

# DYLAN MURRY

## ROAD ATLANTA TRACK NOTES

**TURN 1** – Brake marker (depending on the car) is around the end of the pit wall on the left. Turn in when the grass begins again on the left. Make it a very rounded corner. You will slightly tip back into throttle just before the apex curbing. Let the car flow out to the left, but leave a car width from the left so you can make more of a straight line up the hill.

**TURN 2 & 3** – As you continue to go up the hill, look for the telephone pole off in the distance. Aim for that only for a short bit, so that you can have the car all the way back left and pointed fairly straight by the time the curbing begins on the left for Turn 2. Picture Turn 2 as just a brake zone for Turn 3. Just before the curbing ends on the left in Turn 2, that is when you turn back to the right for Turn 3. Use all of the curbing in Turn 3 and let the car flow out almost all the way left on exit. Do not underestimate the speed in Turn 3.

**TURN 4** – This one is a bit of a throw-away corner. Be right next to the curbing on the left from the time it begins to the time it ends. Don't worry about staying full throttle through if it causes you to exit further to the right. Priority is to stay left and set up for a good run through The Esses.

**THE ESSES** – (To clarify, The Esses are made up of 3 corners, and I'll name them as follows: the first right hander going down the hill–S1, the left hander at the bottom–S2, and the next right hander as you start to go back up the hill–S3) The turn in for S1 is the curbing on the left just after the access road. Apex on S1 is just the first part of the curbing, then let the car flow out to the left towards S2. You will probably have to bush your brakes for S1, but some cars are full throttle. For S2, apex the entire curbing, and it should be full throttle in almost any car. Set up for a straight line through S3, because that one is solely a brake zone for Turn 5.

**TURN 5** – When S3 curbing bends to the right, that is your turn in for Turn 5. Carry speed through here and nibble the curbing at the apex. Exit out to the right all the way. Depending on your car, you may be able to go 4 tires over the exit curbing. The stiffer the car and more power, the less it likes the curbing on the exit. The biggest downside is the bumps on the exit usually kicks in traction control or spins the rear tires.

**TURN 6** – Typically braking at the 300 marker, and turning at the 200 marker. This is a very banked corner, so don't be shy to carry speed into the corner. There is not much of an exit, so really push the entry to carry speed into the corner.

**TURN 7** – Even though it seems simple, it is arguably the most important corner on the track because of the long straight after. Turn in just before the end of the curbing on the left. Then make sure to utilize peak steering to get the car rotated as much as possible at the center. Don't worry about your minimum corner speed here. Get the car pointed down the straight, and the sooner you can get to full throttle, the better; keep in mind sometimes to get to full throttle sooner, means to delay the initial tip into throttle (due to weight transfer).

**TURN 10A & 10B** – Braking is usually around the 300 marker depending on the car, some as early as the Motul sign, others as late as the 100 marker. Turn 10A is a compromise corner, so don't exit too far right. How Turns 10A & 10B should flow, is a hard brake into 10A, then for 10B either a lift or a very slight brush of the brakes. If you're flat through 10B, you probably compromised 10A too much, and vice versa. Exit all the way left, but don't touch the exit curbing.

**TURN 11 & 12** – As you crest the hill, look at the stripes on the bridge (from left to right: yellow, red, white). Center your car in between the red stripe. Then carry that same arc over the crest of the hill, and it will lead you right to where you need to be. Once the curbing on the left ends going down the hill, that is when you can bend back to the right to apex Turn 12. The apex is close to the end of the curbing on the right. Most cars benefit from a slight brush of the brakes to set the weight on the nose. Exit all the way to the left before the Start/Finish line.

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## ROAD ATLANTA TRACK MAP

