

# CMP Driving Instructions



Notes are from Larry Connor and his RT-41 Rally Atlantic car. Gears, shift points, braking points, etc. will be different for other cars.

- Turn 1.** Approach in top gear, brake at the 2 marker, turn in just before the access road and carry the brakes to the apex, 2<sup>nd</sup> gear in our car.
- Turn 2** Hard acceleration out of 1, touch the curb at 2, and get set-up for Turn 3.
- Turn 3.** Earlier turn-in than you would think. The key here is exit speed. Give up a little bit going in to maximize exit speed, 4<sup>th</sup> gear.
- Turn 4.** Much faster than you think! Downshift from 5<sup>th</sup> to 4<sup>th</sup>, turn in approximately 10' past the 1 marker and hit the left-handed side curbing carrying lots of speed.
- Turn 5.** Use inside curbing, in 2<sup>nd</sup> gear, let the car carry out to the rumble strips, and initiate turn-in for 6 at the end of the outside rumble strips. I am fully accelerating as I exit 5 through 6 and 7, because we are entering the second longest straightaway down to 8.
- Turn 6.** I think you just have to find the right line that your car works best at with the whole focus of carrying speed.
- Turn 7.** I generally had to use 4-6" of the exit rumble strip to carry maximum speed.
- Turn 8.** Most important turn on the course. It links the two longest straight-aways. Brake at the 1½ marker, do not over-brake the car, turn in approximately 10-12' past the 1 marker, get 75% of the turn done in the first 25%, and should be a full acceleration by apex. This turn is banked and you can carry more speed than you might imagine. I am in 4<sup>th</sup> gear, again using the outside rumble strip to carry maximum exit speed. Essential to carry speed to the corner, short transition, and maximum exit speed. Remember do not over-drive into the corner and kill exit momentum!
- Turn 9 & 10.** Are really non-events.
- Turn 11.** Brake past the 2 marker, key is late turn-in, apex at the second inside curb, there is quite a bit of grip here, be smooth but progressive throttle. I exit in 2<sup>nd</sup> gear, upshift to 3<sup>rd</sup> and back down to 2<sup>nd</sup> as I approach Turn 12.
- Turn 12.** A bit tricky. Another late turn-in, I try to touch the inside curb without upsetting the car because it is a tightening radius. Get the car rotated before the apex. I use the exit rumble strips but not so much to upset the car. 2<sup>nd</sup> gear, hard acceleration to 13.
- Turn 13.** Quicker than it looks, opening radius at the exit. I brake hard, rotate the car, and fully accelerate before reaching the apex. Use the rumble strips if necessary at the exit.
- Turn 14.** Critical corner! Leads to front straightaway. Very late turn-in. I brake past the 2 marker focusing on slowing the car to its lowest point just before initial turn-in so I am carrying maximum exit speed. I found myself sometimes turning in a few feet too early. This is a very late turn-in!

Keys to quick lap at Carolina Motorsports Park are the following: Turns 3, 4 and 8. Second, not making errors through the technical section of Turn 11-14.