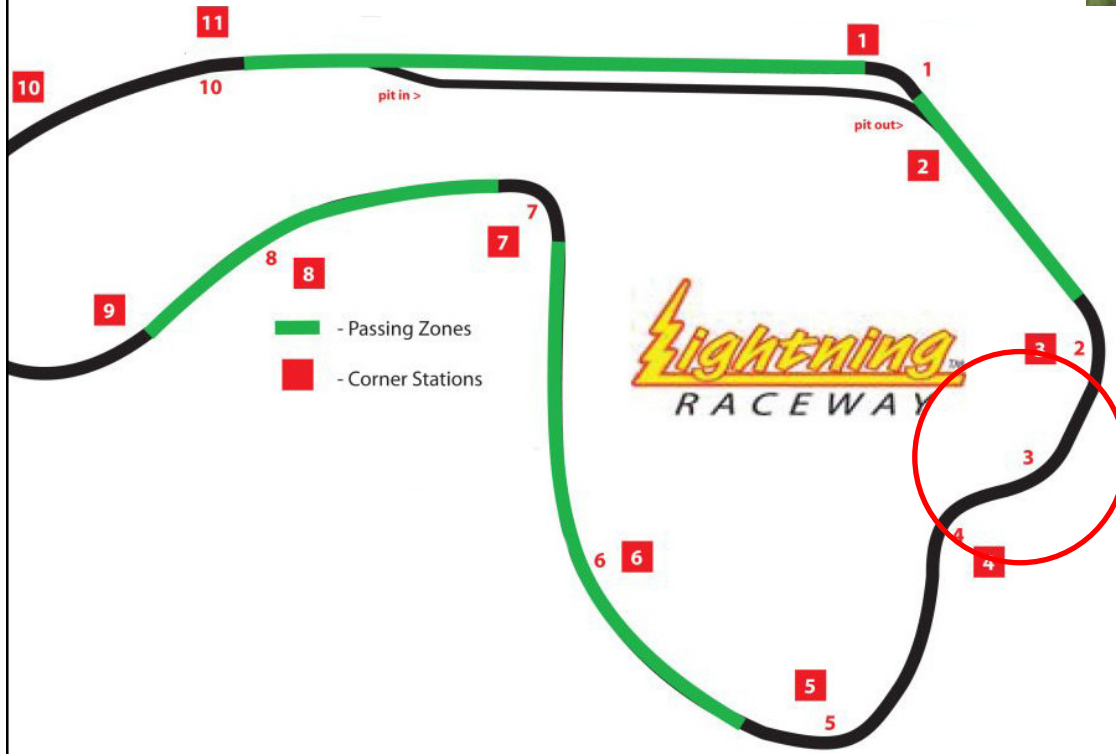


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# NNJR Turn 3



Line is approximate!





