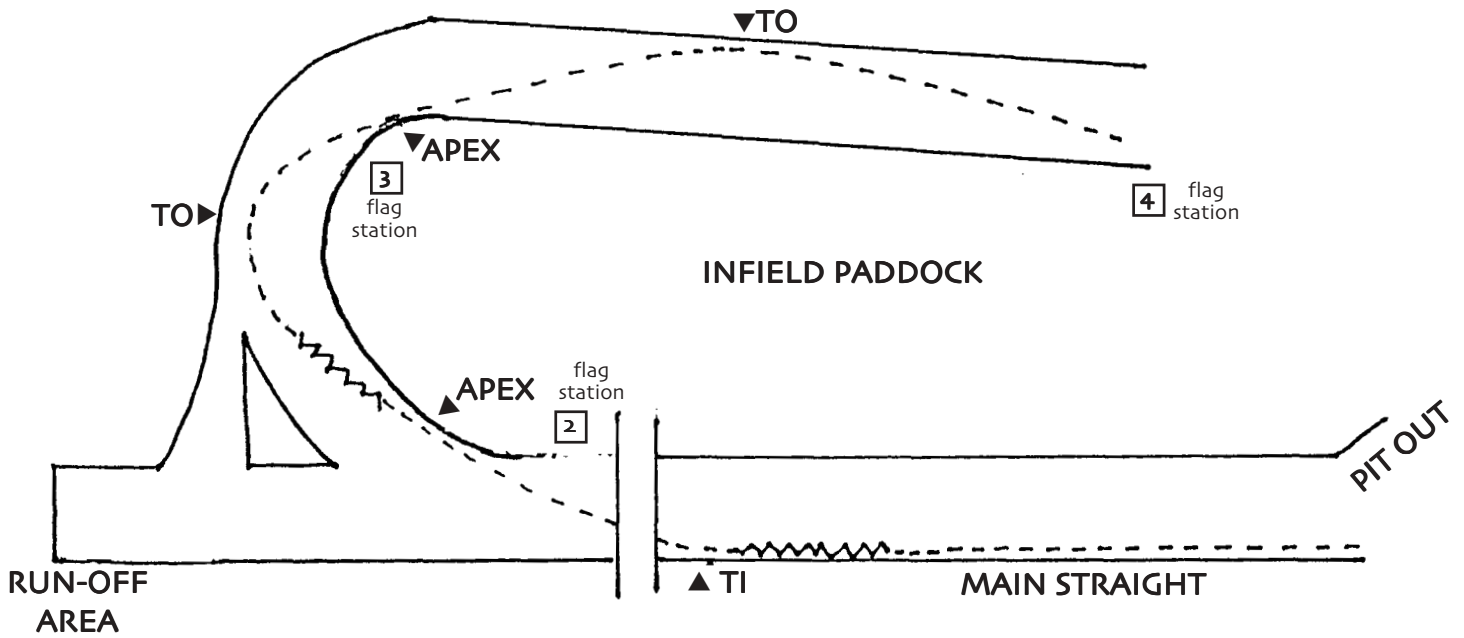


URNS 1 and 2 - "BIG BEND"



