

## Summit Point

NNJR “Trackside Classroom”



## ***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 Summit Point, 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.*

*High-performance driving can be very dangerous, carries inherent risks and may result in injury or death. NNJR and PCA make no warranty, guarantee or representations as to the absolute correctness or sufficiency of any representation contained herein. Nor can it be assumed that all acceptable safety measures are contained herein or that other or additional measures may not be required under particular or exceptional conditions or circumstances.*

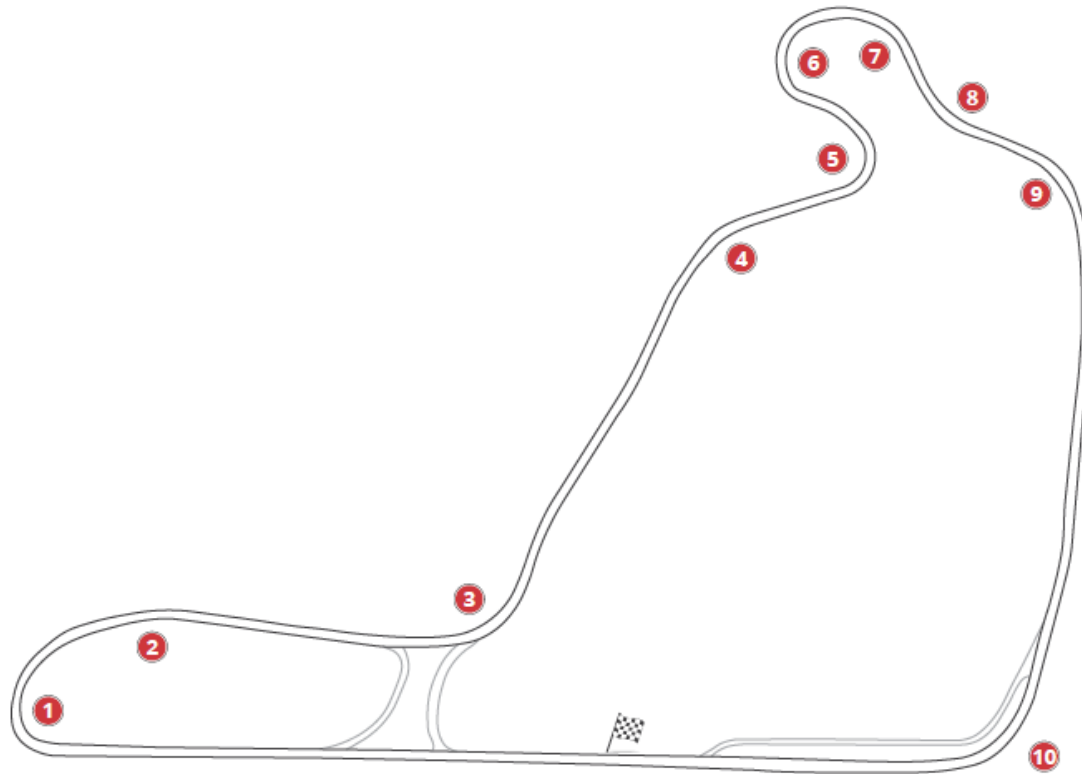
## SUMMIT POINT TURN BY TURN



# Print Several Maps for Notes



SUMMIT POINT



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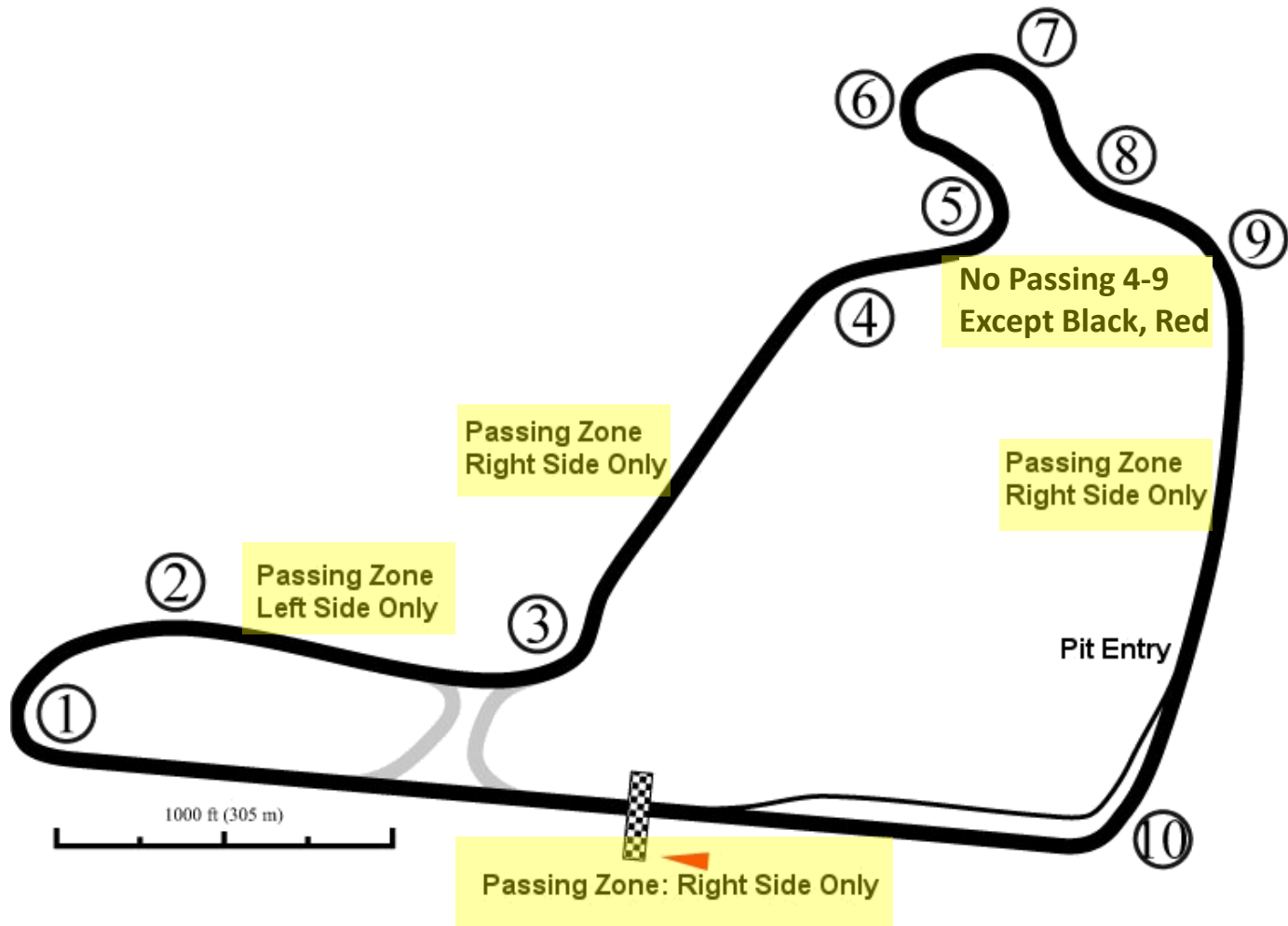
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**SPEED SECRETS**  
SpeedSecrets.com