# Approaching Turn 3



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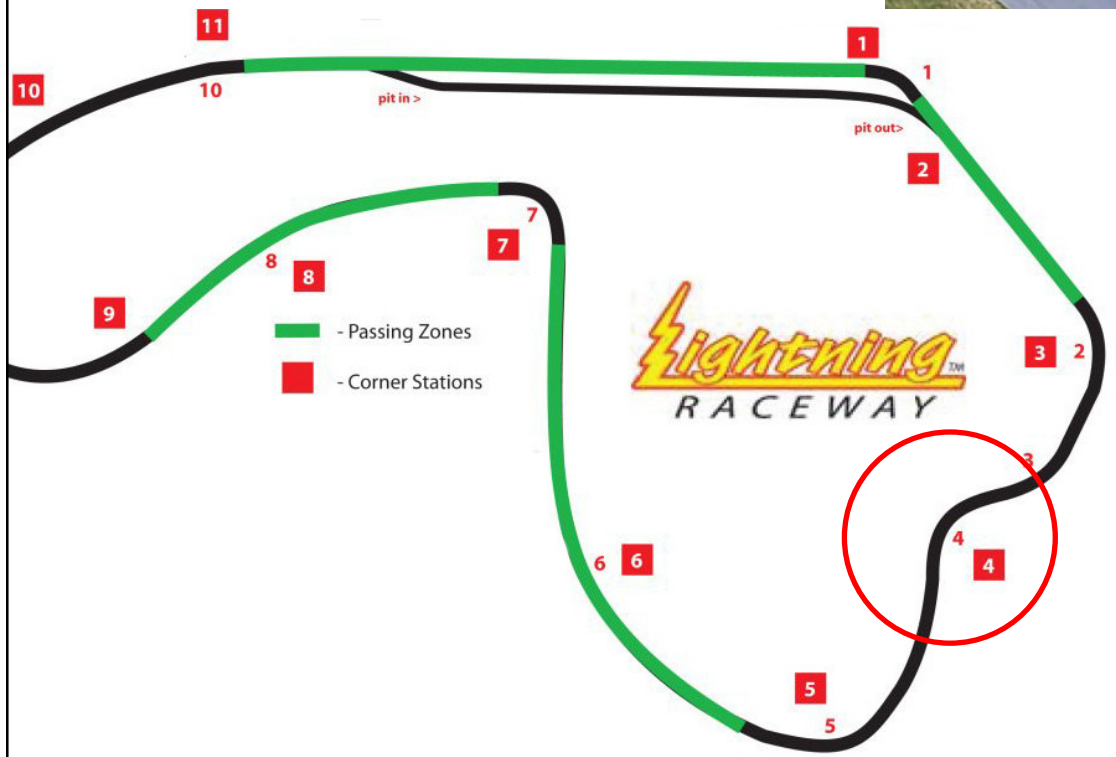
## Turn 3 Apex, Approaching Turn 4



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# NNJR Turn 4



Wider Entry Shown  
Line is approximate!





# NNJR Turn 4



- Two options
  - Carry speed in from Turns 2/3
    - Aim for Turn 4 apex
  - If possible, stay on Right half of track before Turn In
- Some/many cars require light brake to help turn
- Good grip at apex
- Use all of track out



