

# ***Driving Road America: America's "National Park of Speed"***

Provided by, ***Road America Instructor Group*** Road America's High Performance Driving Schools June 2023



# Track Days & Performance 1 & 2

## **The track Basics:**

**The track is 4 miles long with fourteen (14) turns.**

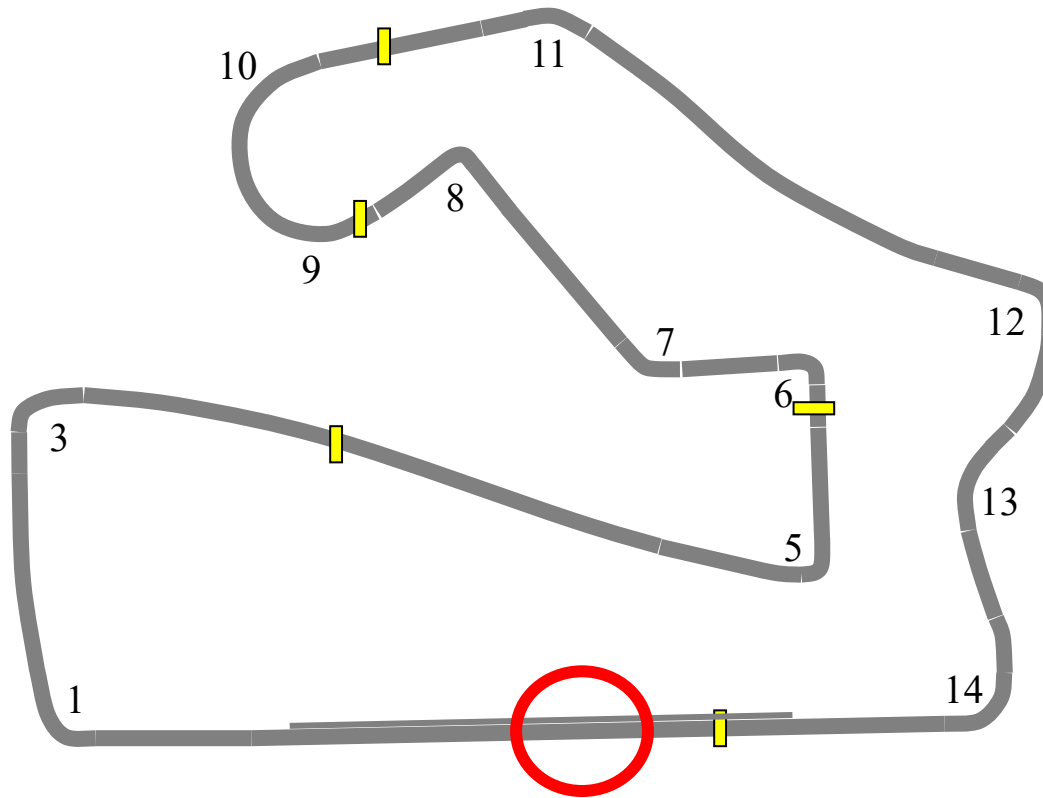
**The track surface elevation drops 176' from the crest at turn 1 to turn 12 (Canada Corner), and for those in low horsepower cars, it feels like you have to climb all the way up from turn 14 to the crest at turn 1.**

**The track surface is uphill from 14 to 1, downhill from 1-2-3; downhill continuing into 5; uphill from 5-6; downhill from 6-7 and 7-8; slightly uphill to downhill through 9-10 (Carousel) and through the "Kink"; slightly downhill from the "Kink" to 12 (Canada Corner); uphill from 12-13-13A; and flat through 13A-14**

**14.**

# Track Days & Performance 1 & 2

## Getting On Track



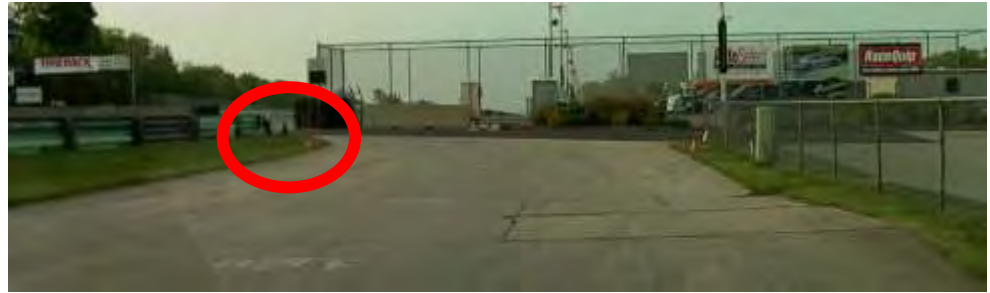
# Track Days & Performance 1 & 2

## False Grid

A



C



B



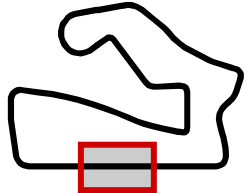
## Getting to the False Grid...

A - Overview of route from West Paddock \*

B - Sign (top left) & Entry to the false grid off the main paddock road headed North

C - End of the False grid - a Grid Corner worker will release you from here to go out on the hot pit area

Aerial view of transit  
from West Paddock to  
False Grid



# Track Days & Performance 1 & 2

## Pitlane/Pit Out

Pit out Light  
colors signal  
access  
Levels!



Red, track closed,  
do not proceed,  
return to paddock



Yellow, track  
open, passing  
not allowed



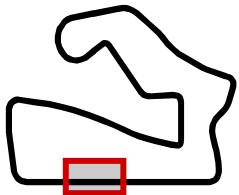
Green, track  
open, passing  
allowed



Out to  
track

Return to  
your  
paddock

Do not enter track if Red!  
Exit at far entrance to Competition Paddock and  
proceed to your paddock or back to False Grid



# Track Days & Performance 1 & 2

## In the Hot Pits ready to enter the Track

**Note:** If your group comes in and restarts or your session starts in the Hot Pits rather than the Cold Pits off the False Grid –

Or –

If you have been to Black Flag – you will return to the track from here

This is your view for re-entering the track



# Track Days & Performance 1 & 2

## Ready to exit onto the Track @Track Out

Note: The condition light is **RED!!** Don't exit until Yellow/Green!



# Track Days & Performance 1 & 2

## **The track Basics:**

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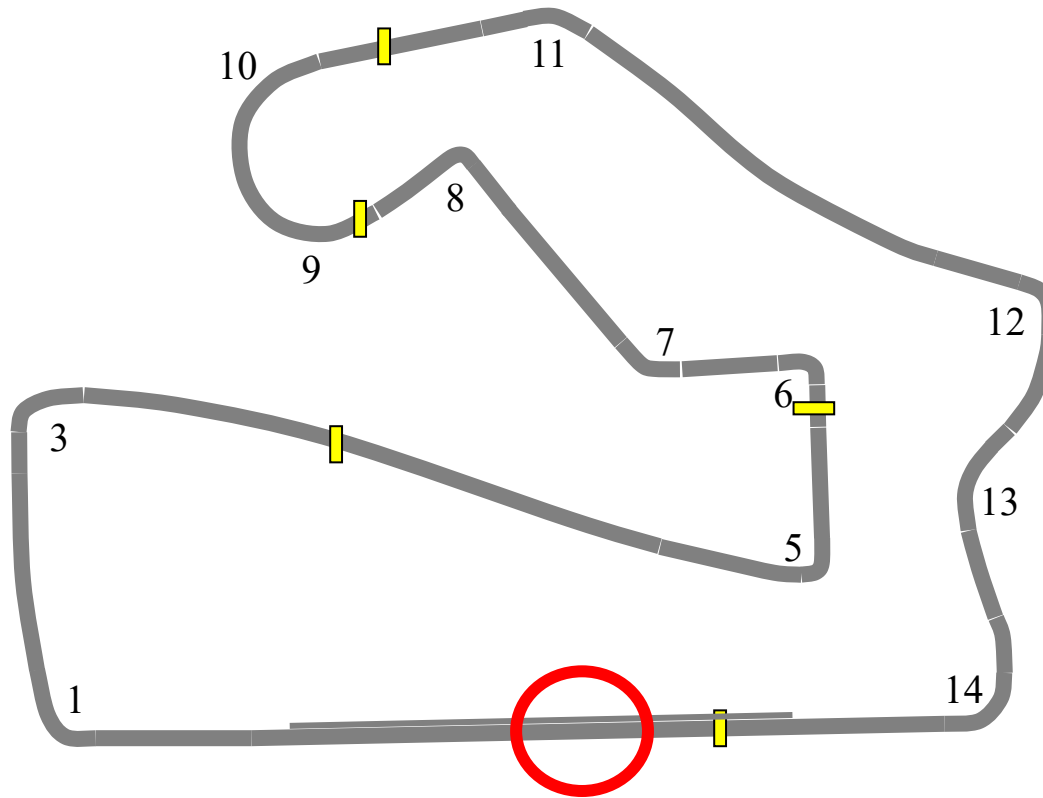
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**14.**



# Track Days & Performance 1 & 2

## Getting On Track



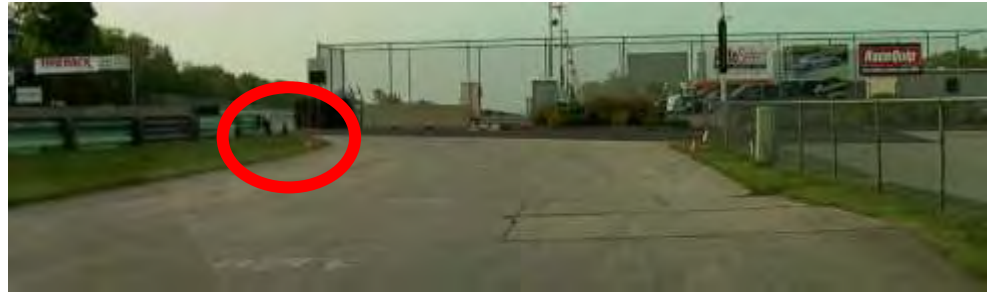
# Track Days & Performance 1 & 2

## False Grid

A



C



B



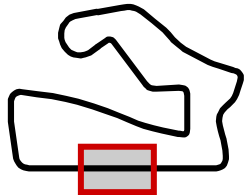
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from West Paddock to  
False Grid



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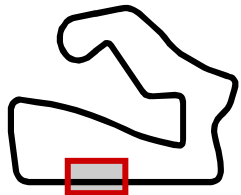


Green, track  
open, passing  
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Do not enter track if Red!  
Exit at far entrance to Competition Paddock and  
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Return to  
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# Track Days & Performance 1 & 2

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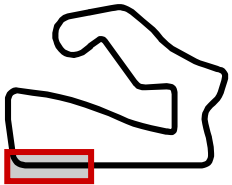
**Attention:  
Pit out –  
Blend Line**



**Don't fade left until past the Apex of turn 1!**



**You are on track and committed – even tho you are right of the blend line CHECK your mirrors for trsffic**



**Leaving the Hot Pits**



**Aerial view of the  
blend line**

# Track Days & Performance 1 & 2

Line of sight views:

Honor the “Blend  
Line”

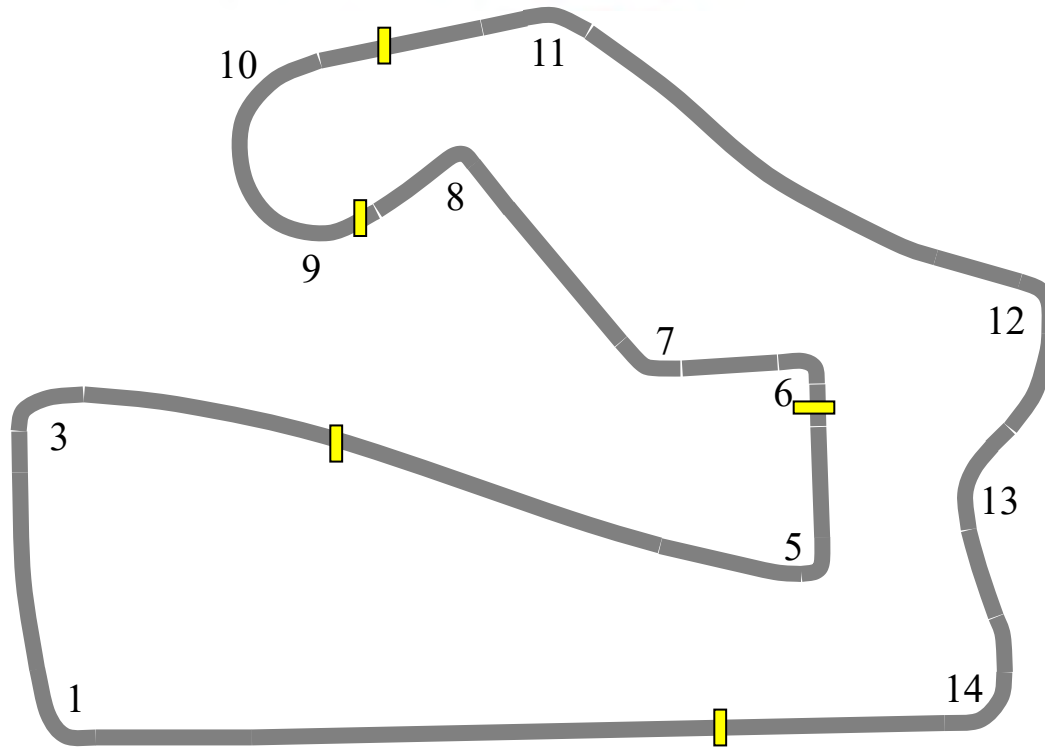
=

stay *Right* until the  
*Apex* of Turn 1!!



# Track Days & Performance 1 & 2

## An Annotated Lap of Road America



# Track Days & Performance 1 & 2

## How this Guide is going to be laid out...

**First:** A Conceptual view to Immediately graphically Visualize each of the turns

**Second:** References and tips on:

Entry

Turn In

Braking

apex/mid corner

Exit

**Third:** Additional Visual References and detailed images

**Fourth:** A Line of sight view where available

**Fifth:** Additional tips, Videos, etc.

**Finally** - -Where are the sections that flow together once you have mastered the individual corners?



# Track Days & Performance 1 & 2

## Turn 1

### Entering visuals:

- End of Grandstands
- Access road
- Alpha station

### Braking Zone:

- Access road
- Brake Markers

### Turn in:

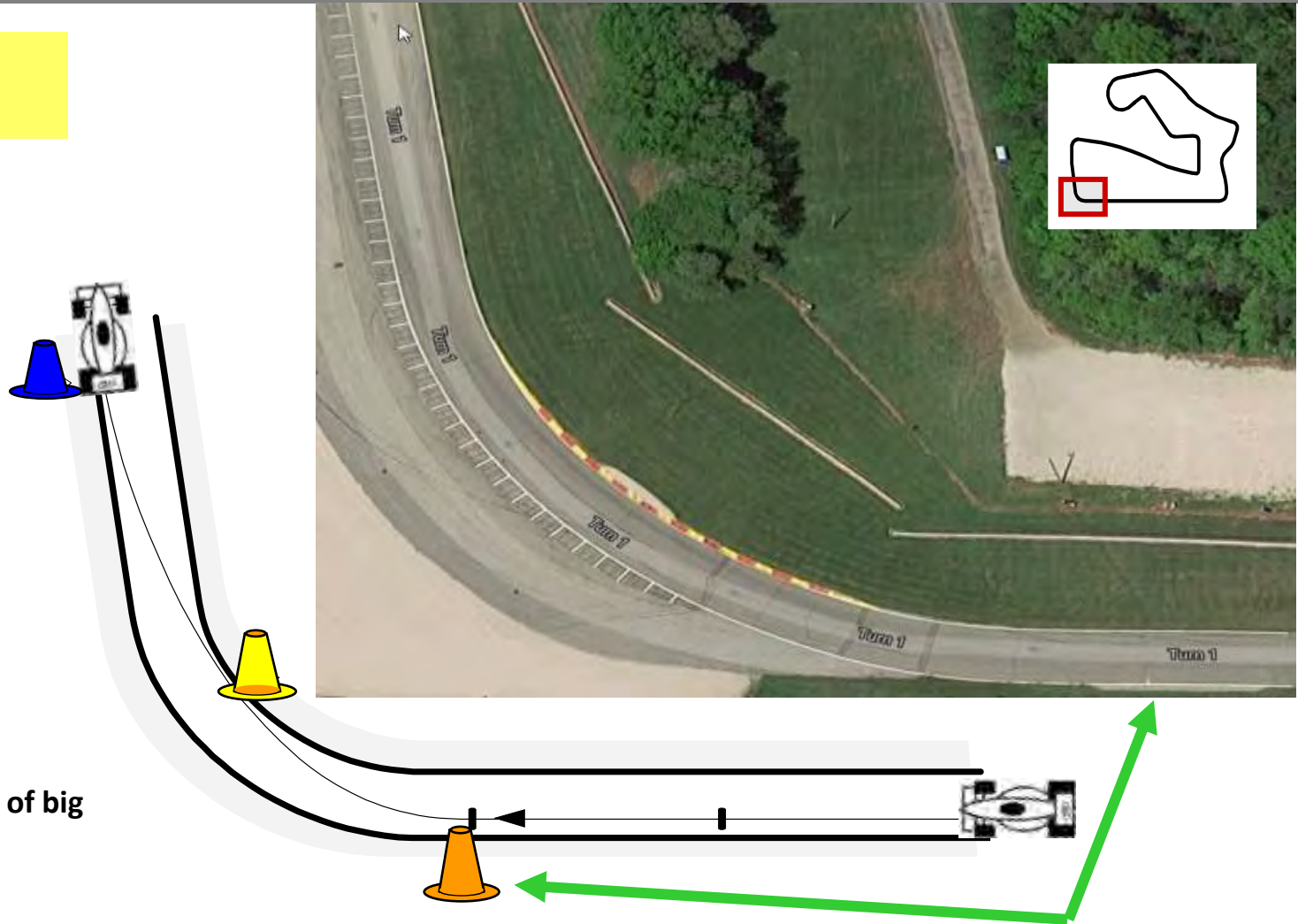
- # 1 Brake marker

### Apex:

- Late apex far edge of big grey rumbles

### Exit/Track out:

- Stay off the big rumbles!
- Straighten your hands
- Eyes up!



Number 1 brake marker

# Track Days & Performance 1 & 2

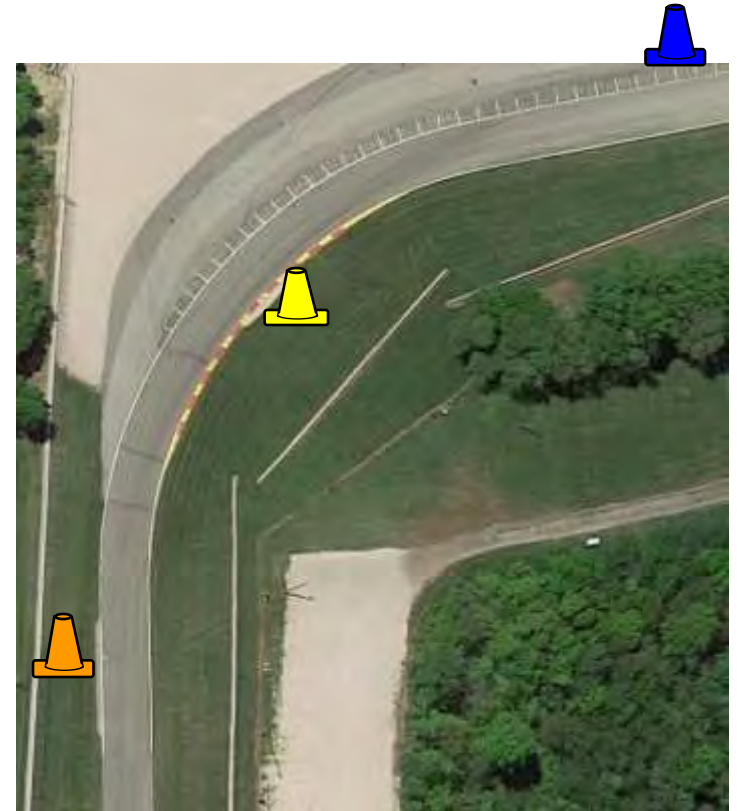
## Turn 1: Additional Visual References



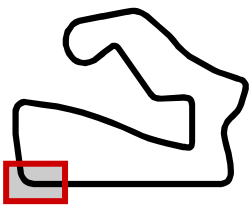
Turn-in = #1 brake marker



Start of braking zone = access road



Aerial view – Turn in, Apex & Track out



# Track Days & Performance 1 & 2

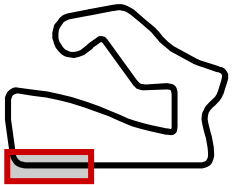
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**Aerial view of the  
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# Track Days & Performance 1 & 2