Slide 4



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# Exiting Pits Stay Right to Apex of Turn 1!



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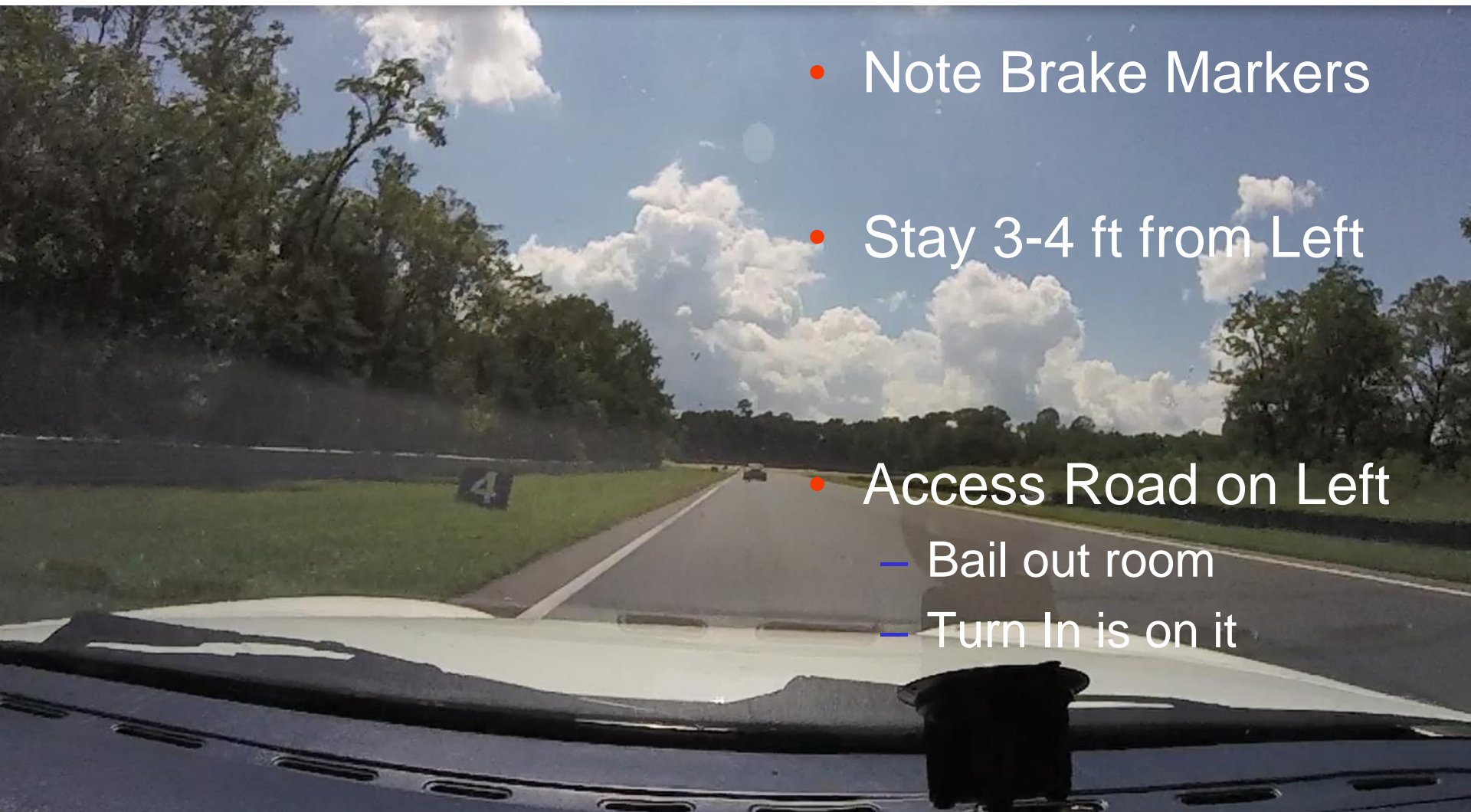