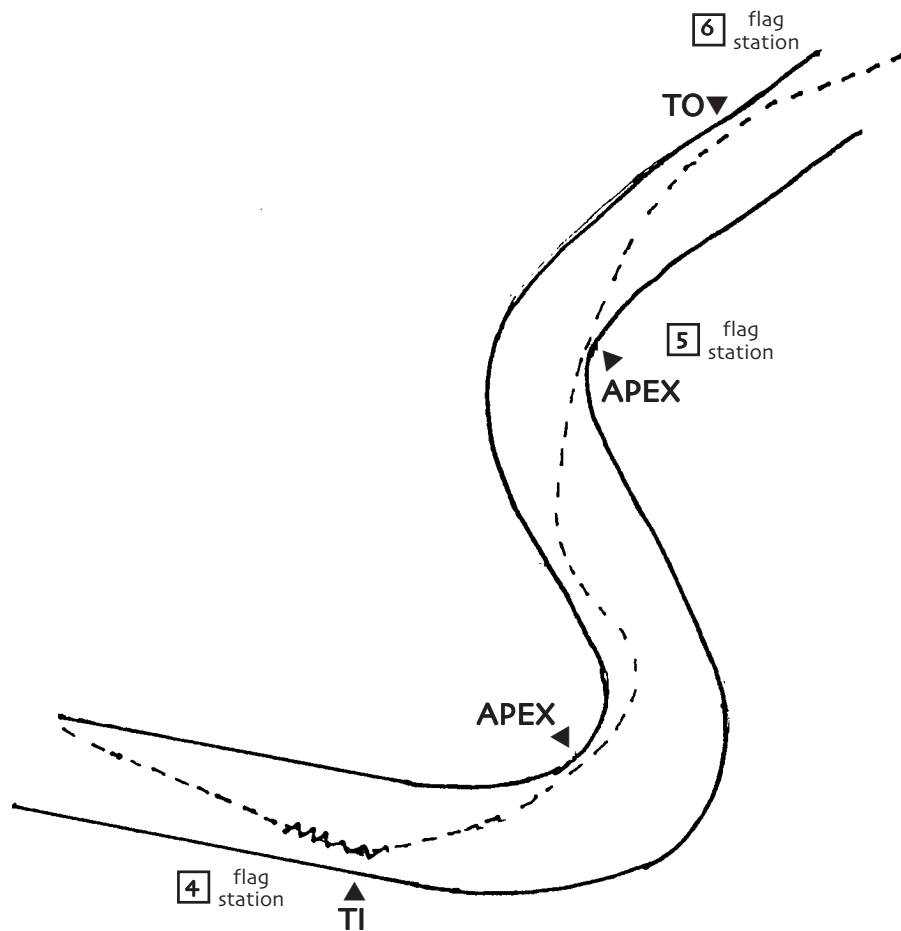
Notes: Big Bend

Big Bend has two approaches; either as a one apex turn or as a two apex turn. If we apply the science "faster is better", then the double apex approach is best. Besides, the double apex approach contains a late braking box should you enter too quickly.

1. **Approach from the left side** of the track leaving 12" to 18" of room for error. Pick your braking marker and apply heavy braking because you are at the end of the fastest straight.
2. **Shift down to third gear** after the braking zone and engine revs are down. If you heel and toe, you are already set.
3. **Enter the turn at an early apex** with fight acceleration. Just past the apex, there is a "flat" where you can brake again, if need be, and track out near the outside edge of the corner. Do not get too close to the edge as it can have a lot of track debris there.
4. **Watch for the inside curbing of turn #2** to appear and turn in decisively once you see it. Take a LATE apex along the curb and apply throttle gradually. Go to fun throttle, unwinding the hands as you track out and beware of the off camber dip at track out. This is a common spin out area. If you are going to slide off, it is better to go off under control than out of control and gradually enter the track further down the course.

OBJECTIVE: Late fast entry for #1, set up car for turn #3.

TURNS 3 and 4 - "The ESSES"



