

SUMMIT POINT

Track and Driving Guide

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The Challenge

- Summit Point combines those elements to be a true “drivers” track – long straight, elevation change and a good range of corner configurations, i.e. from very tight to very fast, sometimes spaced to interfere with the next, sometimes alone. It’s a course that rewards smoothness and commitment. The track is forgiving if you go off, but will bite your lap times if you are inaccurate or rough.

Entering the Track



- When your group is called, slowly proceed to the false grid.
- Usually you will line up in two rows.
- Each car will be directed toward the grid marshal.
- Watch for his/her signal to enter the track.
- Stay to the right side of the track straight!



Exiting the Pits

- Stay right exiting the pits! You will enter the track at the midway point of the longest straight and where one obtains the greatest speeds at Summit Point.
- Watch your mirrors and move over to the left *only* if there is no traffic or you are sure you can blend in without hindering a car speeding down from turn ten.
- If not then stay on the right side of the track down to and through turn one. (Your instructor may request you to do so your first time out.)



Approaching Turn One

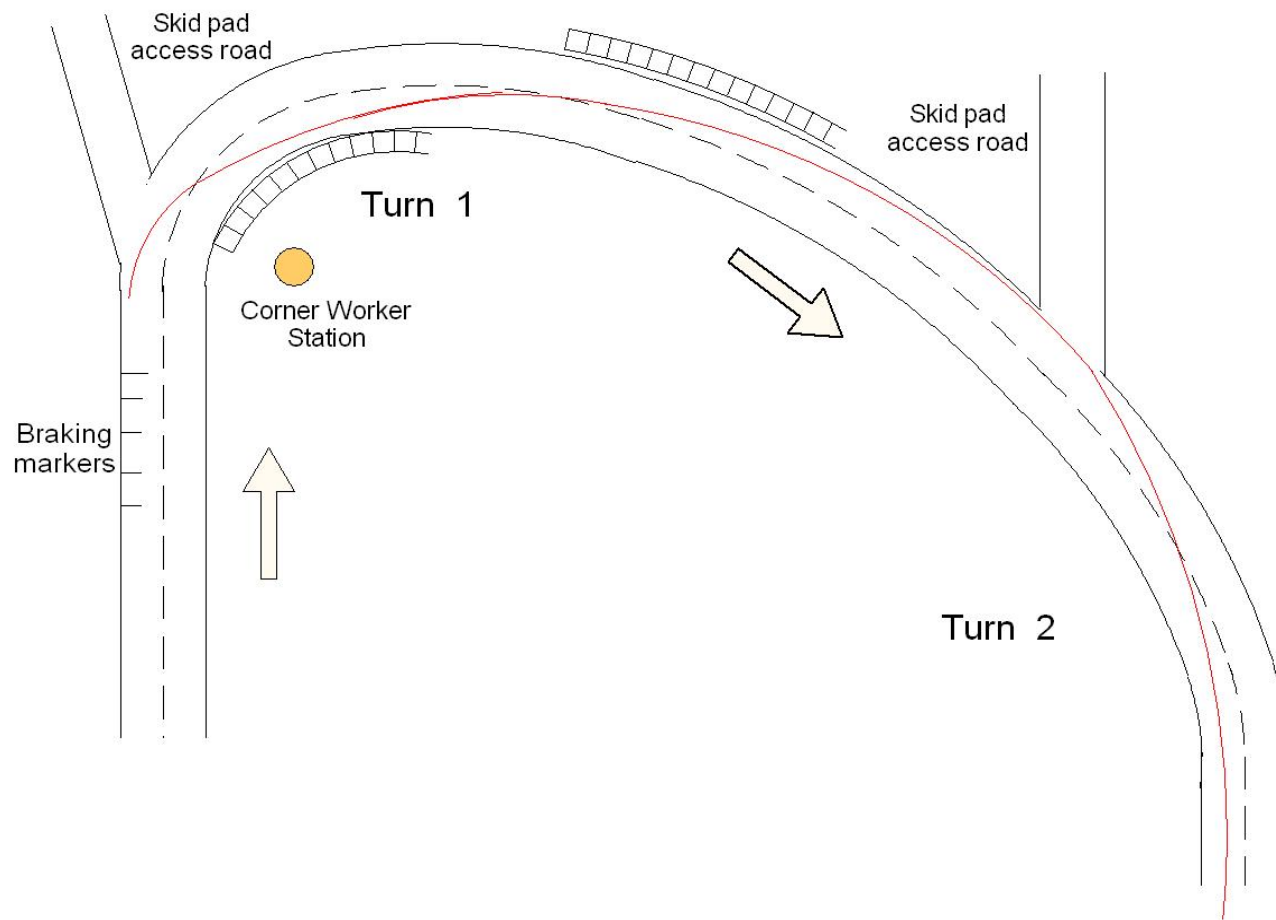
- Turn one is at the end of the longest straight at the Point and you will be approaching it at speeds between 95 to 140 mph.
- As you proceed into the brake zone, there are five white painted brake markers along each side of the track, spaced at 100-foot intervals. The markers are large and easy to spot from well up the track.
- Keep about 3 to 4 feet from the left edge.
- In the event of a brake failure, an access road leads slightly to the left off the end of the straight to the skid pad area. There is a gravel trap directly off the left side of the turn, which will catch your car.