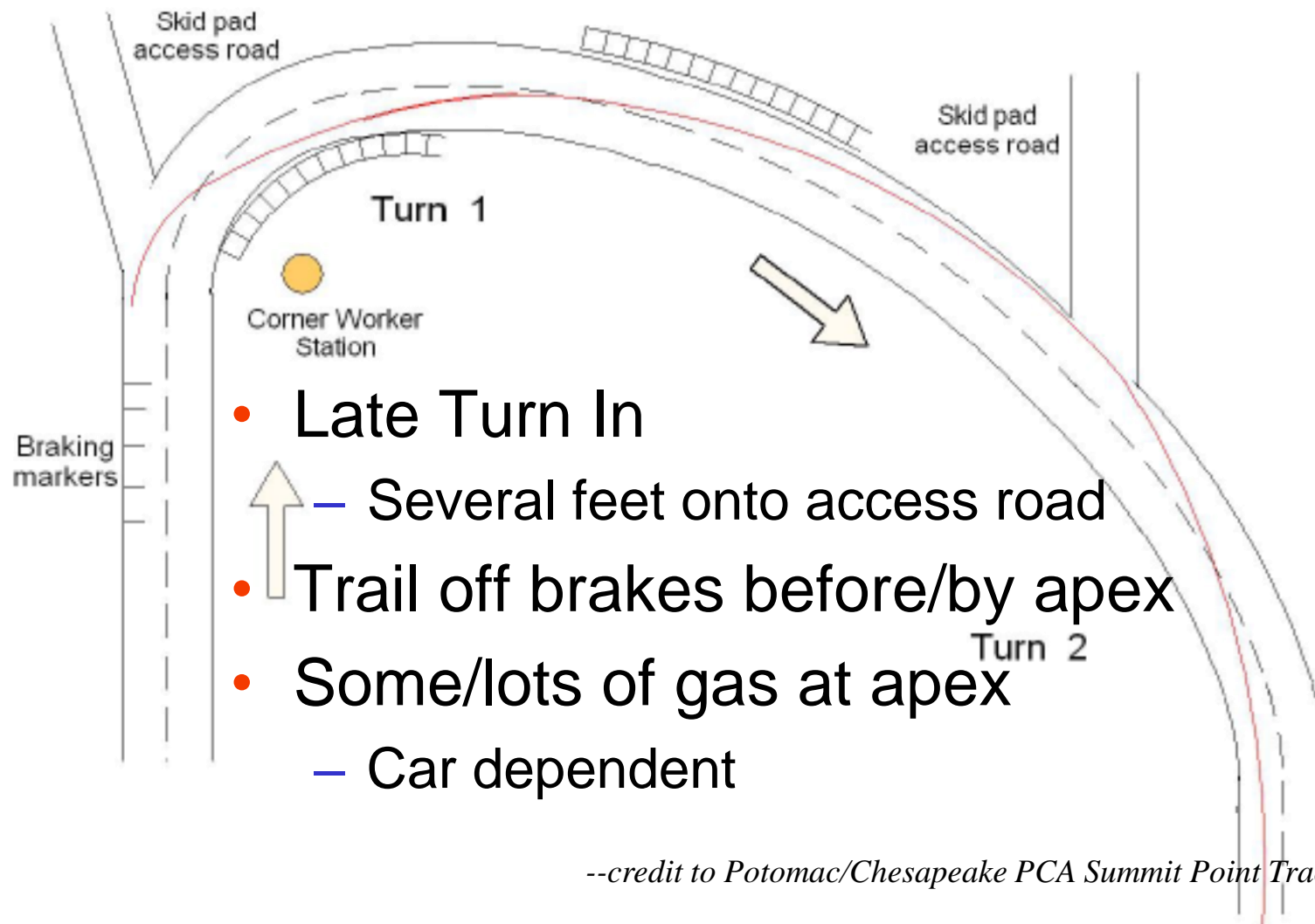
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- Note Brake Markers
- Stay 3-4 ft from Left
  - Access Road on Left
    - Bail out room
    - Turn In is on it





--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide



# NNJR Approaching Turn 1



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Turn In Cone





# NNJR This is a Sharp Turn!



Turn 1

Corner worker station



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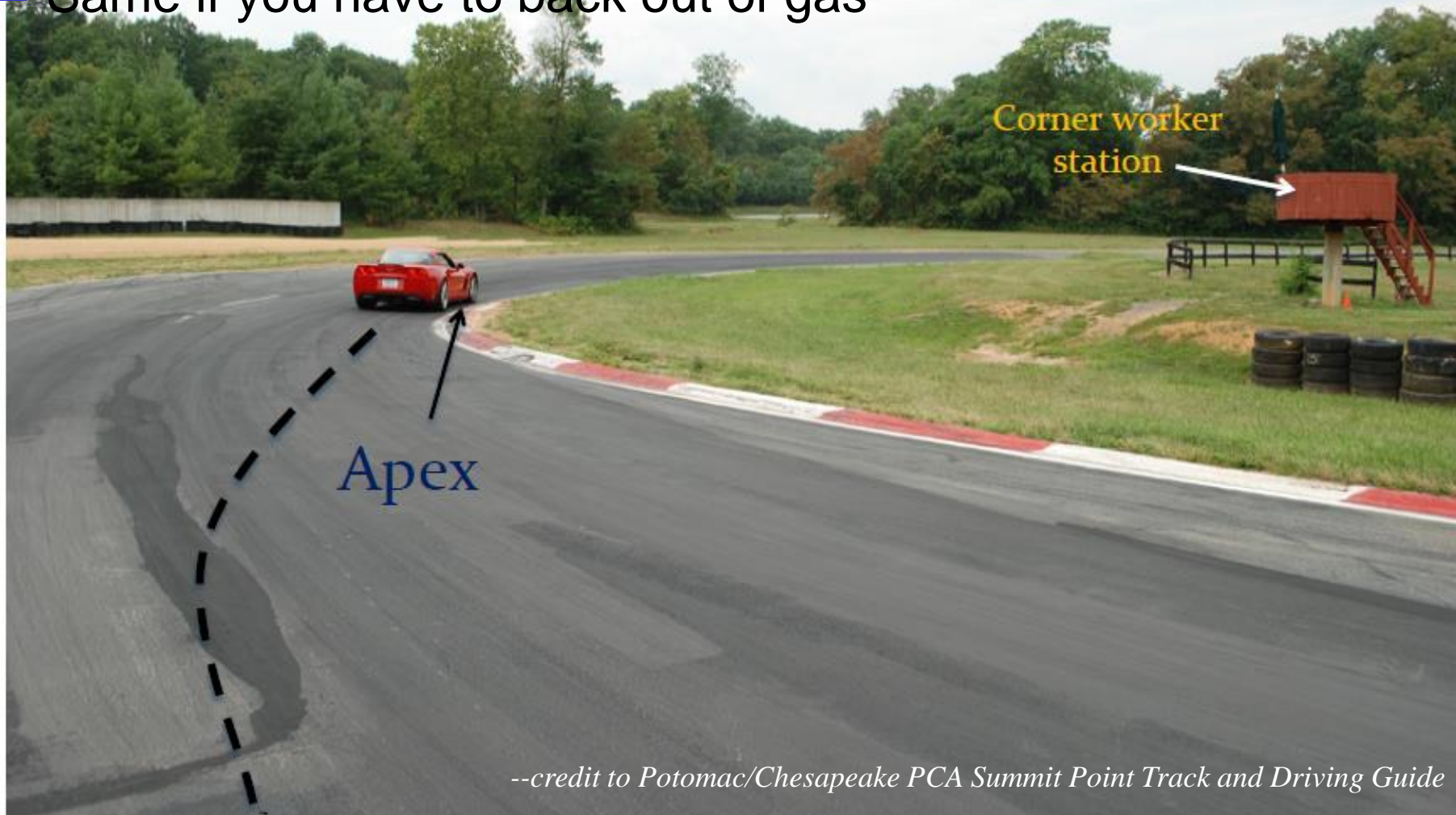
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If you can't get on gas soon or very hard, you were early  
 — Same if you have to back out of gas



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Exiting Turn 1,  
headed toward Turn 2

--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide



T1 Track Out: Road on Left

- Also Turn in for Turn 2 = Continue same arc

T2 Apex may not be critical ??