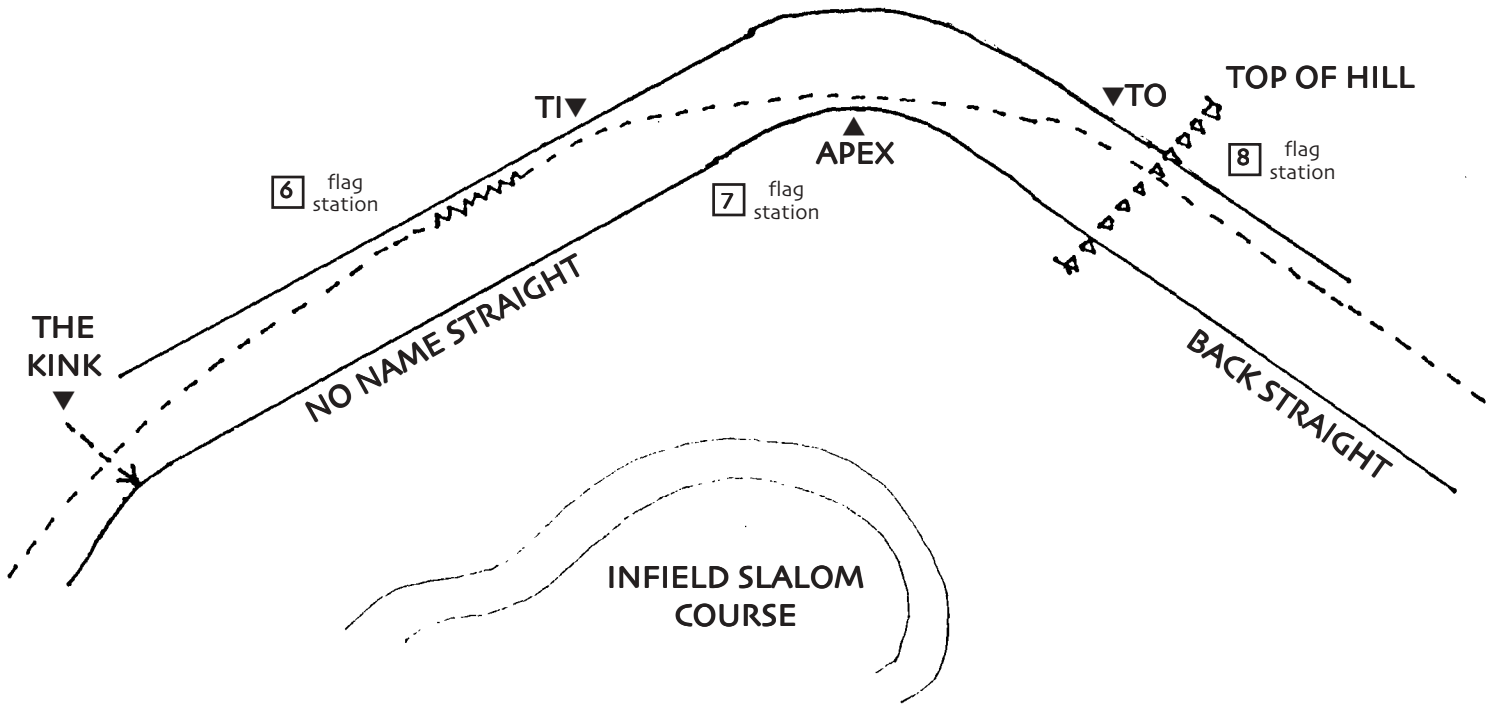
Notes: The Esses

Turn three is very deceptive. It is a decreasing radius turn and it is important to get the car through the curve and at the turn in for #4 with a balanced attitude.

1. **Approach this turn** by steering towards the infield buildings. As you approach the edge of the track, apply braking in a straight line and then begin the turn in.
2. **Take a late apex** and hold the wheel until the car naturally comes back to the left side of the track. If you did this slow enough, the turn in marker for #4 will fall into your lap.
3. **As soon as the curbing for #4 appears**, begin the turn in and apply gradual acceleration. Be careful as you track out because an off camber dip awaits you (again) and going off course down the back straight is serious.

OBJECTIVE: Smooth and clean through turn three, fast exit from turn four.

TURN 5 - "THE UPHILL"



Notes: The Uphill (Climbing Turn)

Avoid apexing "the Kink" as you proceed down the back straight. Check the corner station as you approach five. A signal here could be dangerous. The uphill rewards balance and smoothness. There is no place to go if you make a mistake.