# NNJR Approaching Turn 4



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# Approaching Turn 4 Apex



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# NNJR Turn 4 Track Out



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TO

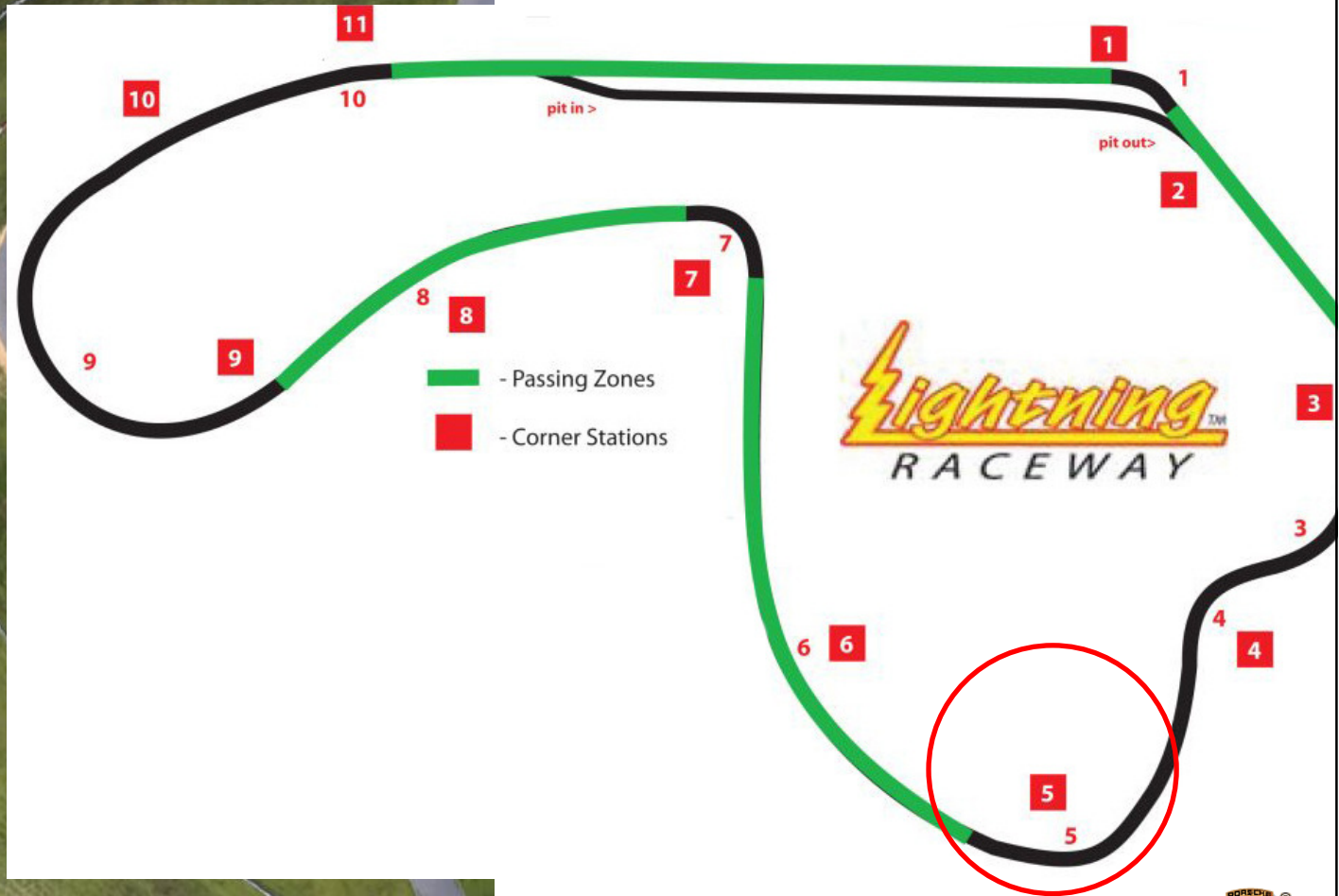
# Turn 5



Line is approximate!

A

TI



# NNJR Turn 5



- Important but be careful!
- Apex is blind, over the hill
- Line up with curb on Left before Turn In
  - Turn in is last red stripe
- Get turning done going up the hill
  - Straight over the hill
  - Drive over apex curb
- Careful with power over the hill
- Use all of track out
  - Caution: track comes back, less room than expected!