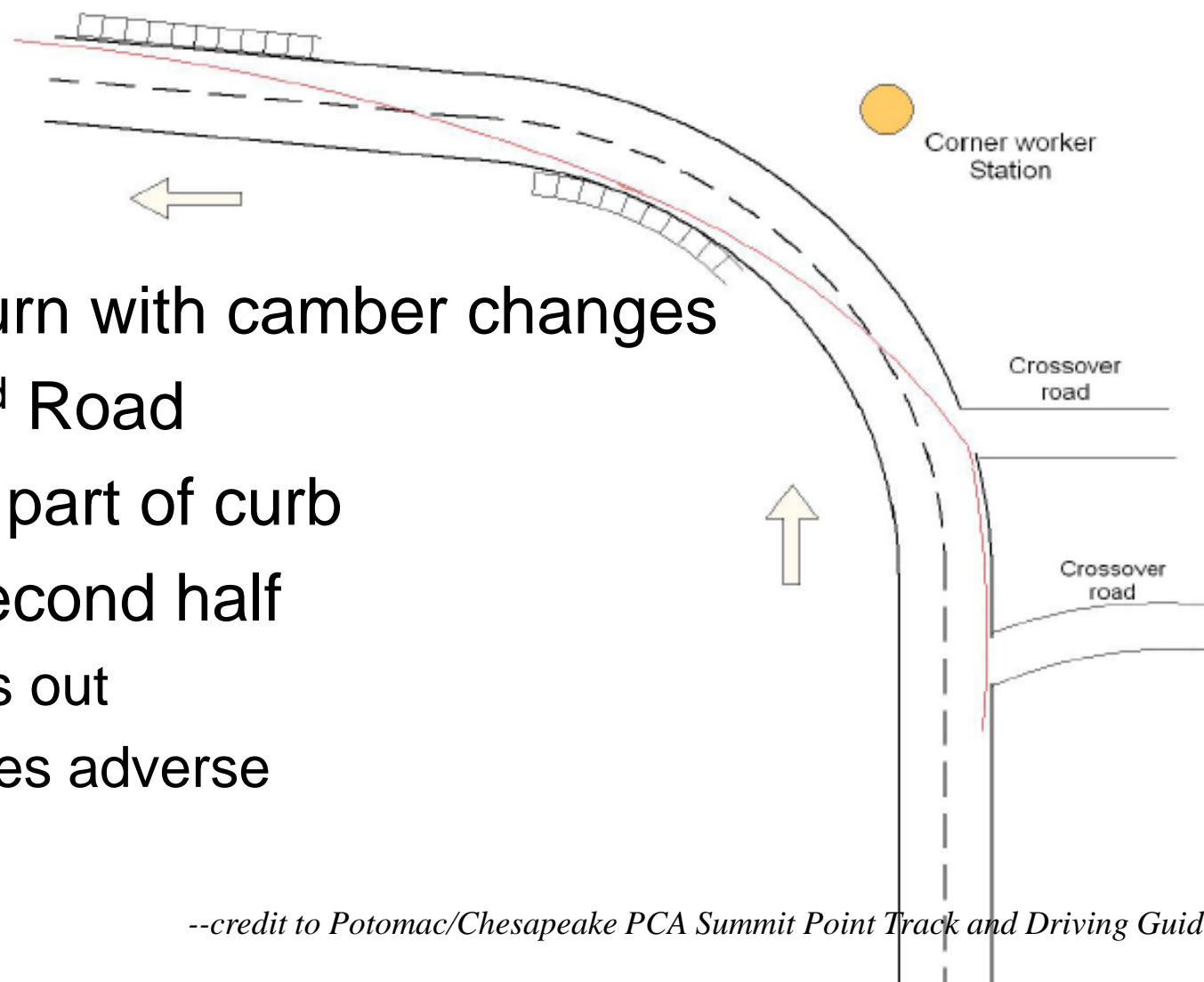
*--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide*

# NNJR Exiting T2, Setting Up T3



- Road on Left is T2 Track Out but stay Right After
- Passing Zone on Left





- Fast uphill turn with camber changes
- Turn In = 2<sup>nd</sup> Road
- Apex = Last part of curb
- Danger in second half
  - Track levels out
  - Camber goes adverse

--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide



# NNJR Approaching Turn 3



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# NNJR Turn 3 Apex



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# NNJR Turn 3



- Unwind steering
- Note adverse camber
  - As you come over the hill!