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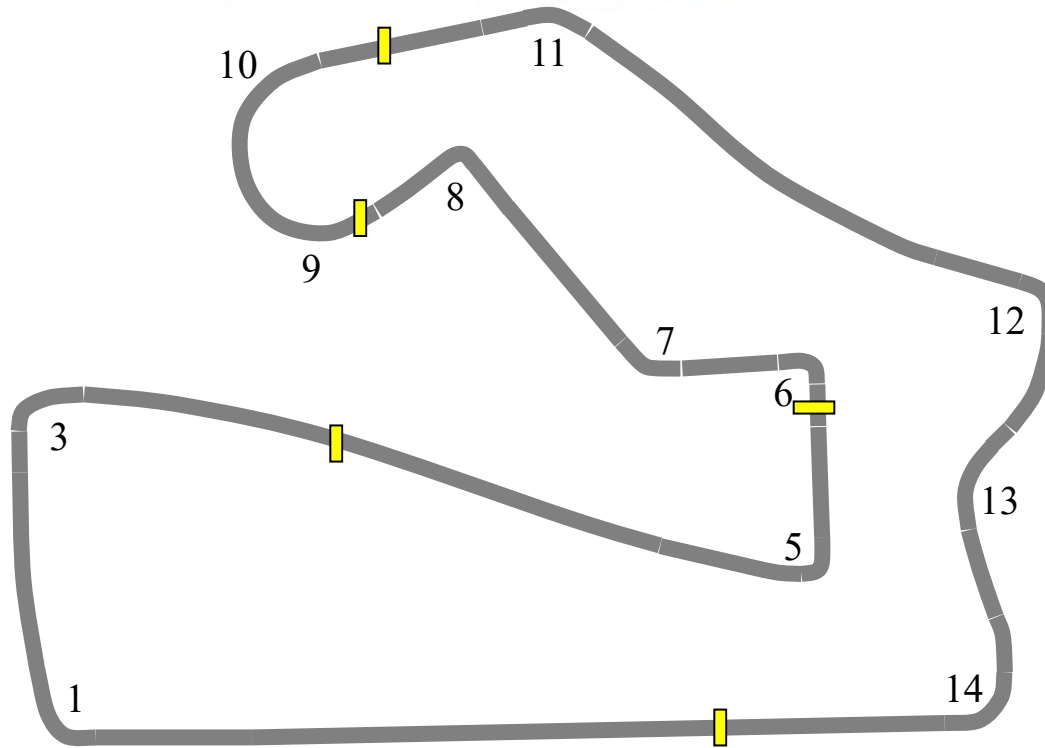
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### Braking Zone:

- Access road
- Brake Markers

### Turn in:

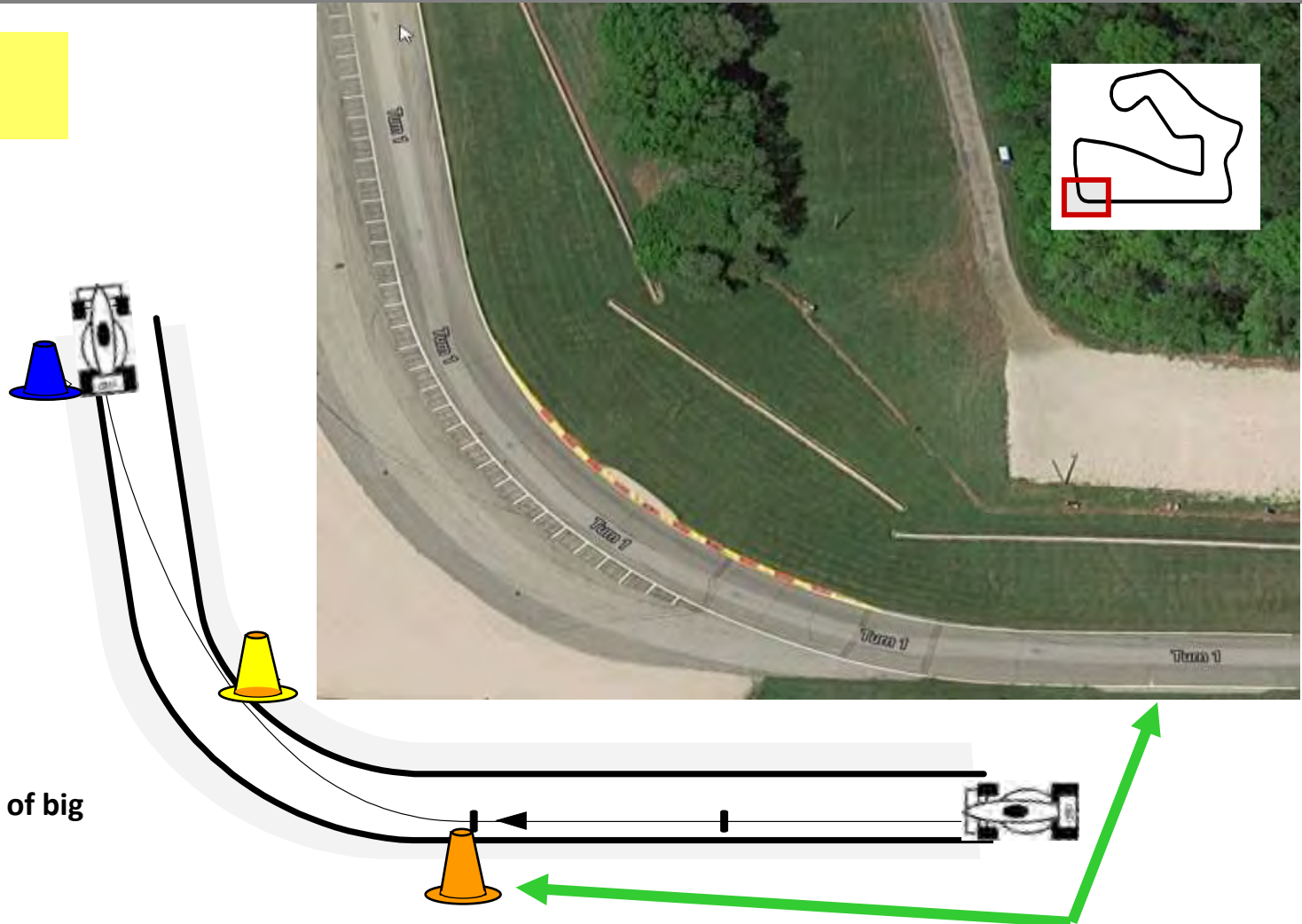
- # 1 Brake marker

### Apex:

- Late apex far edge of big grey rumbles

### Exit/Track out:

- Stay off the big rumbles!
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- Eyes up!



Number 1 brake marker

# Track Days & Performance 1 & 2

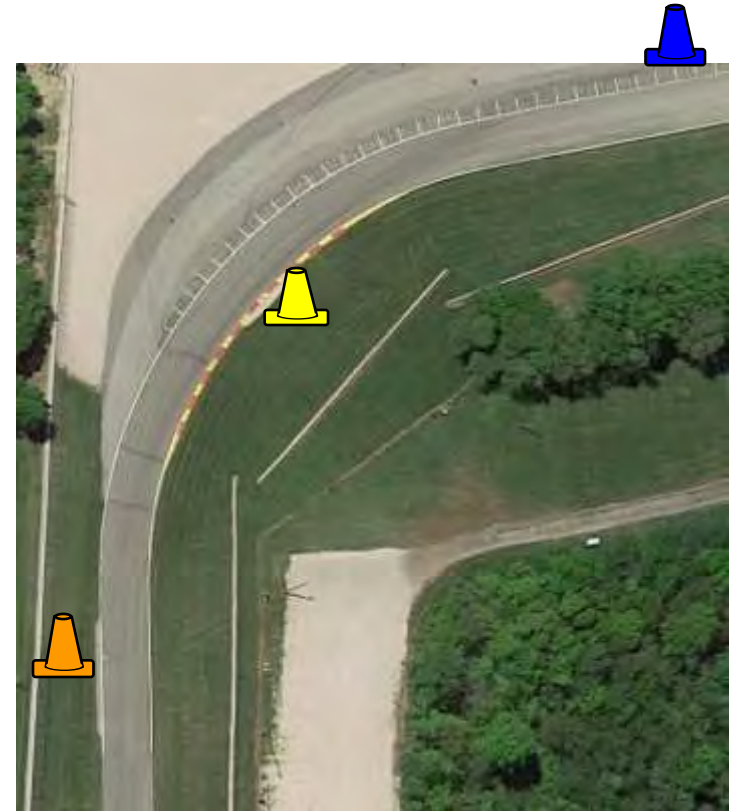
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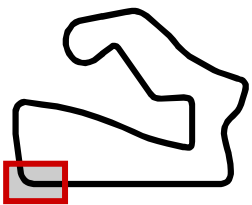
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Start of braking zone = access road



Aerial view – Turn in, Apex & Track out



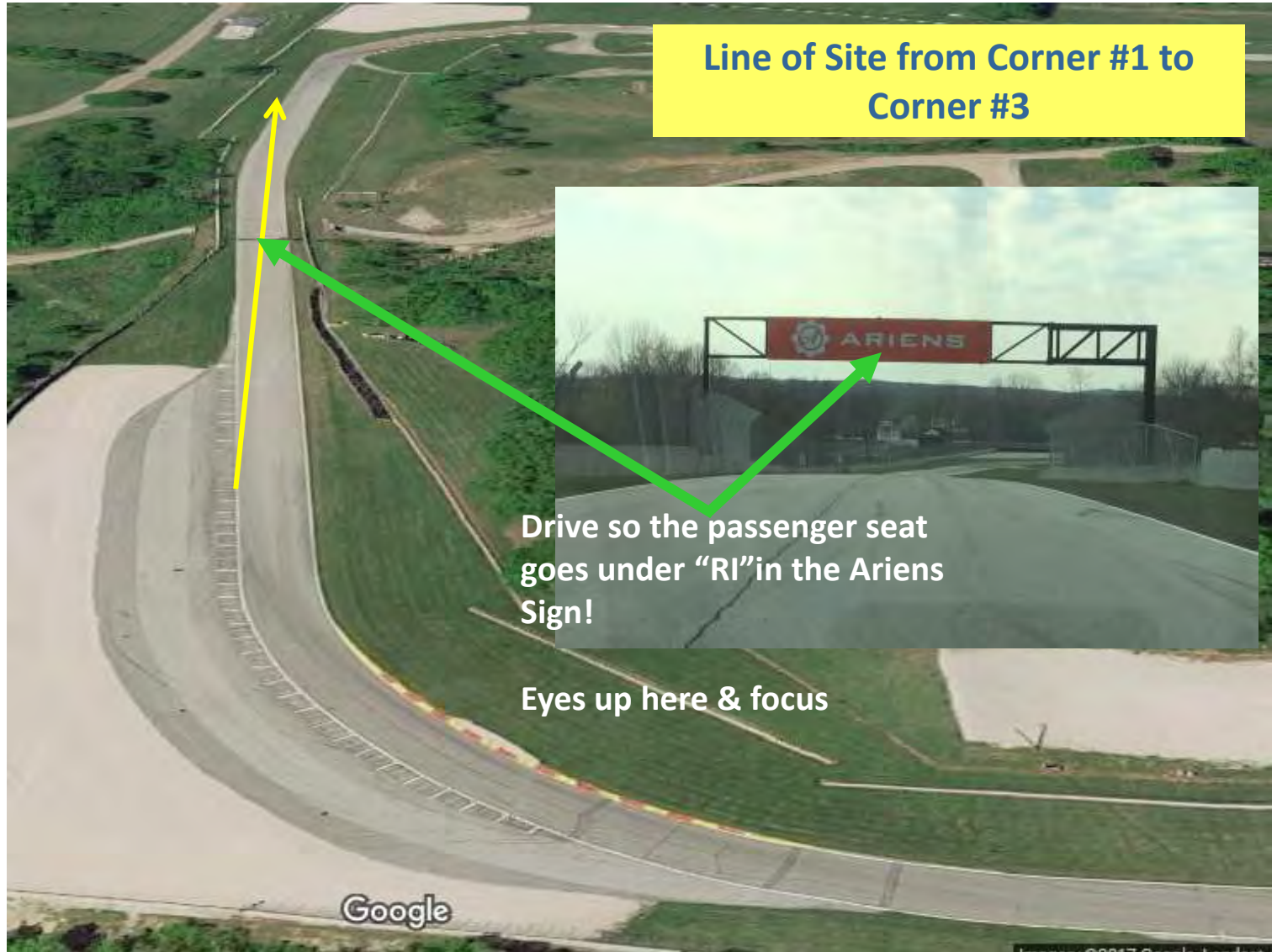


# Track Days & Performance 1 & 2

## A tip:

Aim for the R- hand door in the building behind sand trap

Eyes up here & focus down track!!