Turn One

- This turn has an increasing radius as you proceed through it, therefore the entry will be sharper than the exit.
- The access road (to the skid pad) meets the track several feet before your turn-in point, so you will be several feet onto it as you begin your turn to the right.
- Full throttle at the apex can be applied with gradual track-out to the left side of the track.
- Successful execution includes proper braking point, maximum braking effort, late turn-in point and early application of full acceleration.

Turn One





Turn Two

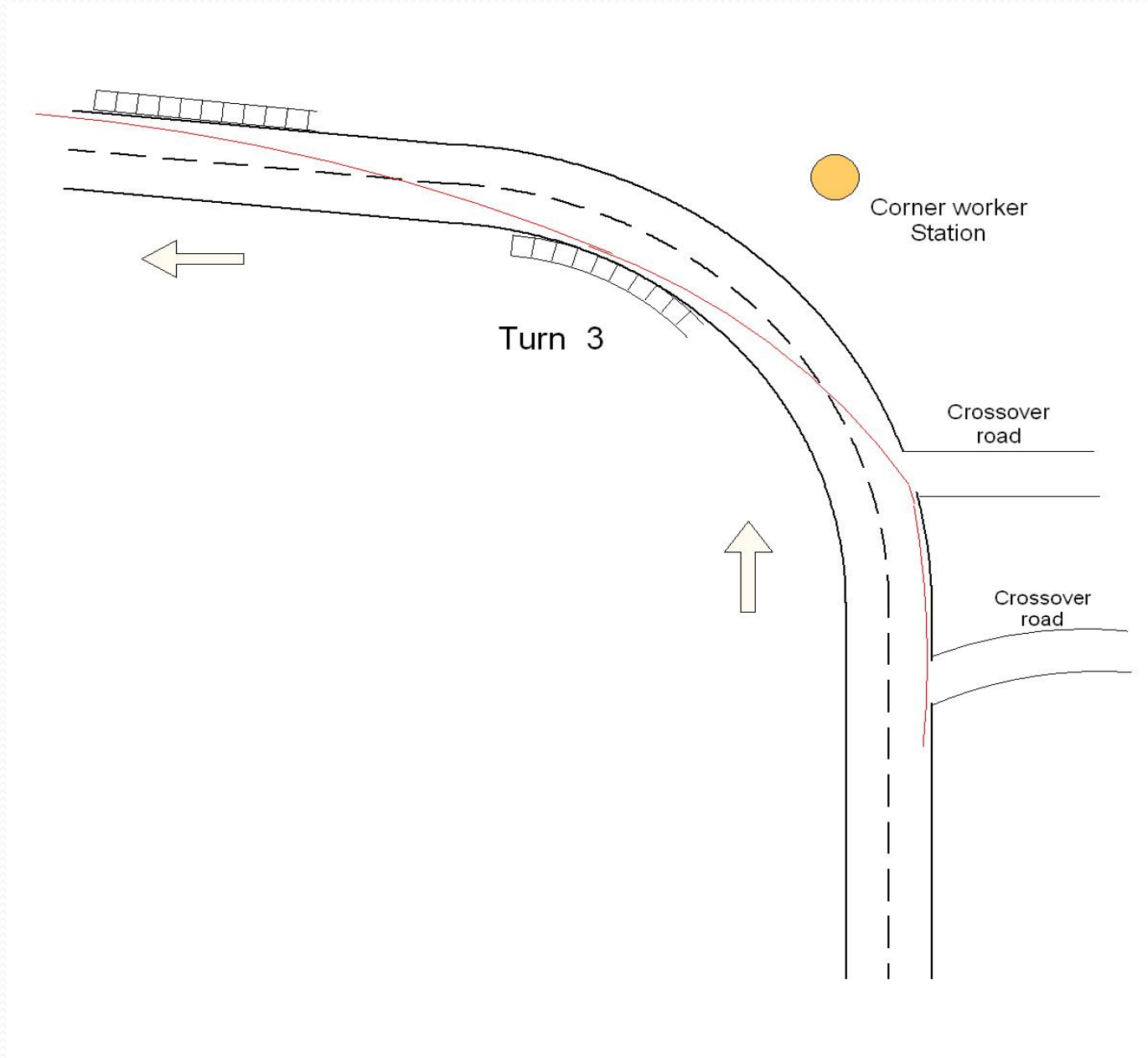
- Turn 2 is a continuation of Turn 1.
- Tracking out of Turn 1 will take you to the skid pad exit road on driver's left. Use this additional asphalt as your track in point for Turn 2.
- Continue a gradual arc toward the right side of the track.
- Turn 2's apex and track out are one in the same.
- Some drivers move all the way to the right and others about two thirds over from the left side of the track.