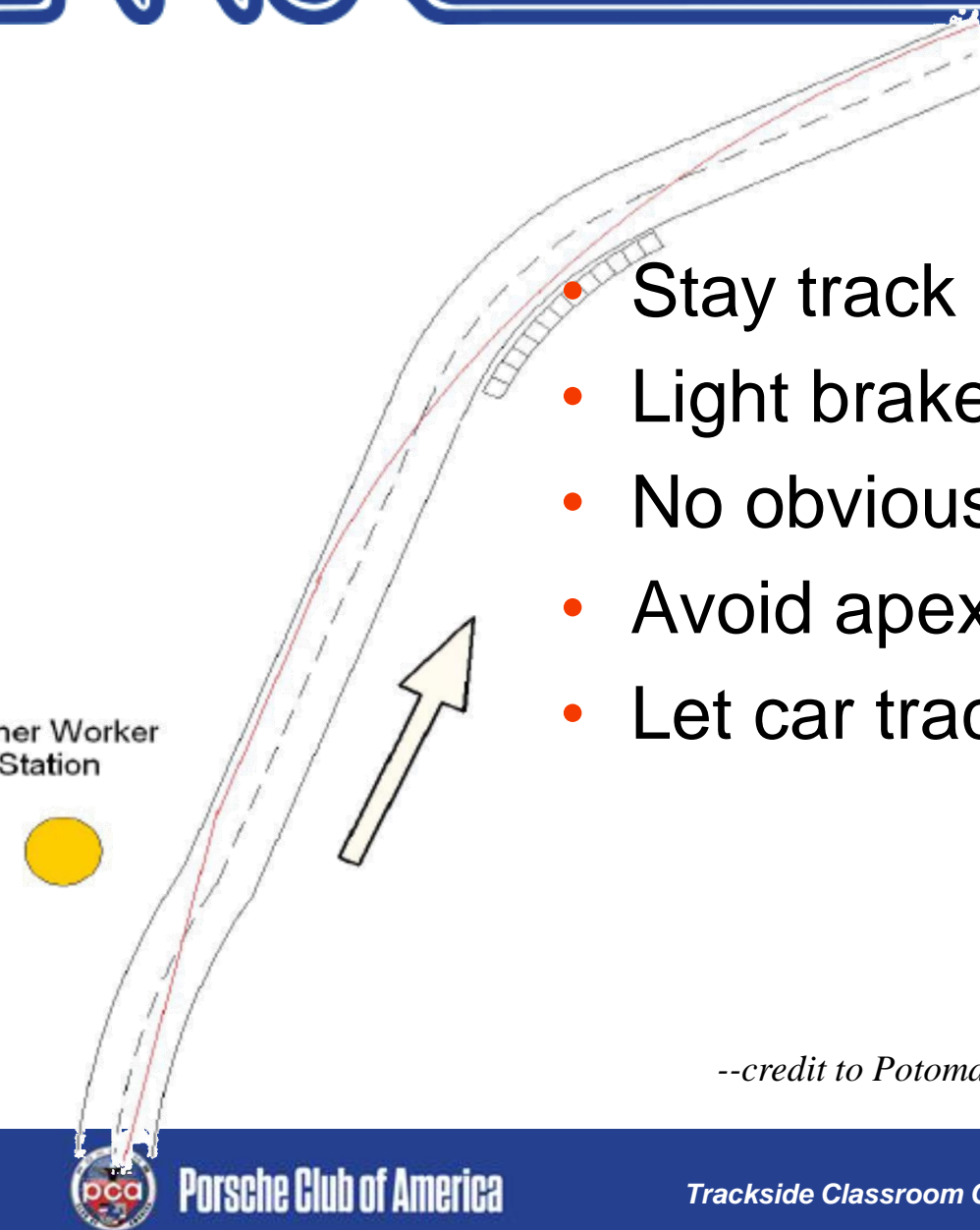


# NNJR Line Crosses Track



- Exiting T3, aim for Left side of track, over the hill





- Stay track left coming over hill from T3
- Light brake to help car turn
- No obvious Turn In reference
- Avoid apex curb
- Let car track out

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# NNJR Approach to Turn 4



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# NNJR Turn 4



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Corner Worker Station



Turn 4 Apex: mid to 2/3 of curb





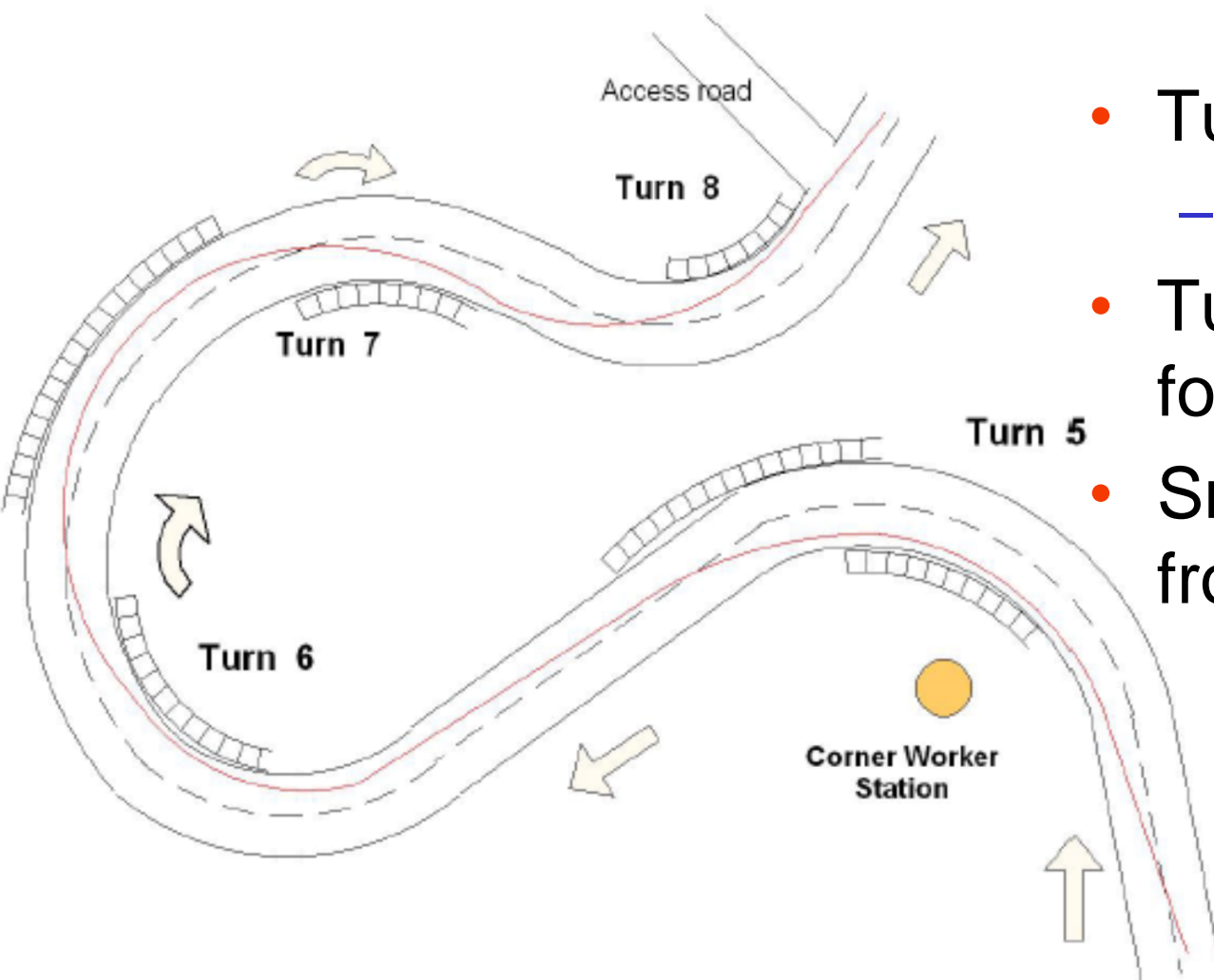




- Momentum from Turn 4 means approach is from mid or left part of track
  - Do not try to get to the right



