

Understood. This changes the entire philosophy of the lap. If you are running this track mostly flat-out with only two short "stab" braking zones, you are driving a **momentum track**.

The goal here is no longer "slow in, fast out." The goal is "**minimum friction**." Every time you turn the wheel or tap the brake, you kill RPMs. Since you are balancing a 4-wheel drift, your lap time comes from keeping the kart "free" (not binding against the asphalt) and carrying maximum rolling speed.

Here is the revised, aggressive guide for a high-momentum, clockwise lap.

The Core Technique: The "Scrub" vs. The Brake

Since you aren't braking for most corners, you must use **tire scrub** to manage your speed.

- **The 4-Wheel Drift:** You want the kart to slide laterally just enough that you don't have to lift off the gas.
- **Steering Input:** If you turn the wheel too much, the kart "binds" and slows down. Use the minimal steering angle possible. Let the rear end slide slightly to help point the nose.

Sector 1: The High-Speed Perimeter (Flat Out)

1. Main Straight (Left) → Turn 1 (Top Left)

- **Status:** FLAT OUT (or a tiny lift).
- **The Line:** Do *not* hug the inside too early. Stay glued to the left-side barrier until the very last second.
- **The Action:** Turn in smooth and aggressive. You are relying on the kart sliding sideways to scrub off just enough speed to make the corner.
- **The Apex:** You need to hit the curb on the inside. If you miss the apex here while going flat out, the momentum will throw you into the outside wall on the exit.

2. Top Straight → Turn 2 (Top Right)

- **Status:** FLAT OUT.
- **The Setup:** As you exit Turn 1, let the kart drift all the way to the left edge of the track.
- **The Turn:** This is a sweeping right-hander. Because you aren't braking, you need to turn in slightly earlier than a traditional racing line. Let the drift carry you out to the far left side on the exit to set up for the downhill run.

3. The Downhill Sweepers (Right Side of Image)

- **Status:** FLAT OUT.
- **The Rhythm:** You are heading "down" the right side of the image. The track wiggles. Do not follow the wiggle perfectly. Straighten this section out. Drive a straight line through the curves, clipping the curbs.
- **Drift Management:** If the rear starts to step out too much here, do *not* lift. Counter-steer slightly and keep your foot planted. Lifting here will snap-oversteer the kart.

Sector 2: The Braking Zones (The Only Slow Parts)

4. The Bottom Right Hairpin (Braking Zone #1)

- **Location:** The tight 180-degree right-hander at the bottom right corner of the track.
- **The Approach:** You are carrying massive speed from the right-side straight.
- **The Action:**
 - **Stab Brake:** Don't hold the brake. Just give it a sharp, hard "jab" to throw the weight forward onto the front tires.
 - **Rotate:** Turn the wheel immediately as you jab the brake. You want the rear of the kart to kick out.
- **The Exit:** As soon as the nose is pointed past the apex, get back on the gas 100%. Manage the wheelspin/slide on the exit, but don't drop the revs.

5. The Infield Transition

- **Status:** FLAT OUT / BALANCING.
- **The Line:** You are now navigating the middle section. There is a quick left-right flick.
- **Technique:** This is where the "4-wheel drift" is critical. Throw the kart from one side to the other using the rebound of the chassis. Do not let the kart "settle" too much; keep it dancing.

6. The "Kidney" Turn (Braking Zone #2)

- **Location:** The tight left-hand loop in the middle-left of the image (the "second sharpest hairpin").
- **The Action:**
 - This is a technical left-hander.
 - **Stab Brake:** Another short, sharp tap to get the nose to bite.
 - **The Line:** Tighter is better here. Don't go too wide on entry or you'll travel too much distance. Rotate the kart early.
 - **Exit:** This leads into the final complex, so getting the power down early is vital.

Sector 3: The Sling-Shot Home

7. The Final Complex (Bottom Left)

- **Status:** FLAT OUT / MOMENTUM.
- **The Layout:** A right-hand curve leading into a left-hand merge onto the main straight.
- **The Secret:** This section kills lap times because drivers try to be too precise.
- **The Line:**
 - Sacrifice the entry of the right-hander slightly so you can be on the **outside** (right side) for the final left turn.
 - Carry maximum rolling speed. You should be sliding through this entire S-bend.
 - **The Launch:** As you come out of the final left turn onto the main straight, let the kart drift all the way to the right wall if it wants to. Do not fight the steering wheel to keep it straight; let the kart go where the momentum takes it until you are fully stabilized on the straight.

Summary for the "No-Brake" Style

1. **Leaning:** Since you aren't braking, you need to help the kart turn mechanically. **Lean your body to the outside of the turn.** This lifts the inside rear wheel and prevents the engine from bogging down during the slide.
2. **Smooth Hands:** Jerky steering kills momentum. Turn the wheel smoothly. If you are sliding, small corrections only.
3. **The "Stab":** In the two hairpins, do not drag the brake. It is an on/off switch just to initiate rotation. Stab it, turn, gas.

Drive it like you're on ice: Keep the momentum high, the inputs smooth, and let the kart float.