# Track Days & Performance 1 & 2

## Turn 1-3: Additional Visual Details



Orange edge of second wall & Turn in point



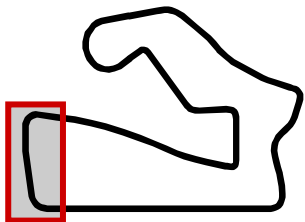
Right hand door on building



Eyes up for the Ariens Sign

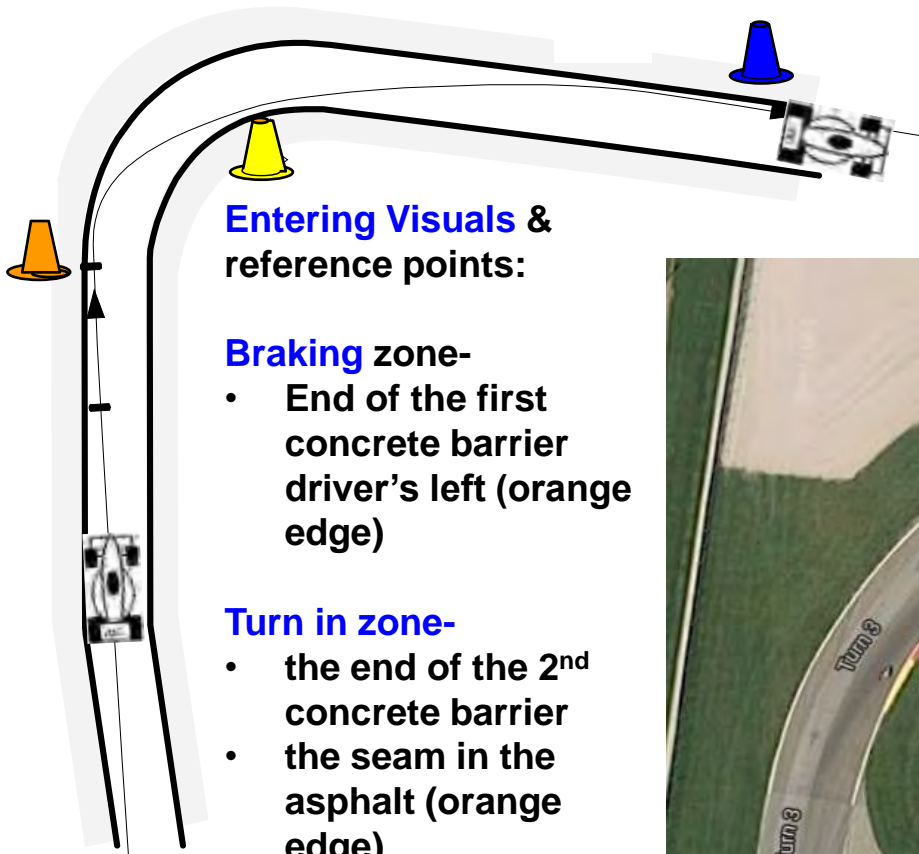


Aerial view of entry – eyes up to see all reference points!



# Track Days & Performance 1 & 2

## Turn 3



**Entering Visuals & reference points:**

**Braking zone-**

- End of the first concrete barrier driver's left (orange edge)

**Turn in zone-**

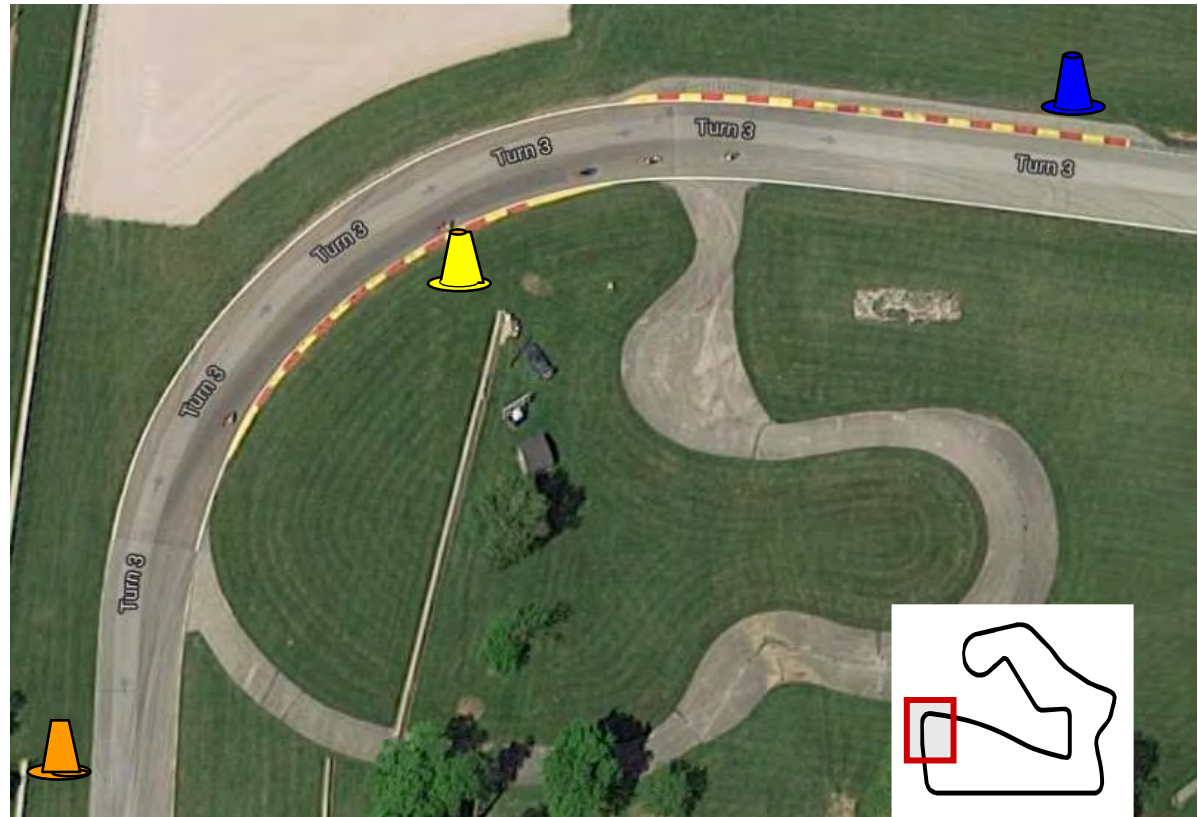
- the end of the 2<sup>nd</sup> concrete barrier
- the seam in the asphalt (orange edge)

**Apex:**

- Late near end of inner rumbles

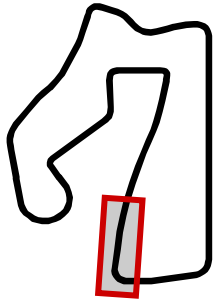
**Exit:**

- End of rumble strip drivers left



# Track Days & Performance 1 & 2

## Driving from Turn 3 to Turn 4/5



Eyes up all the time – Drive under the word “people” on the Sargento Bridge

**Note: Be Super Alert!**

Between Turns 3 & 5 and Turns 11 & 12 at road America the “line” moves across the track and back



Is there really a Turn 4??

# Track Days & Performance 1 & 2

## Line of Site: Sargento Bridge to Corner #5

### Entry visuals:

Drive under the Sargento Bridge on driver's right (under the word "People")

Eyes up for the White sign (Chappa)  
Minimize steering inputs

After the end of the Armco on driver's right  
start transition to driver's left

You should be on driver's left at the 5 marker  
when cresting the hill

### Braking zone:

Straight line brake to the rumble strip drivers  
right. (eyes up – Left edge of farmhouse)



# Track Days & Performance 1 & 2

**Additional  
Visual  
References:  
Turn 4-5**



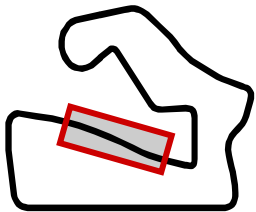
**Left edge of Farmhouse Building – turn in location**



**Braking Zone?: 400 Brake marker**

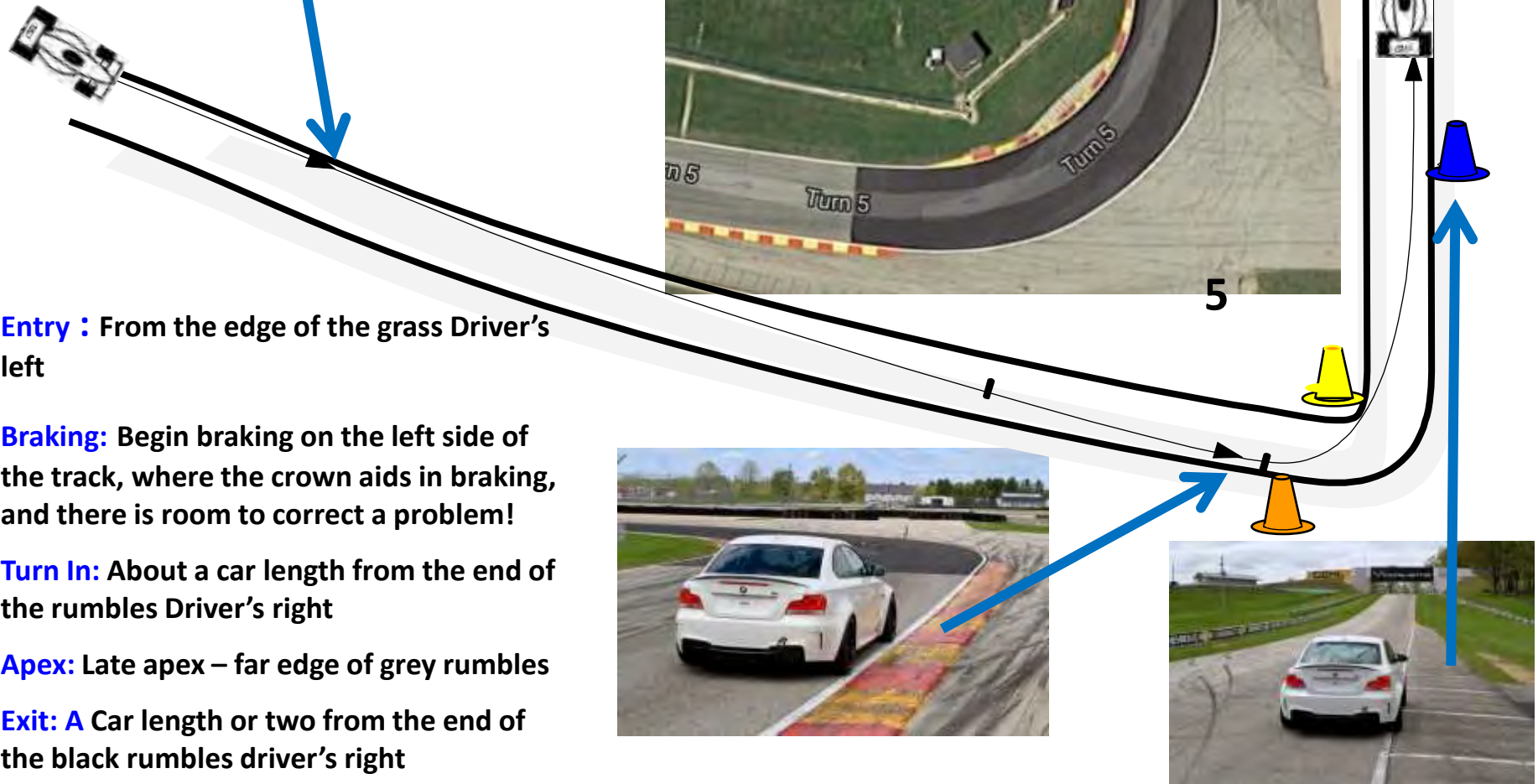
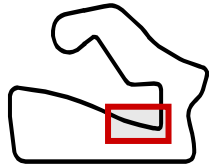


