

LEGEND

Blue = Praise and general comments
Green = "if it were me" suggestions
Red = Safety Concern and must be dealt with

Green = "if it were me" suggestions

Red = Safety Concern and must be dealt with

Note: MPH shown are estimated MAXIMUMs attainable at 1.10 G

DAY1 Comments

Design appears to make good use of the site and provides a variety of radii. It looks like a fun course to drive with plenty of "yeehaw" designed in without going over the speed paradigms. I am looking forward to driving it

- A - You can never please everybody - but, I get consistent whining when a drag race start is perceived to be required. the "need" to dump the clutch can be avoided by either making the initial turn sharper or moving the lights 130' down the track (see green arrow) close to the next turn.
- B - This is something that looks good in map view, but is probably too far away from the actual turn. I would move it closer to the turn
- C - I would add cones making gates to reduce confusion at speed
- D - Add additional directional cones to ensure that there is not an errant crossover into oncoming traffic - going up *and* back
- E - Finish slow box needs to be defined to make competitors slow down. an open ended box encourages increased return speed.

DAY2 Comments

As with day 1 the design appears to make good use of the site and provides a variety of radii. I particularly like that even though it is run backwards it is not identical. It too looks like a fun course to drive with plenty of "yee haw" but I believe it will be marginally slower than Day 1.

- F - I would add 3 laydowns or similar to reduce DNFs at this point
- G - as on day 1, suggest adding cones making gates
- H - This is something that looks good in map view, but is probably too far away from the actual turn. I would move it closer to the turn
- I - Same as Day 1 - Finish slow box needs to be defined to make competitors slow down. an open ended box encourages increased return speed.

Day 2