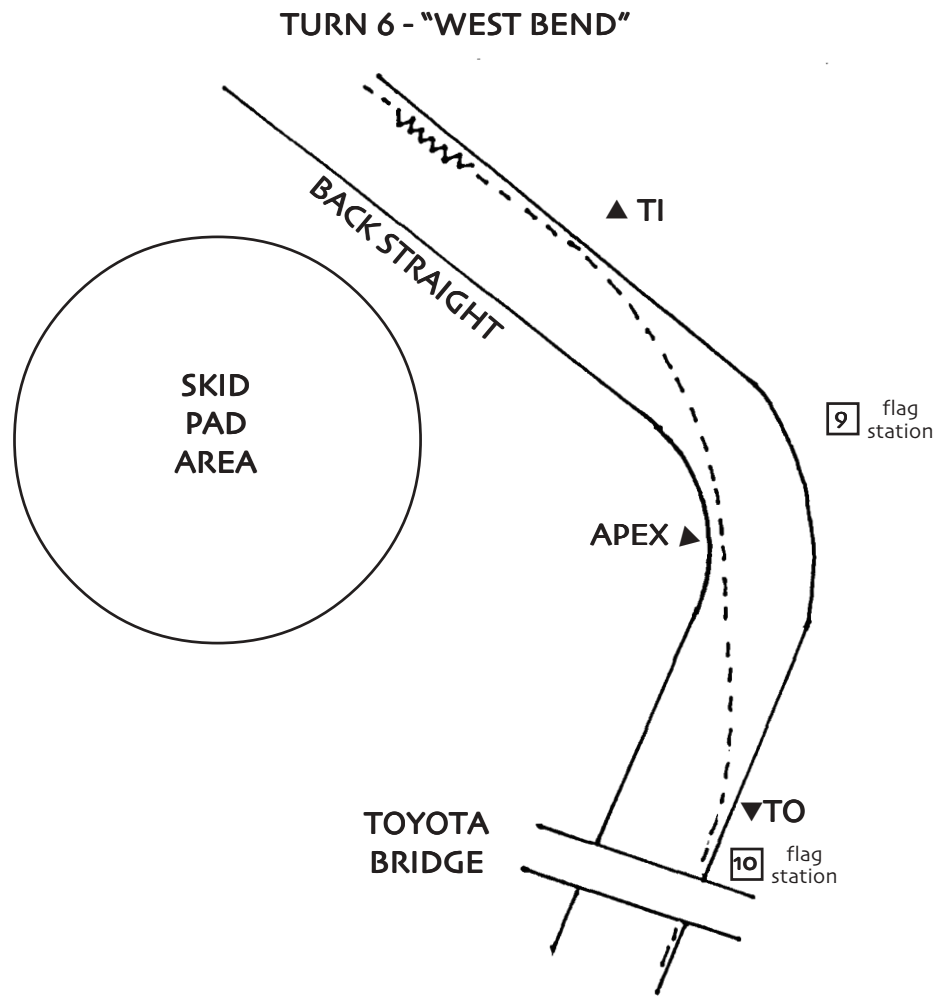
1. **Stay left**, but provide a good margin of room so a wheel doesn't drop off at track in.
2. **Make a decisive entry** to the apex and keep on the throttle to balance the car.
3. **In the uphill, get parallel** to the outside edge before going over the top. The to suspension is compressed here, so corrections can be made.

STAY AWAY FROM THE EDGE.

4. **Once over the hill**, do not crowd the edge of the track. It narrows slightly and dropping a tire off at Lime Rock usually causes a spin.

OBJECTIVE: Safe exit Onto the back straight.

NOTE: Chicane may be used at the discretion of the driver school committee.