**Eyes up – Drive to left edge of white Chappa sign**



**Aerial view from Sargento  
Bridge to Turn 5**

# Track Days & Performance 1 & 2



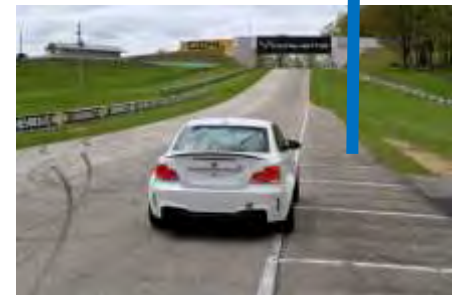
**Entry :** From the edge of the grass Driver's left

**Braking:** Begin braking on the left side of the track, where the crown aids in braking, and there is room to correct a problem!

**Turn In:** About a car length from the end of the rumbles Driver's right

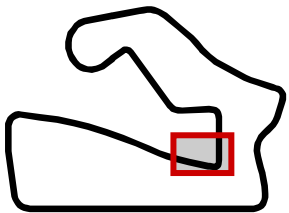
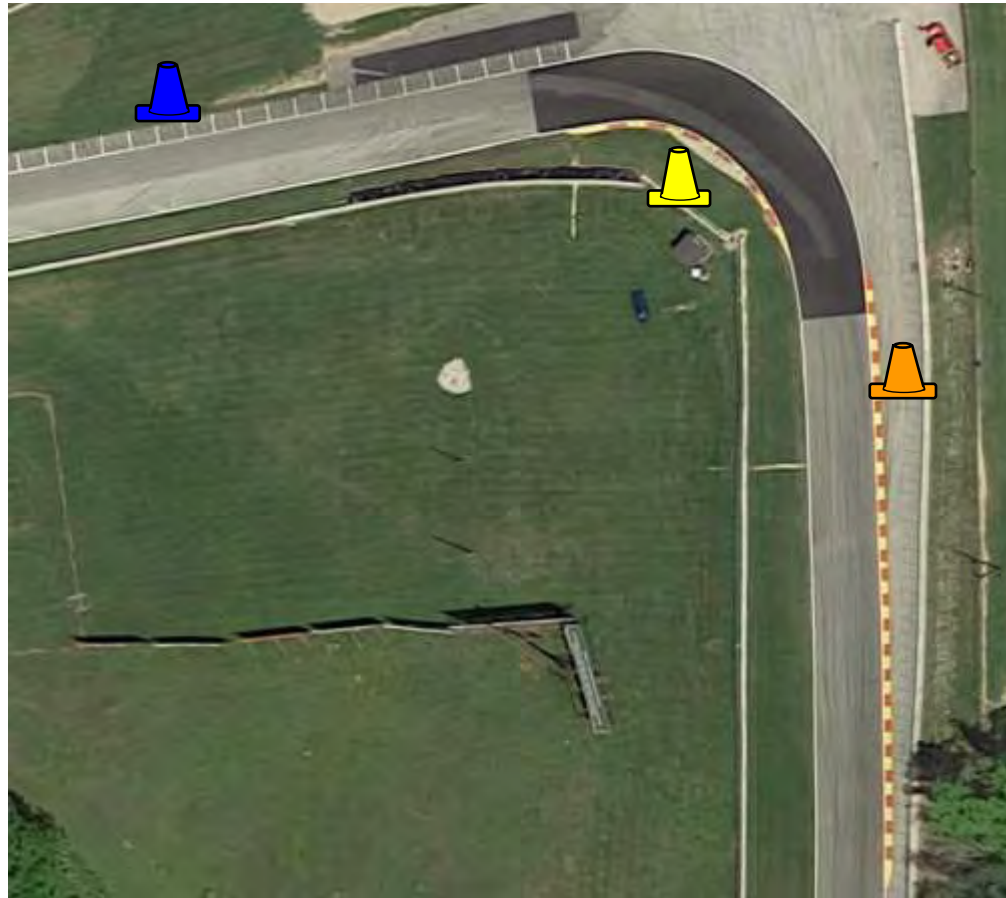
**Apex:** Late apex – far edge of grey rumbles

**Exit:** A Car length or two from the end of the black rumbles driver's right



# Track Days & Performance 1 & 2

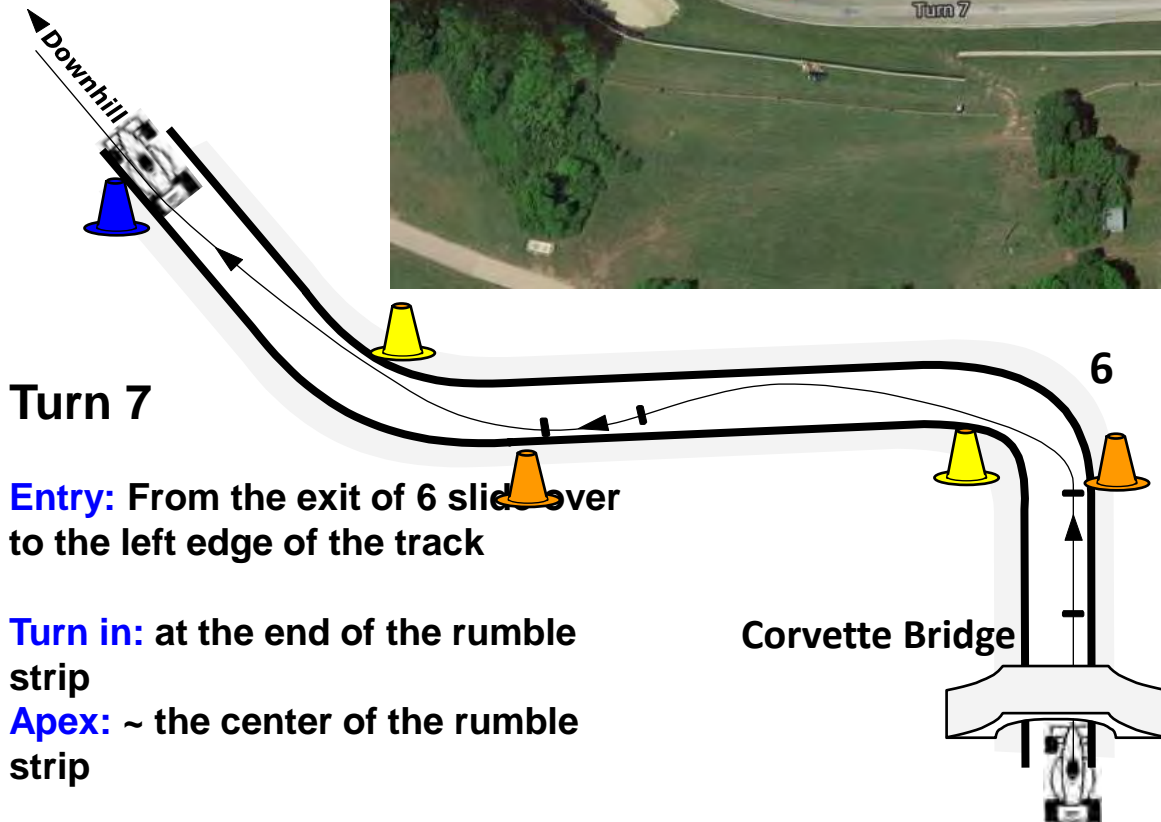
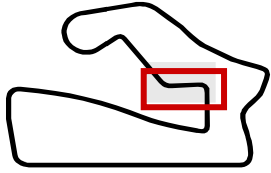
## Additional Visual Reference Details for Turn 5



Aerial views of the approach and entry to Turn 5



# Track Days & Performance 1 & 2



## Turn 7

**Entry:** From the exit of 6 slide over to the left edge of the track

**Turn in:** at the end of the rumble strip

**Apex:** ~ the center of the rumble strip

**Exit/Track out:** far end of rumbles

## Turn 6:

**Entry:** Climb up the right side of the hill towards the bridge & “6 Flags”

**Braking:** before the crest and release as you top the hill

**Turn In:** other side of bridge, turn in as soon as the car settles.

**Apex:** late apex far edge grey rumbles

**Track out:** to the end of the rumbles driver’s right

# Track Days & Performance 1 & 2

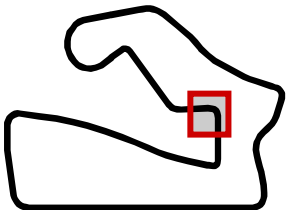
## Additional Visual Reference Details for Turn 6



