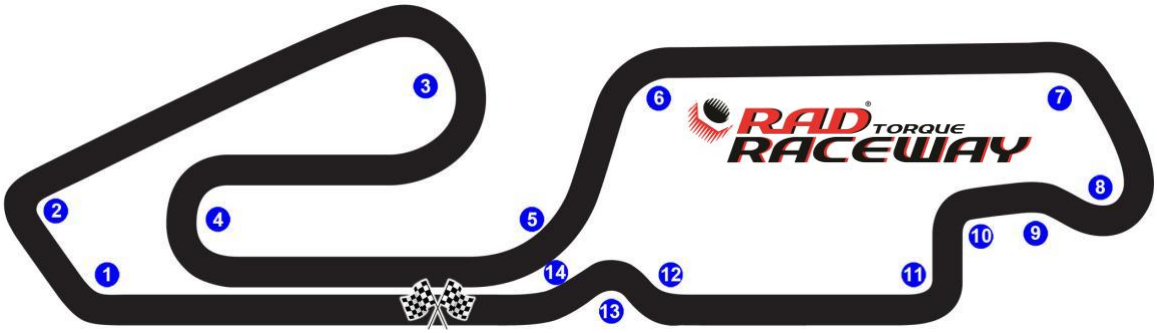
The ROAD COURSE @ RAD Torque Raceway



TRACK ENTRY: Track entry brings you into traffic flow at the exit of Turn 2, on driver's left. Follow the pavement edge on driver's left as you pass the Starter, continuing to follow the pavement edge on driver's left as you turn onto the straight. Stay on the left pavement edge and watch carefully on driver's right for traffic coming through Turn 2 at speed. Once on the straight, accelerate hard to merge into the traffic flow and to avoid being a speed bump for faster cars.

TURN #3: PHYSICAL LAYOUT: The first corner at speed is the signature corner of RAD Torque Raceway, also referred to as the "Speedway" corner. This long right -hander with 6° of banking One can argue this corner has two turn- in points, and patience waiting for the second turn-in point is rewarded. Looking at the wall on driver's left is sobering, and tends to keep drivers from entering too fast. The apex is very late in the corner.

TURN #4: PHYSICAL LAYOUT: This is a mid-radius left-hand hairpin leading onto a long straight … a typical Type 1 corner. This corner has about 2° of banking and no appreciable change in elevation. Getting on the gas early and hard for the straight that follows is important, and again patience waiting for a very late apex (located about 160° around the corner).

TURN #5 AND #6: PHYSICAL LAYOUT: While Turn 5 and Turn 6 may seem like separate corners, they re best considered as one complex, high-speed, left-right chicane with Turn 6 being a far more important turn to get right than Turn 5. This is because Turn 6 is a Type 1 corner leading onto the second longest straight of this track, whereas Turn 5 is a corner following a slightly shorter straight. Be aware the banking falls off slightly at track out of Turn 6.

Differences Between The East And West Ends Of The Track

It is important to understand that turns 1 through 6 were surveyed, graded and paved in fall of 2012, and turns 7 through 14 were surveyed, graded and paved the following summer. Turns 1 through 6 have constant banking of about 1-2° (and 6° in the signature Speedway corner), but turns 7 through 14 are crowned with zero overall banking. The crowned track surface means that THERE IS slight banking in your favor near the apex of corners but the banking falls away as you cross toward track out. Planning for the loss of banking, and resulting loss of grip, is important if you want to stay on the asphalt.

TURN #7: PHYSICAL LAYOUT: A Type 2 corner, where one wants to maintain and carry speed. The right-hand corner is significantly less than a right angle. There is a slight rise in elevation at the turn-in point, but the banking falls away drastically when you cross the crown on exit, and even experienced drivers underestimate the loss of grip. A lot of drivers find the Canola field at track out.

TURNS #8 - #11: PHYSICAL LAYOUT: This is a complex series of quick corners, made much more difficult by the crowned track surface and its dynamic effect on grip. The most important corner of the sequence is Turn 11, a Type 1 corner requiring a late apex. Setting up for Turn 11 requires a very late apex in Turn 10. Turn 9 is actually a straight. Turn 8 is virtually a hairpin, arguably the slowest corner on the track, and more drivers go off track here than anywhere else. Mastering this series of corners requires planning your exit from Turn 11 at the time you enter Turn 8.

TRACK EXIT: When exiting the track on this lap, stay left on the straight between Turn 11 and Turn 12, signal that you are leaving the active track, and continue straight into the hot pit rather than turning right for Turn 12. Braking slightly in the brake zone for Turn 12 is acceptable, but the majority of your braking will take place after the turn-in point for Turn 12 as you pass the tire wall on driver's right. Entrance to the Paddock is at the east end of the Hot Pit behind Turn 1.

TURNS #12 - #14: PHYSICAL LAYOUT: This is a quick right-left-right chicane preceding the longest straight of the track. Lots of drivers wish this chicane was straighter (or not there at all), but the trade-off is that this chicane limits speed on the approach to Turn 1 for safety reasons. The effect of the pavement crown combined with Turn 13 being slightly elevated caused the car's suspension to compresses after the apex of Turn 12 and release after the apex of Turn 13. Turn 14 is really part of the long straight that follows, so it is important to treat Turn 13 as a Type 1 corner and plan a clean exit that allows you to get on the gas and stay on the gas without running out of track on driver's right in Turn 14 and without needing to lift.

TURN #1: PHYSICAL LAYOUT: This right-hander is a Type 2 corner with some of the faster cars reaching 180+ kph as they approach their braking point. Due to its asymmetric shape, the proper apex is about 2 feet off the pavement edge, about half a car-length before the end of the straight section of track edge. There is very little banking in this corner (less than 1°), and it is very slightly off camber at the exit (about 0.5°).

TURN #2: PHYSICAL LAYOUT: This right-hander is a classic Type 1 corner leading onto a long straight, and the most important thing about this corner is that a clean exit that allows you to get on the gas early to maximize acceleration down the entire length of the straight. There is elevation change that compresses the car's suspension slightly as you approach the apex but unloads the suspension as you depart the apex. This corner is also asymmetrical, like the one before, with more pavement width on driver's right before the apex than there is after the apex … due to its asymmetric shape, the proper apex is about 2 feet off the pavement edge about half a car length before the point at which you pass closest to track edge (also being the point at which the track levels off). Track entry brings cars onto the track on driver's left at track out.

FULL LAP COMPLETION