# NNJR Turns 5, 6, 7, 8



- Turn 5 is slow
  - Trail brake into it
- Turn 6 sets up all following turns
- Smooth acceleration from Turn 6 onward

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# NNJR Approaching Turn 5



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# NNJR Turn 5 Apex is Most of Curb



- Follow the Curb









# NNJR Approaching Turn 6



- Exiting Turn 5, aim to Track Left or Mid Track for Turn 6 entry



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# NNJR Turn 6 Apex



- ~Middle of Curb (long curb!)





Entry to Turn 7



# NNJR Turn 7 Approach



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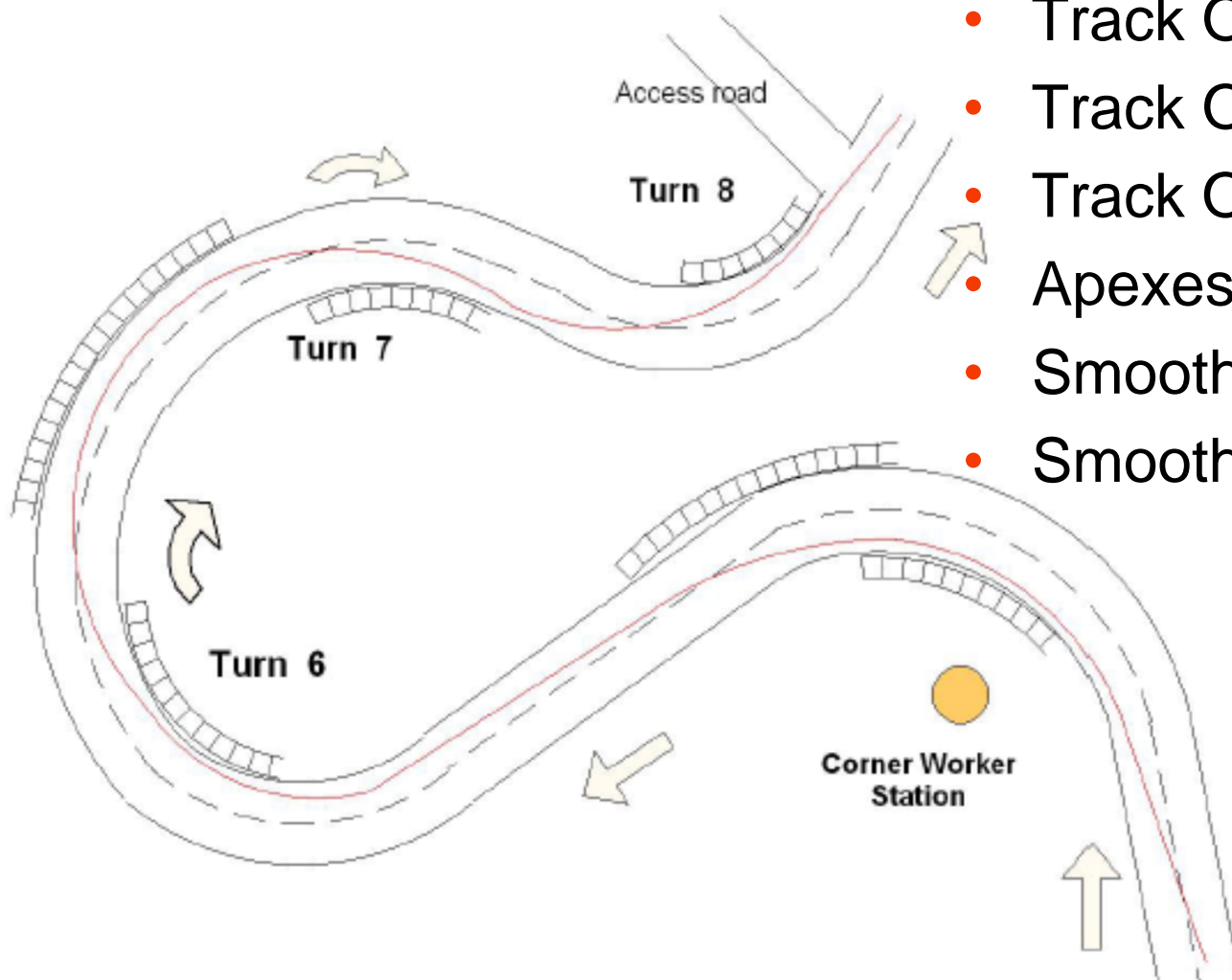
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# NNJR Turns 7 and 8



- Track Out of 6 = Turn In for 7
- Track Out of 7 = Turn In for 8
- Track Out of 8 = Turn In for 9
- Apexes are end of curb
- Smooth steering
- Smooth gradual acceleration

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# NNJR Turns 7 and 8 Setup Turn 9



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# NNJR Turn 7 Must Setup Turn 8



- Track out of Turn 7: Stay Right!