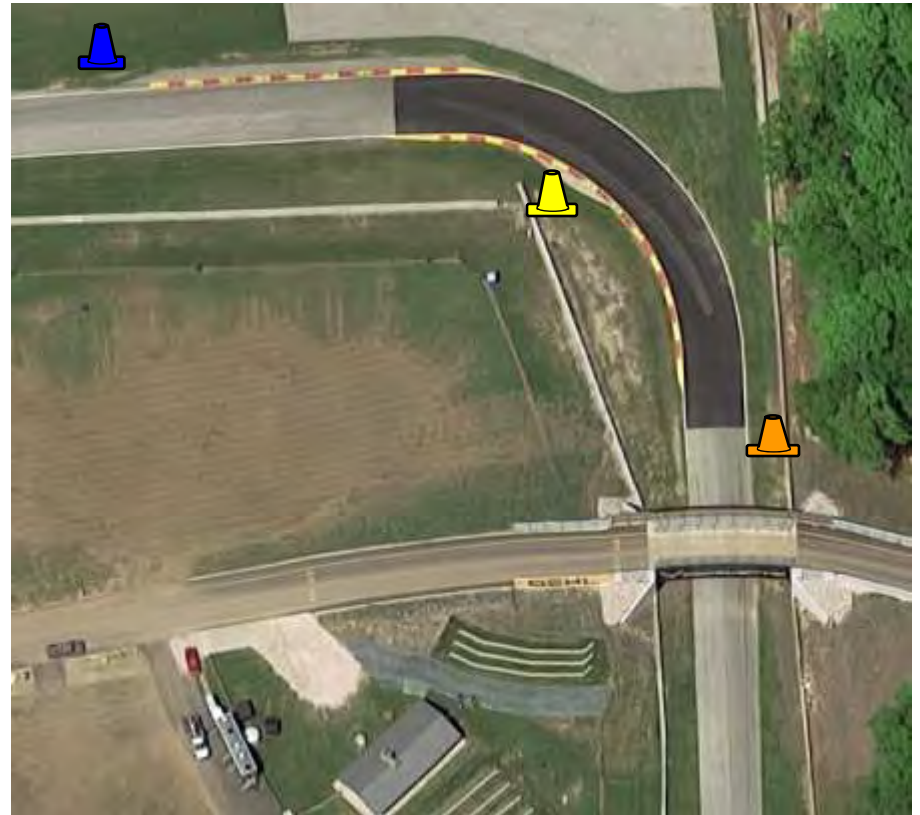
Apex is visually way around the corner



Fence driver's right gives a visual cue for braking zone before the crest



It's a blind corner (especially for lower open wheel cars), with a late apex under a bridge – what could go wrong!



Aerial view of Turn in, Apex and track out for Turn 6

# Track Days & Performance 1 & 2

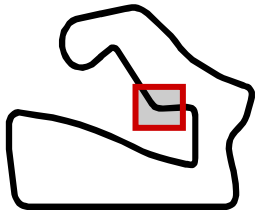
## Additional Visual Reference Details for Turn 7



Lift to settle Front or just lightly brush the brakes - then back on the power

Turn-in cone highlighted above

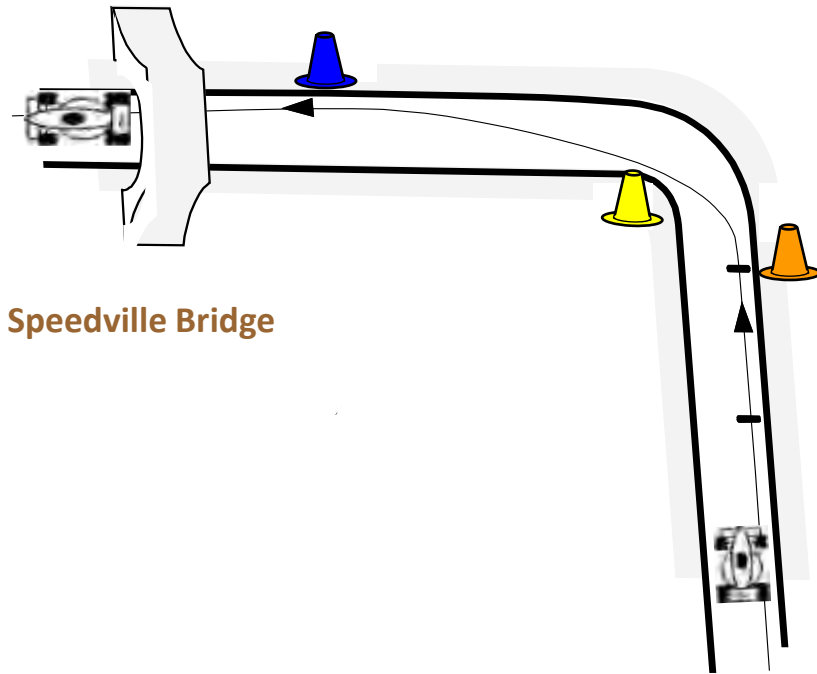
Apex is almost center of grey rumbles, i.e. geometric apex  
Track-out (blue cone) at far end of rumbles driver's left – then ease over to driver's right or the entry into Turn 8



Aerial view of Turn In, Apex and Track out at turn 7

# Track Days & Performance 1 & 2

## Turn 8



**Entry:** Move Driver's right after exiting turn 7 and head for the notch in the Top of the Motorplex building

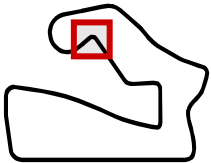
**Braking zone:** In the 300/200 brake marker area

**Turn In:** The end of the rumble strip driver's right is a good reference for the turn in point

**Apex:** A late apex = far edge of the grey rumbles

**Track Out/Exit:**

At the far edge of the rumbles driver's right...stay off the big rumbles and have the car straight at exit!



# Track Days & Performance 1 & 2

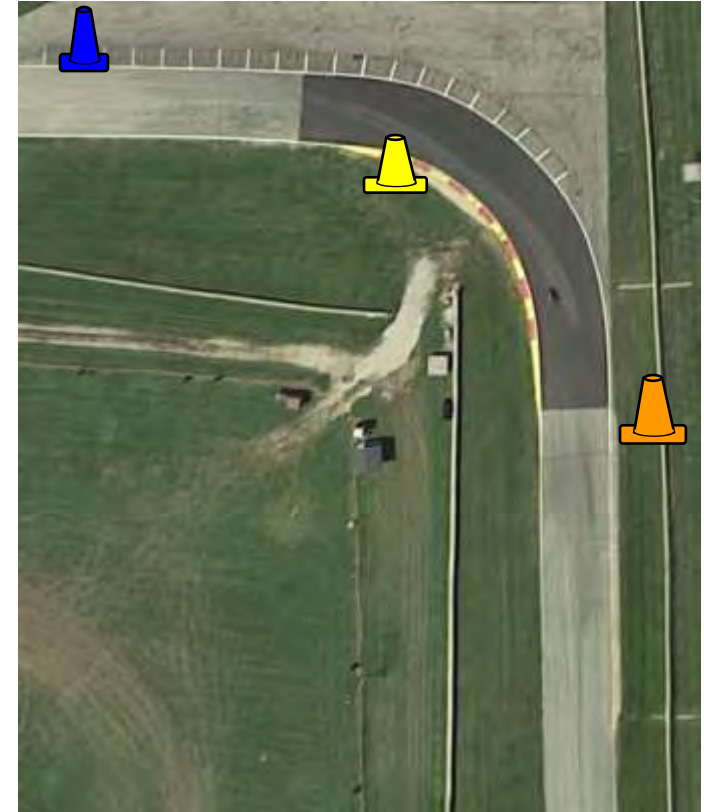
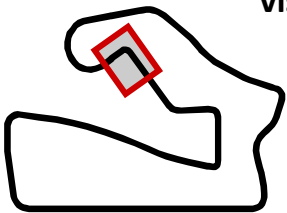
## Additional Visual Reference Details for Turn 8



Turn in is very near the end of the rumble strip  
driver's right



Check for the 300 brke marker in your peripheral  
vision

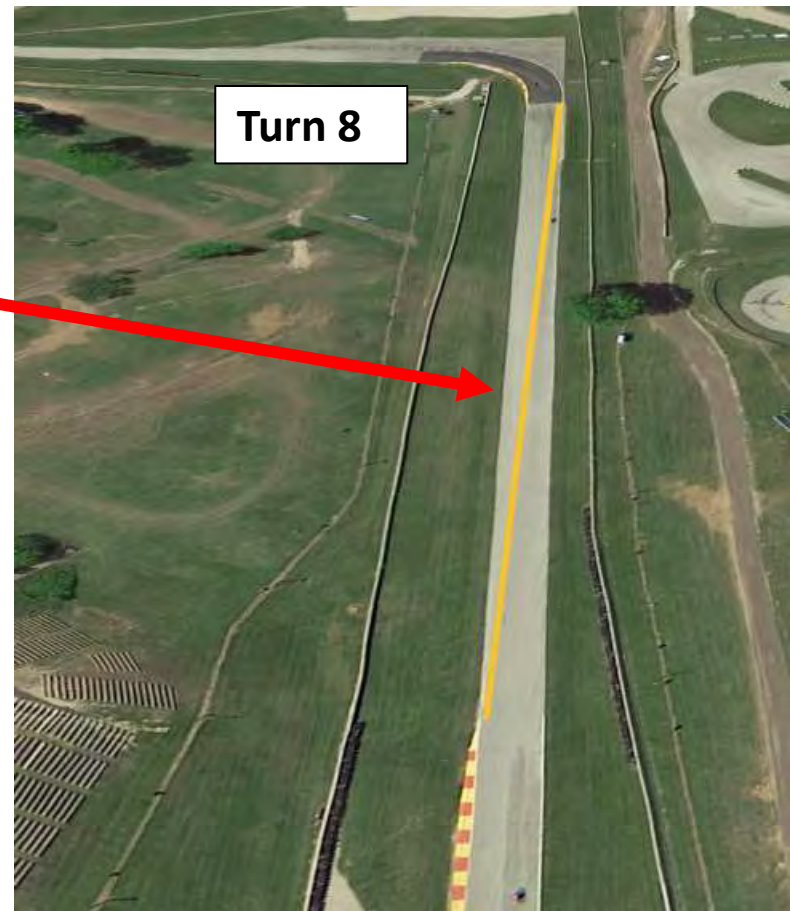


Aerial view of Turn in, Apex, & Track Out  
for Turn 8

# Track Days & Performance 1 & 2

## Line of Site: Approach to Turn 8

The Driving line fades diagonally into braking zone and Turn In at Turn 8



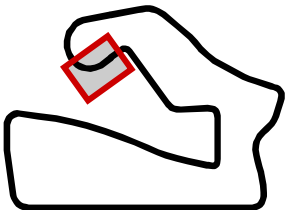
Line of sight from track out at Turn 7 – to turn in at Turn 8 (Google Earth)