Turn Three

- A very fast turn with elevation and camber changes.
- Slight braking approaching the second cross-over road on driver's right.
- Begin your track-in point at the first corner of the cross-over road.
- Follow the dark asphalt toward driver's left to the apron. This uphill and the apex is late, about $\frac{3}{4}$ of the way on the apron. The track camber levels out here.
- As you track out use all of the road surface towards the latter part of the "alligator curbing" and the track camber is negative toward driver's right.

Turn Three



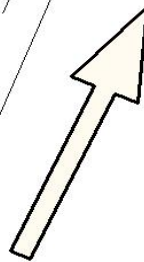


Turn Four

- Exiting Turn 3, aim for the left-hand edge of the track where it disappears down the hill.
- Stay on the left edge, about half way down the hill begin your turn-in (you may tap your brakes to plant the front wheels.) There are no definitive markers, however, you can use the fresh, darker pavement to the mid-point of the apron on track right.
- As this is the fastest turn of the track, don't get too aggressive onto the apron and unsettle the suspension.
- Let the car track out to the left edge of the pavement.
- As the car settles, brake hard, down-shift to setup for Turn 5.

Turn Four

Corner Worker
Station



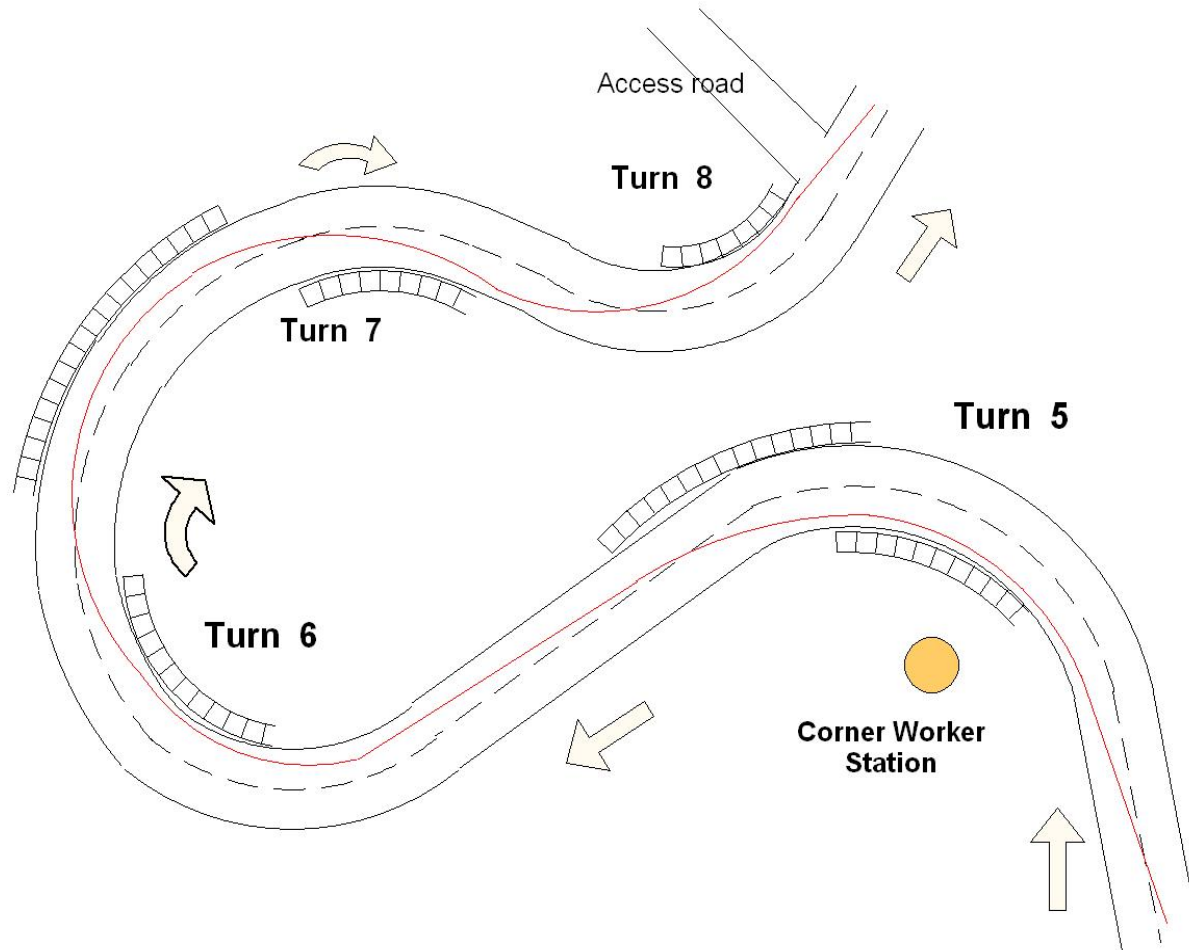
Turn 4



Turn Five

- Turn five is a neutral turn as it leads onto four turns before the next straight.
- Coming out of Turn 4 as fast yet as safe as possible requires good threshold braking to begin five (trail-braking makes sense here.)
- Hug the curbing, squeeze on the accelerator and following the darker pavement toward driver's right, just right of track center for your turn-out point.
- Accelerate up the middle of the track to begin Turn 6.