# NNJR Approaching Turn 8



Turn 8 →



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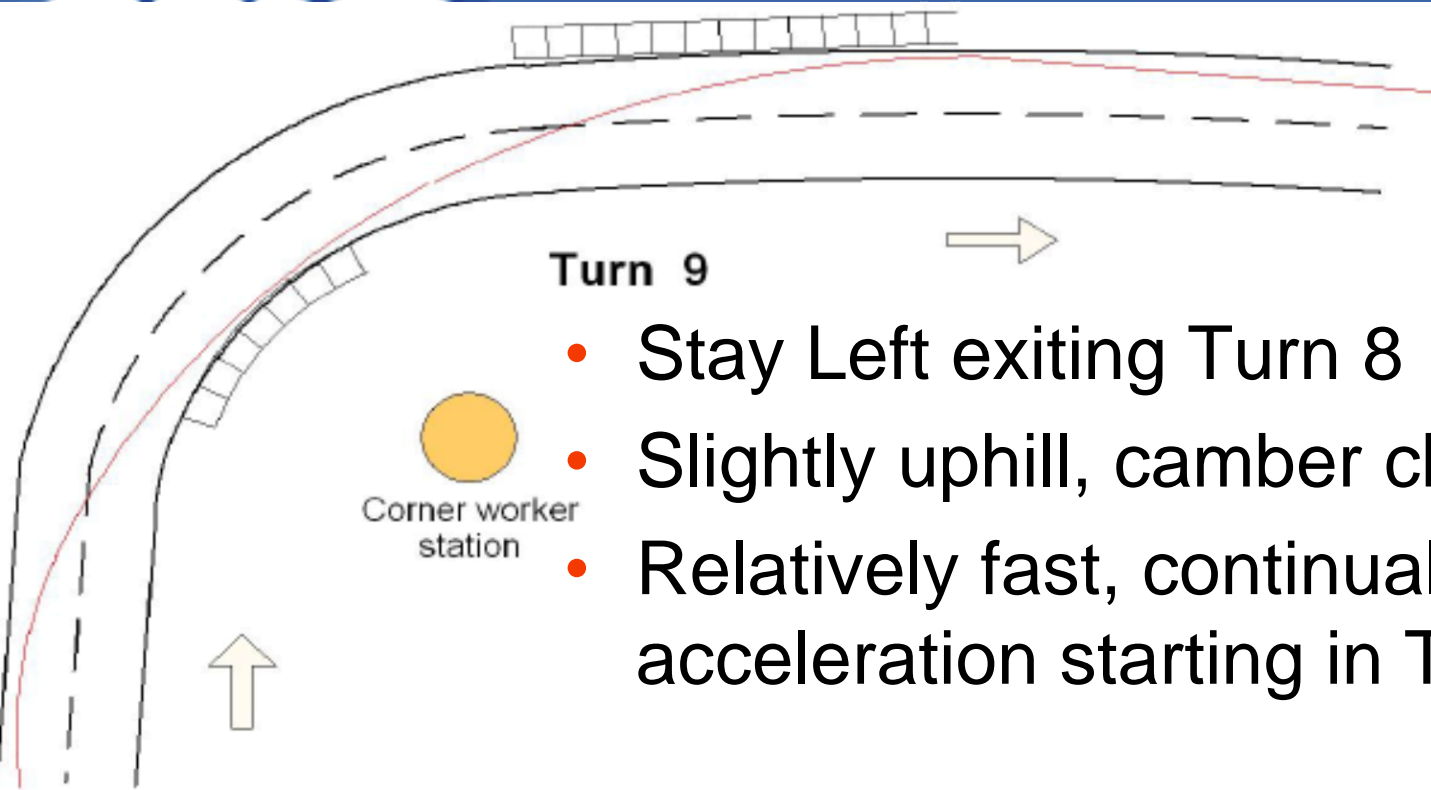


# NNJR Turns 8 and 9



- Note the Late Apex for Turn 8





## Turn 9

- Stay Left exiting Turn 8
- Slightly uphill, camber changes, bump
- Relatively fast, continual gradual acceleration starting in Turn 6

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# NNJR Approaching Turn 9



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# NNJR Turn 9 Apex: ~2<sup>nd</sup> Half of Curb



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# NNJR Up Hill, Blind, Leave Margin



*--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide*



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- Aim for center of bridge
  - Straight line
- Passing Zone on Right