# Track Days & Performance 1 & 2

## Additional Visual Reference Details for the Turn 9 – Carousel Entry



**Minimal Braking on entry  
Enter on the right side of the track and stay there!**

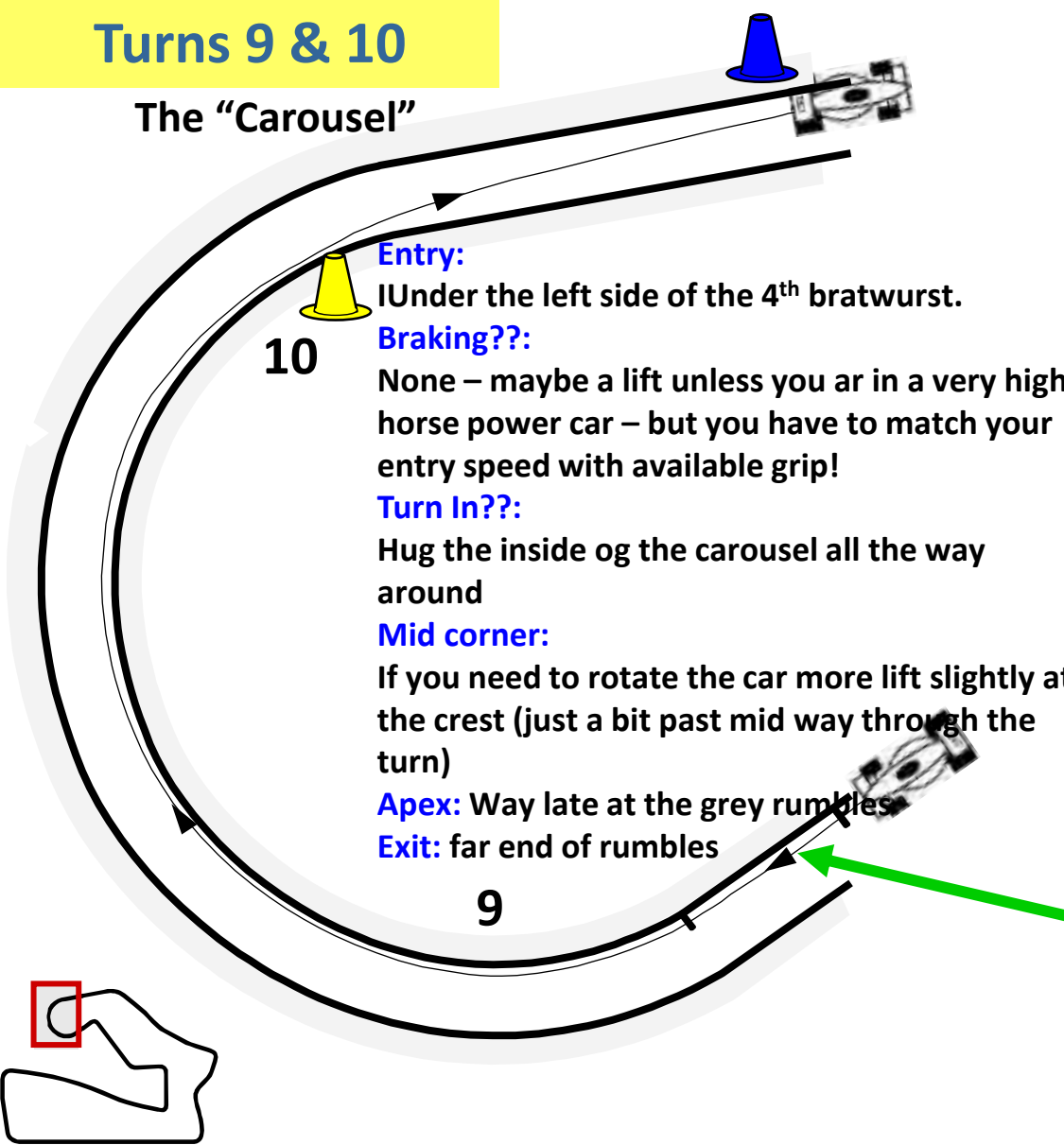


**Aerial view of entry to the  
Carousel under the Speedville  
bridge**

# Track Days & Performance 1 & 2

## Turns 9 & 10

### The "Carousel"



Try to keep your right tire about two feet off the edge...Don't go more than half a car width out in the carousel in the dry.

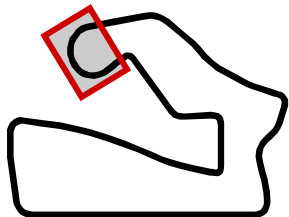


# Track Days & Performance 1 & 2

## Additional Visual References in the Carousel



You are actually going up hill for the first half of the carousel – you can lift a bit to rotate the car at the “crest”



Aerial view of the carousel with the entry at the SpeedVille Bridge lower center – stay tight all the way around to the apex way around the turn

# Track Days & Performance 1 & 2

## Additional Visual Reference Details for Turn 10 – the Carousel Exit

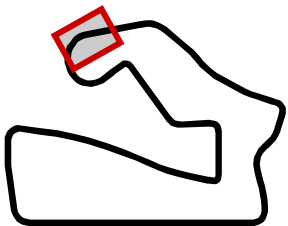


Super late apex then track out all the way to the far rumbles...

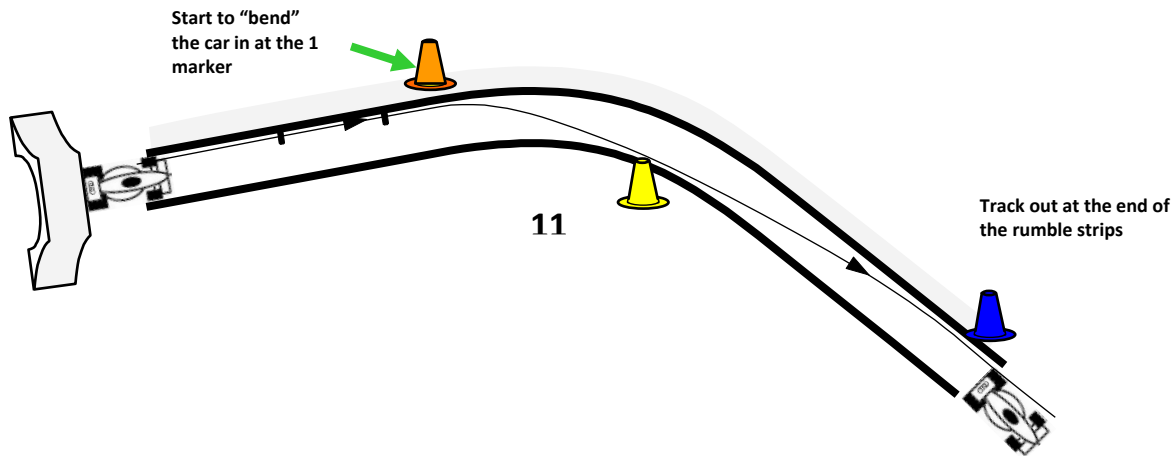
Eyes up for the bridge and stay driver's left for the entry to the Kink

OR

Pull to Driver's right for entry into the braking zone for the "Bend"



Aerial view of the Carousel exit



WOW! It's a legend. However, it's a fast sweeper like turn seven.... there's **just no real run-off**. So, be very smooth.

Brush brakes or lift just prior to the turn in, and as Duck says, "bend" the car into the apex at the last brake marker. Touch the curbing for a late apex on driver's right, and let the car track all the way out – there's lots of room. Be very smooth and patient and you'll have no problems. As you exit "track out," bring the car gently towards the right and then left through Kettle Bottoms. Be very smooth and careful passing here. If it is raining, be alert and aware that water runs across the track here and many car drivers have crashed just beyond this point in their race – not at the feared "Kink." If you are too early stay early and slow the car gently. If you go off at exit, drive on the grass & go straight and very carefully - wait till the track comes back to you.



# Track Days & Performance 1 & 2

## Additional Visual References for Turn 11-11A-11B



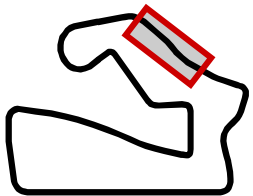
Keep the Car on Driver's left at 11B



Secondary apex Driver's right



Exiting the "Kink" or the "Bend"



Aerial view of the exit of the Kink

# Track Days & Performance 1 & 2

## Additional Notes for Turn 11 to Turn 12

**Double Apex bend in track into  
Corner 12**

**Set up the turn at the apron on  
Driver's right**

**Hold the same arc with the  
steering wheel to the corner 12  
brake zone**

**Straight line brake into 12**



# Track Days & Performance 1 & 2

## Turn 12

## Canada Corner

**Entry:** Fade left from Driver's right on the straight into the braking zone at Turn 12 -

**Braking:** Eyes up – Look for the 400-300 markers – a good place to adjust braking

**Turn in:** Corner light location drivers left

**Apex:** Late apex at the far edge of the center grey rumbles drivers right –

**Mid Corner:** Turn 12 is banked at apex but flattens as you exit the apex

**Track Out/Exit:** Stay left at track edge all the way to the end of the rumbles driver's left – keeps you from moving the steering wheel too much at exit

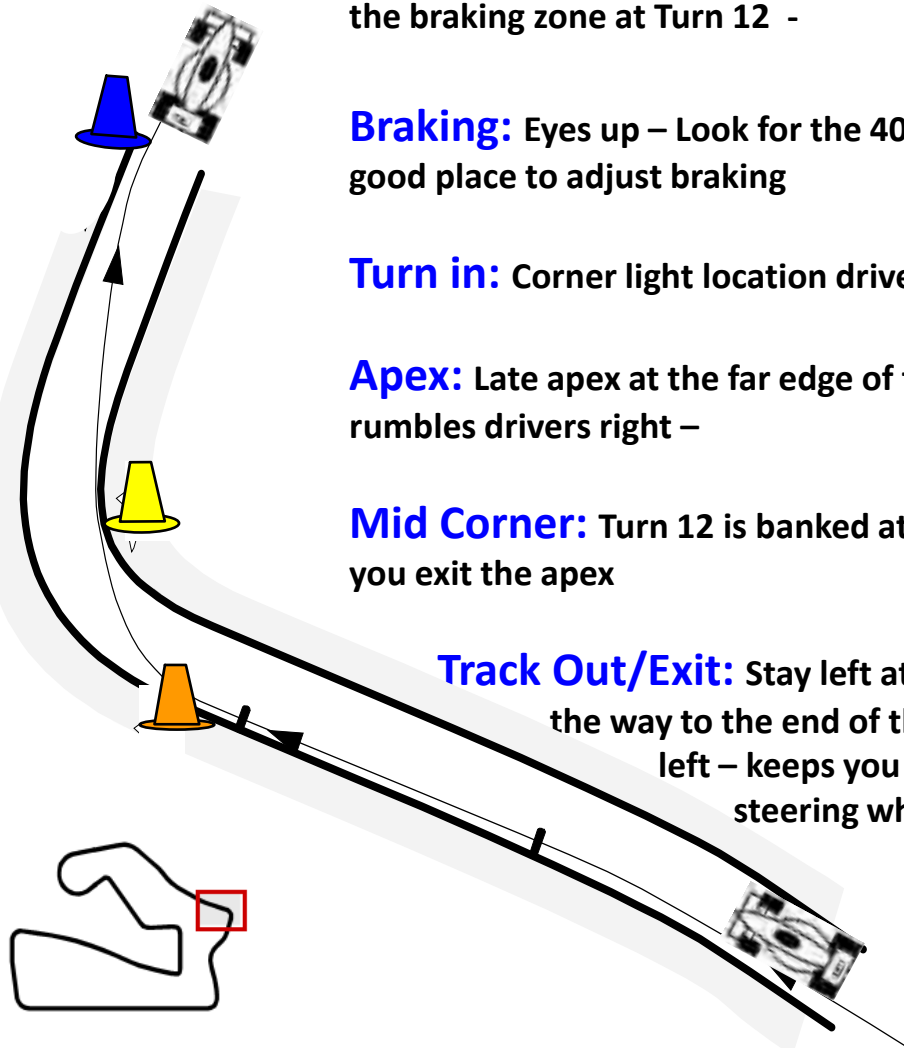


**Why is it so difficult to be consistent in this corner??**

**Braking zone**

**Camber changes thru corner**

**Elevation changes thru corner...**



# Track Days & Performance 1 & 2

## Additional Visual References for Turn 12 – Canada Corner



Turn in at Turn 12



Start of the Braking Zone(400)