Turns Five, Six, Seven and Eight





Turn Six

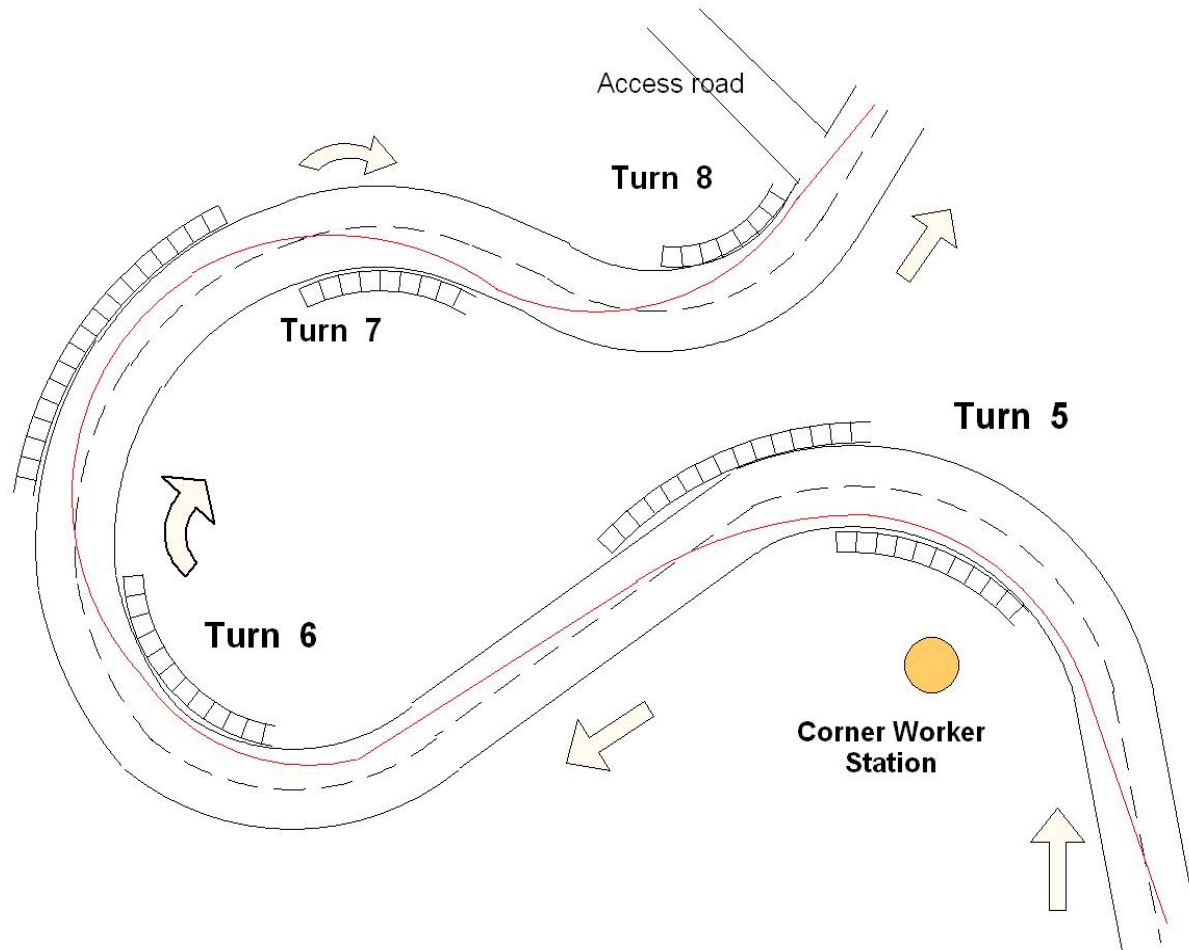
- There are two approaches to Turn 6 depending on your car. Either move to the left edge of the track or stay in the middle as you come out Turn 5.
- Quick squeeze on the brake , then back on the accelerator as you begin your turn-in towards the apex at the middle of the apron on track right.
- Gradually increase on the accelerator as you drift back to driver's left, track's edge on turn-out.
- Correctly done there will be minimal steering input.



Turn Seven & Turn Eight

- Track-out of Turn 6 overlaps the track-in of Turn 7.
- Continue your arc following the dark pavement towards the apron on driver's right.
- Apex late on the apron and keep the car to the right of the track center line.
- Track-out of Turn 7 overlaps track-in of Turn 8.
- Make a smooth transition to the left, a late apex on Turn 8 at the end of the apron on driver's left.
- Maintain smooth and gradual acceleration.

