

Carolina Motorsports Park's Track Layout



Alan Wilson has laid the track out to form two separate courses, which can be used simultaneously. The West track (0.988 miles) was specifically designed to be very technical and quite slow to serve as a prime venue for race schools. The East track (1.18 miles) is much faster. Combined, the two courses become very fast, technical, challenging and extremely interesting 2.235 mile national standard track.

Rather than use common turn number terminology, Carolina Motorsports Park has followed a European Tradition by naming each corner, believing that this will quickly give the facility its own distinct character. Naming the corners should also reduce confusion when the tracks are used in their different configurations.

The first turn is named **Camden Corner** after the nearby historic town, and follows the 1640' **Pit Straight**. This is a wide, 80' radius corner which will be very deceptive because it calls for a late apex if the first of the **Esses** are to be taken correctly. Consequently, **Camden Corner** is expected to be the scene of much overtaking as the faster line into the corner may get a rider track position coming out but will severely effect his ability to race through the **Esses** effectively.

The **Esses** are well spaced out 100' radius corners with the second element significantly faster than the first. This 346' section rises up a gentle grade with the apex of the second esse located on the crest of the hill. These should be fun, flowing corners whose exit speed will be crucial to the fast downhill and long uphill sections that follow. After the second esse the track drops some 20' to the creek crossing before climbing 30' up **Dam Hill** to **Conspiracy Corner**, which is 976' past the last esses. This left turn will present a major overtaking opportunity because the corner speed will be far greater than the entrance to the right hand turn that follows just 128' later. **Conspiracy Corner** should provide an opportunity for someone to dive past a rider who is on the correct line for the long, sweeping **Faith**, **Hope** and **Charity** carousel that follows, but will leave him with a much less efficient entry to these multiple radius corners. However, the track is wide

Carolina Motorsports Park's Track Layout

and plenty of run-off space is also significant and overtaking can be expected through the different segments of this long and complex sweeper. Each element of this complex has different corner radii and angles making a correct racing line crucial to the long, downhill straight that follows.

The Outback, named because it really is out in the countryside, is an 1841' straight with a very shallow kink that ends in a steep downhill section. Called for the reason that many riders will breath its name in trepidation, **O'Hill! O'Hill!** drops 20' off the **Outback** down to the creek crossing and the beginning of the steep uphill entrance to the heavily cambered (7') **Angels Angle**. **Angels** is a 150' radius, 72' corner that continues to rise as it curves out along the 370' exit straight to **The Swoop**. **Angels Angle** is likely to become one of the more talked about turns in racing because it must be taken fast to make the best use of the 1990' run through **The Avenue** to **The Kink** that follows. **Angels Angle** will however, appear to be much slower than it really is and will become a corner that will really sort out the better riders.

The Avenue is a spectacular, sweeping run out of the forest through the heavily cambered **Swoop** (518' radius 33') that leads to a very high-speed approach to **The Kink**. The 162' radius, 35' **Kink** should be a corner that will seldom be taken flat out and may require either heavy braking or a just a confidence roll off the throttle, depending on the skill of the rider and the handling set-up of his machine. This very fast turn has a wide open, flat run-off area and a huge sand trap set well back to catch a rider who has not been able to regain control if he does leave the track. An errant exit from the **Kink** will also penalize the rider who is likely to find the 843' long **Runway Straight** too short to get back onto the correct entry line for **Mulligans Corner**.

Mulligan's Corner is a double apex corner (named **Mulligan's** because riders will usually want to take it again to get it right) whose natural, flowing exit will result in a too tight entrance into **Charlie's Corner**. Consequently riders will need to choose between a fast exit from **Mulligan's** or a slower but better line into **Charlie's** (named after one of the owners young sons). This 100' radius, 128' corner leads onto a short, 387' straight to **Lone Tree**, a very slow 91' right hander necessitated by the relatively small run-off room available. Lone Tree corner leads onto the 1009' long **Kershaw Straight** and is therefore an important corner to get right as this significant overtaking section located in front of a major spectator area.

The final opportunity to use braking to fight for position before the finish line is the **Last Chance Corner**, located at the end of the **Kershaw Straight**. This is a tight, 57' radius, 116' corner loading onto the **Pit Straight**, which must be taken with a very late apex in order to exit at the highest speed. This corner shape offers a late braking rider a good opportunity to fight for track position even if a less efficient racing line compromises his exit speed onto the straight.