# Approaching Turn 5 TurnIn



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# Turn 5: Apex is Blind



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# Approaching Turn 5 Apex



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# NNJR Turn 5 Track Out

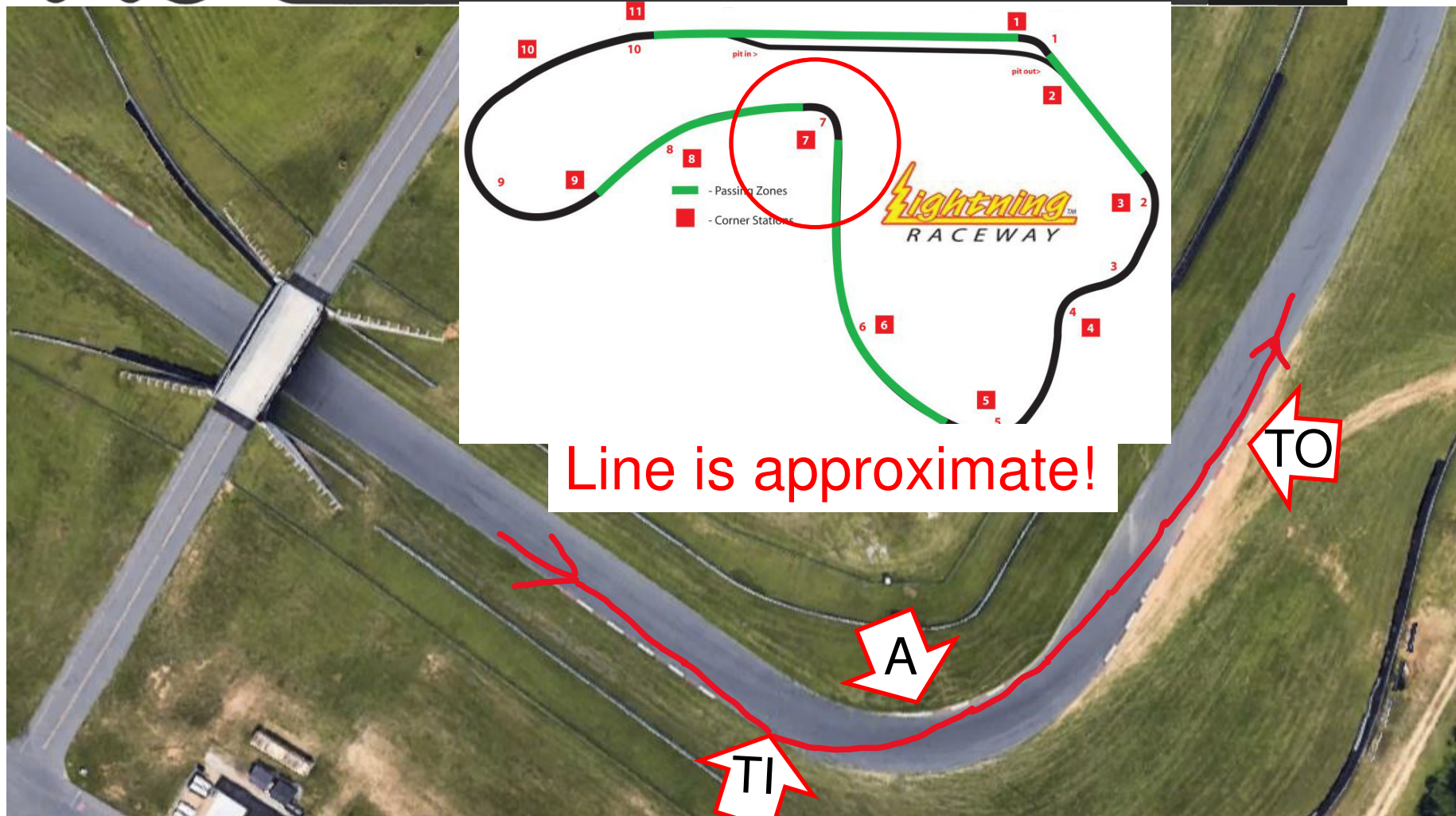


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# NNJR Turn 7



Line is approximate!



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# NNJR Turn 7



- Challenging corner for many drivers!
- Slow in, fast out
  - Most drivers brake too late, trail brake too much
- Apex is earlier than expected
  - Second red stripe
  - Unfavorable camber later
- Turn in at end of curb: slowest point
  - Can gain speed before apex!
- Turn in a touch more at apex





# Approaching Turn 7: Brake!



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# NNJR Turn 7 Braking Zone



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# Turn 7: Approaching TurnIn







## Turn 7: Apex is Early part of Curb



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# NNJR Turn 7 Track Out



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# Turns 9: Lightbulb or Bowl





## Lightbulb: Turns 9 and 10



- Two lines
- Inside
  - Aim at gap in wall, brake along white line on Right
  - Toss car into banking; no more than 1/2 to 2/3 up
  - Look for apex; culvert inside track is the RP
- Outside/high
  - Enter closer to track left
  - Make one big arc: slightly decreasing
  - Objective: carry more speed







# Approaching the Lightbulb



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# Braking Zone: Look for Apex



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# Look way ahead for Apex



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# NNJR Lightbulb Track Out



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# Lightning Reminders



- If you run wide, drive off! e.g. Turn 1
- Turn 5 deserves great respect
  - Tight on apex, straight over the hill, not too much power
- Turn 7 requires lots of braking
  - Easy to enter too fast
- Be aware of pit in over the hill on front straight