Turns Five, Six, Seven and Eight

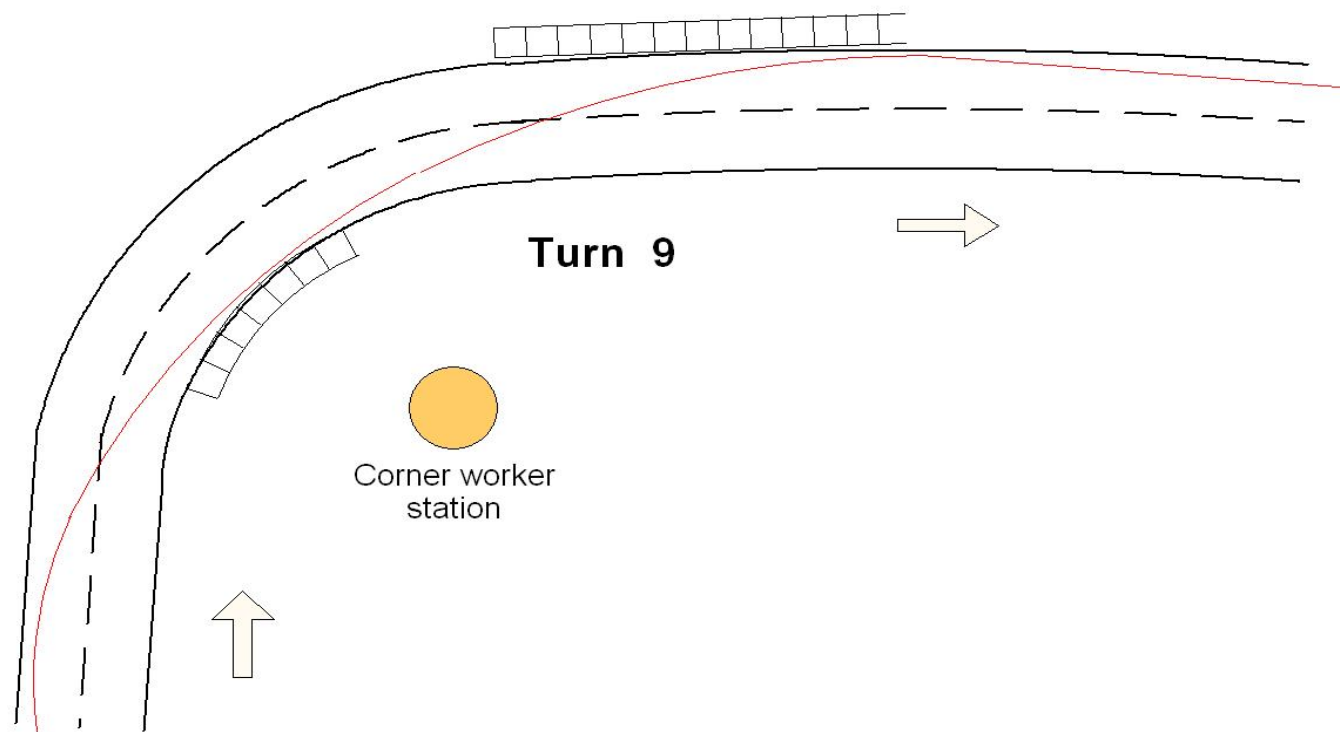




Turn Nine

- Turn 9 is similar to Turn 3 in that it is uphill, has camber changes, is fast and leads onto a long straight.
- Stay left coming out of Turn 8 and continue gradual acceleration.
- Turn-in just before the dark pavement and follow it towards the apron on driver's right, the apex is slightly past the middle of the apron.
- Turn-out is a gradual arc towards the middle of the curbing on driver's left.
- Taken properly, the Carousel (turns 6 & 7) and the Esses (turns 8 & 9) with finesse will be one long acceleration zone .