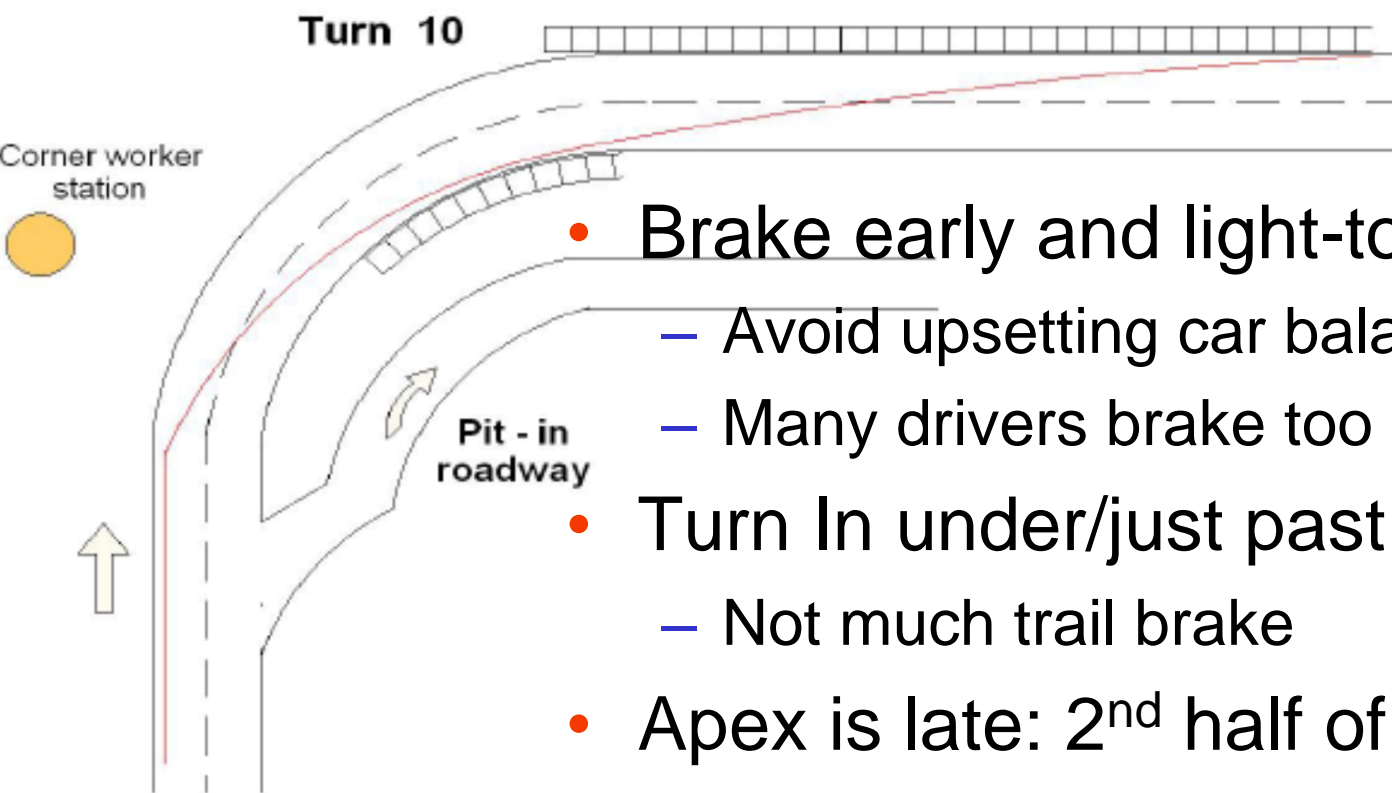




- Move to Track Left for T10 Turn In
- Pitting In? Stay Track Right from Turn 9







- Brake early and light-to-moderate
  - Avoid upsetting car balance
  - Many drivers brake too late and too much
- Turn In under/just past power lines
  - Not much trail brake
- Apex is late: 2<sup>nd</sup> half of curb
  - Decreasing Radius!
- Use extra pavement at Track Out as Insurance!

--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide

## Entry to Turn 10



--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide

- For entry to T10, stay to the left







*--credit to Potomac/Chesapeake PCA Summit Point Track and Driving Guide*



# NNJR Last Third of Curbing



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# NNJR Note “Insurance” Pavement



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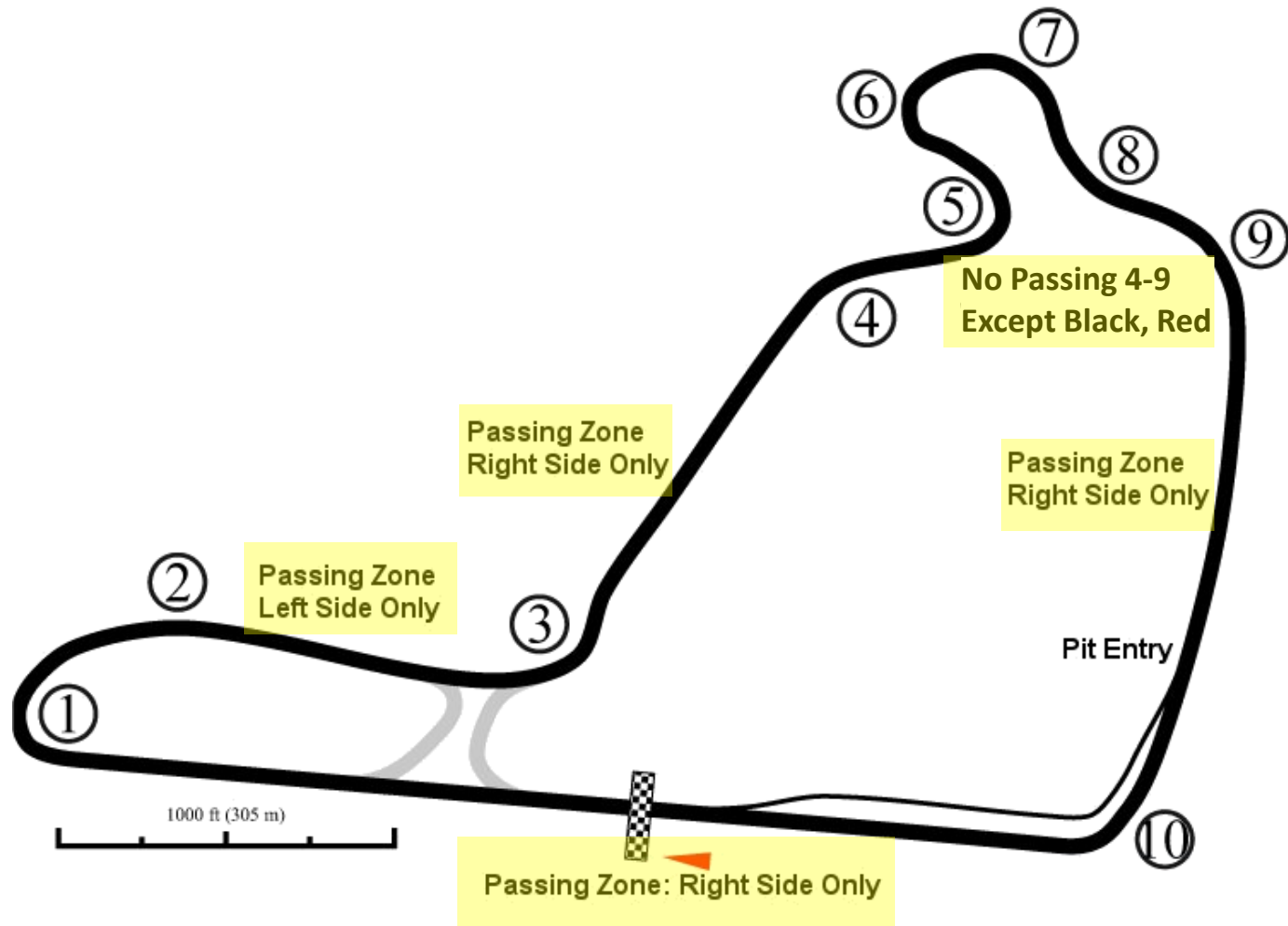
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Flag Station Often Used for DE











- Focus on Learning
  - Late turn in and apex, then adjust
  - Long brake zones
- Reminders
  - T1: avoid early apex
  - T3: caution over the hill
  - T5: sacrifice to carry speed from T4
  - T6-T9: one connected sequence, smooth, gradual gas
  - T9: watch the bump
  - T10: brake early, don't upset the car