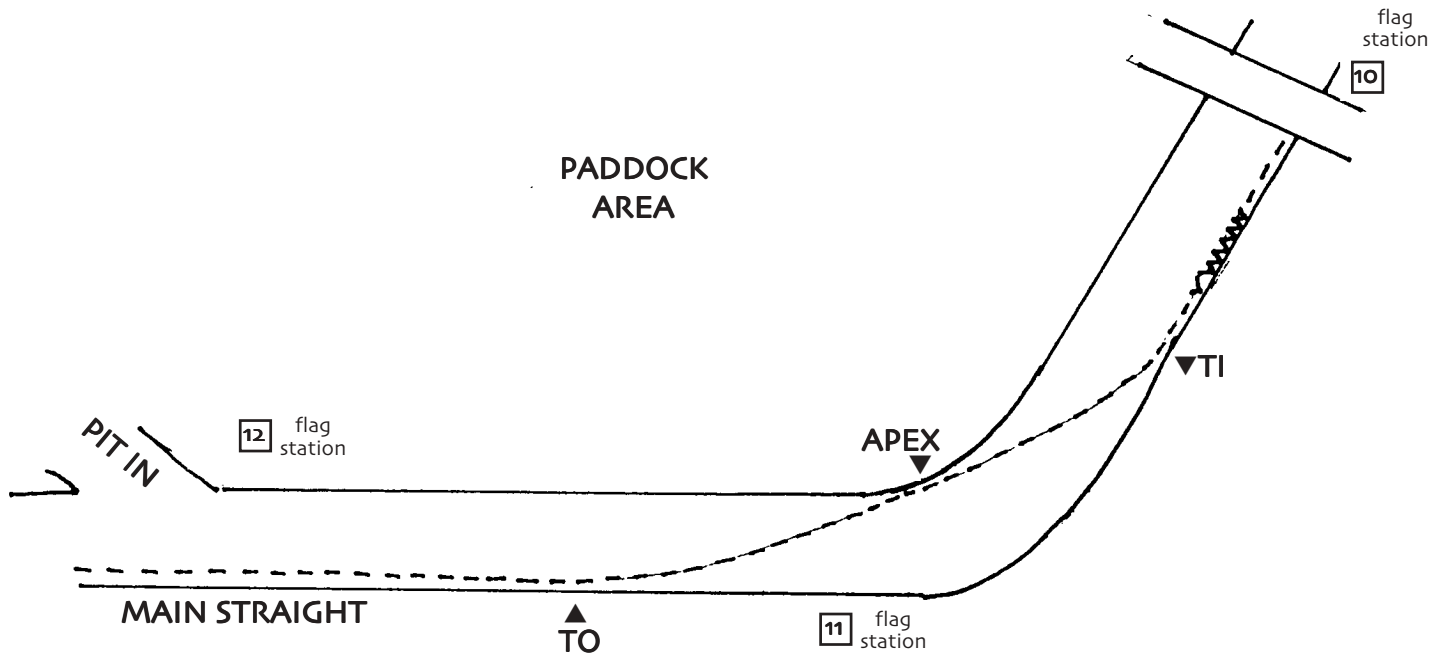
NOTES: West Bend

West Bend is not a 90 degree turn, although it does look sharp. It is fairly flat and fast. A precise apex sets up the downhill very nicely.

1. **Again, keep away from the turn in edge** of the track. A safe distance is 12" to 18" . The apex to west bend is a flat spot right in the middle of the curbing arc and when hit cleanly, the car is very settled.
2. **Brake in a straight line** before you enter, stay in third gear and squeeze the throttle through the turn. Do not track out to the very edge. **CHECK YOUR MIRRORS**. Faster cars will get a blue/yellow flag thrown by the corner worker at slower cars to warn them that they are going to be passed on the straight. A "short shift" to fourth gear gets the shift out of the way so you can concentrate on the track's most important turn which is now approaching!

OBJECTIVE: Keep out of the Armco and get set for the downhill.

TURN 7 - "THE DOWNHILL"



Notes: The Downhill (Diving Turn). (Also pit in signal and entry)

This is the most important turn because it leads on to the track's longest straight. Fast through here means higher speeds on the straights. Please look at the tire wall and Armco on your warm up laps to keep your aggressiveness in check. Lots of professionals signed their names here. Don't add yours to the list!

1. ***This is actually a downhill*** with a turn at the end of it - not a downhill turn. Look for the flat area at the bottom and hold your turn in until you hit it. The common error here is CREEPING IN. It will tighten your arc and put you into the wall if you do it at speed.
2. ***Braking must be in a straight line.*** Hold your turn in until the flat, then apply the direction. Don't creep in and be careful of the edge.
3. ***Take a late apex.*** Making the second half of a corner is more important than the first half. Gradually apply full power as your arc opens up. Look for faster cars and signal them by as early as you can.

OBJECTIVE: This is a great turn, wet or dry. Now you know why the short shift under the bridge is a good idea - it's busy enough without worrying about a blown engine. Watch out for creep in. Be decisive on the throttle because balance is key here.

LIME ROCK PARK

LEGEND

- (A) Track Office
- (B) Press Stand & Communication Control
- (C) Tech Building
- (D) First Aid
- (E) Kendall Bld. and Press
- (F) Refreshment Stands
- (G) Hospitality Tent (By invitation only)
- (J) Competitor's Registration
- (K) Lime Rock Barn
- (L) Rest Rooms
- (S) Spectator Area/Paddock Gate
- (T) Press Registration

LEGEND FOR INSET (A)

- (1) Track Off. (Track personnel Only)
- (2) Outfield Spectator Gate
- (3) Office Entrance

Photographer's Areas.
Not open to other passes.

EXPRESS PARKING AREA