Turn Nine

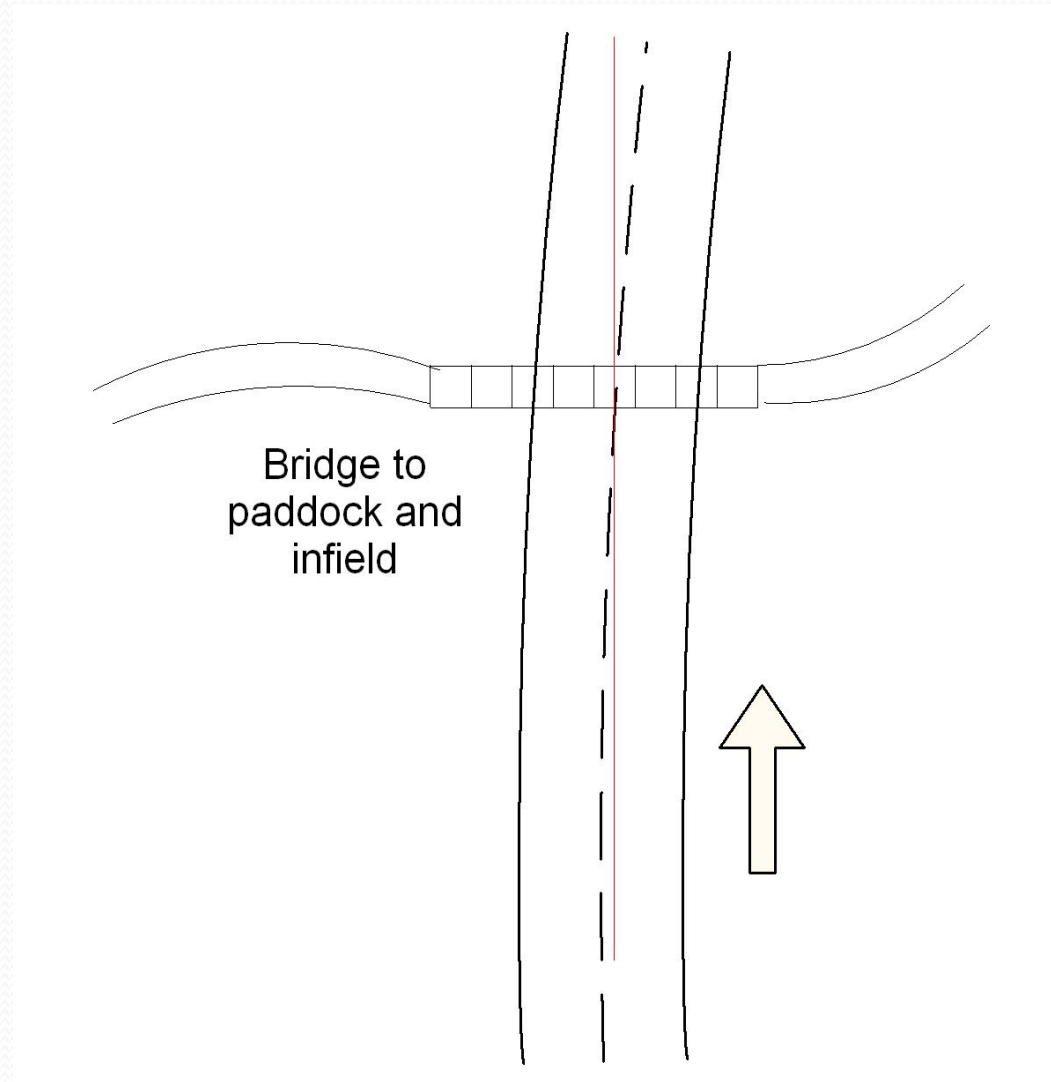




Bridge Straight

- From the exit of Turn 9, aim the car under the center of the bridge.
- The road makes a long, lazy right arc between turns 9 and 10 which you can straighten out with this line.
- You should then ease back to the left side of the track to prepare for the entry of Turn 10.

Bridge Straight





Turn Ten

- The most important turn as it leads to the longest straight (2700 feet.)
- Brake lightly to moderate depending on your car's horsepower. Many drivers brake too late and too much.
- The corner is of slightly *decreasing radius* so a late apex is essential.
- Turn-in as you pass under the power lines going across the track and squeeze on the accelerator.
- Turn-out should be about middle of the curbing on driver's left with full acceleration.

Turn Ten