Aerial view of Turn 12 Turn In, Apex and Track out



# Track Days & Performance 1 & 2

## Exit of Turn 12



Goal is to be parallel to the rumbles driver's right for the turn in of Turn 13



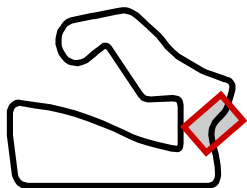
Stay left almost to the end of the rumbles driver's left



Track out for Turn 12



Aerial view of Track out of Turn 12 and approach to turn in of Turn 13





# Track Days & Performance 1 & 2

## Turn 13

**Entry:** Fade driver's right after tracking out for Turn 12 with minimal Steering wheel movement

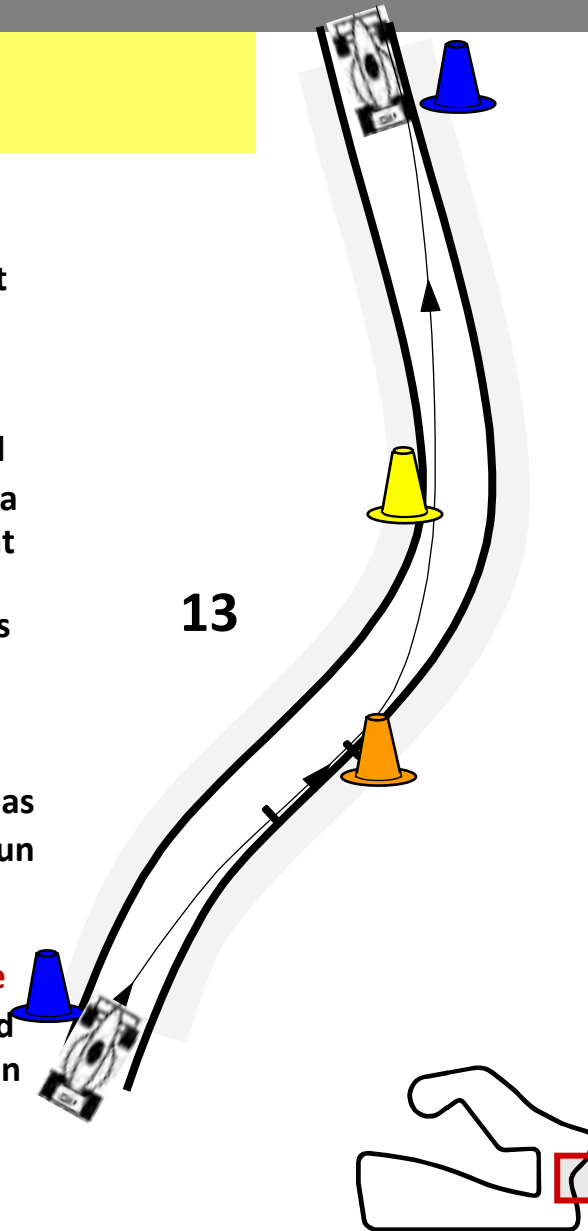
**Braking:** Lift or brush the brakes

**Turn In:** Four feet before the end of the rumble strip driver's right is a good reference for the turn in point

**Apex :** Just slightly late. Turn 13 is the second fastest corner on the Track after the Kink

**Mid Corner:** Go to full throttle as soon as you can let the car float/run out to the access road

**Track Out/Exit:** **Don't continue to hold the car** in the turn ...unwind the wheel and use all of the room in the access road!!



# Track Days & Performance 1 & 2

## Additional Visual References for Turn 13



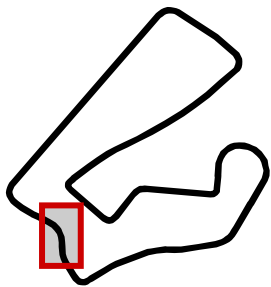
**Track Out:** Clip both corners of the access road



**Slightly late apex**



Lift gently or very light **braking** as you are compressed into the hill ..... **Turn in** about half a car length before the end of the rumble strip



**Aerial view of Turn 13 details**

# Track Days & Performance 1 & 2

## Turn 13-14



300 brake marker Driver's left



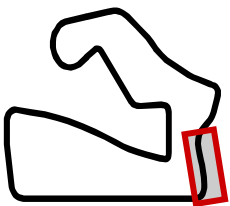
Clip both edges of the access road



View into Turn 14 from cutting across the access road



Aerial view of approach to Turn 14



# Track Days & Performance 1 & 2

## Line of Site from Corner 13 to Corner 14



# Track Days & Performance 1 & 2

## Turn 14

### Entry:

Aim for the point where the concrete barrier and tire wall meet

Enter the corner on a diagonal from the access road track out

### Braking:

Straight line braking towards the electronic Number board

### Turn In:

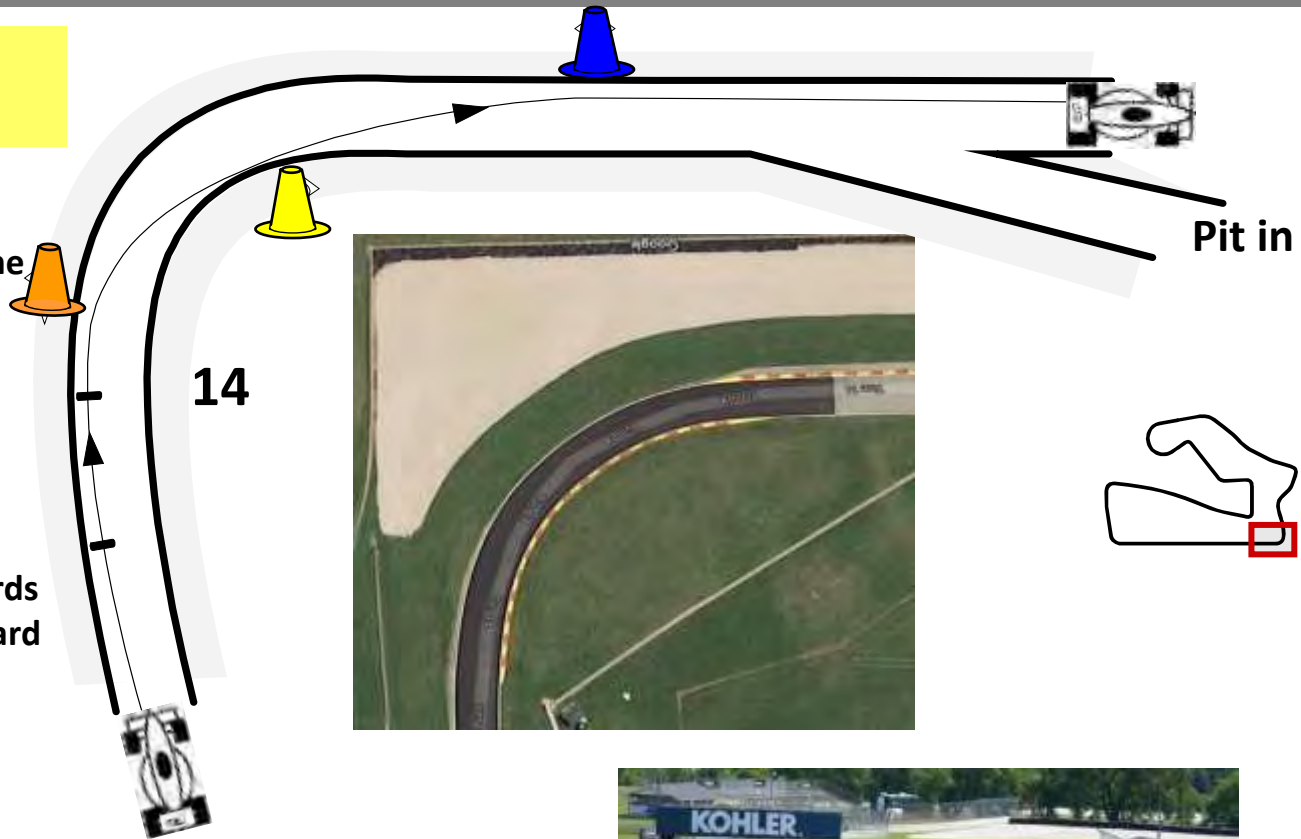
End of the rumble strip  
drivers left

**Apex:** Late apex

### Exit:

Track out all the way to the end of the rumbles drivers left

There's extra space there but don't get greedy



# Track Days & Performance 1 & 2

## Eyes up at Turn 14.

**Note: Turn 14 has an Electronic Number Board.**

**Be alert if you see your Number here you have been Black Flagged... come in this time.**



# Track Days & Performance 1 & 2

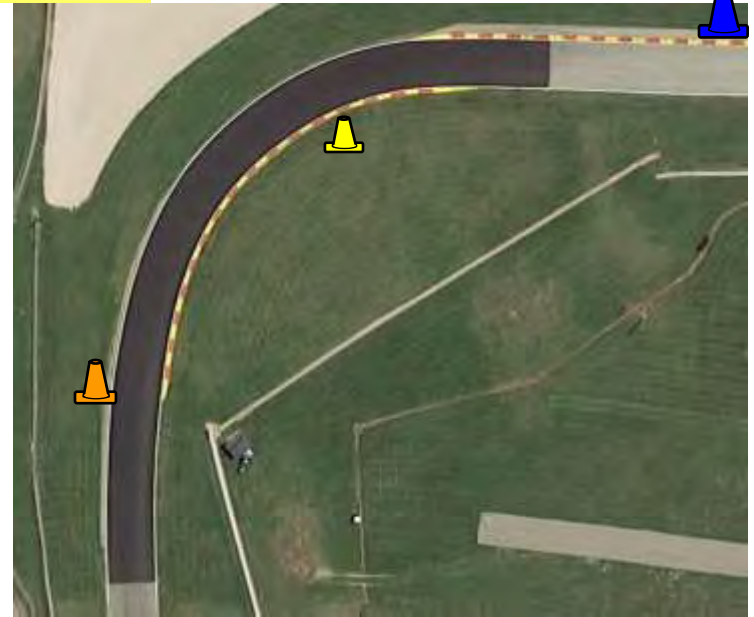
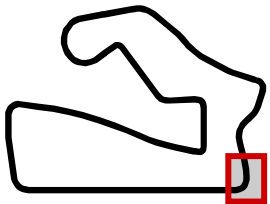
## Additional Visual References for Turn 14



Late apex – Eyes up and scanning towards track out and the Main straightaway



Turn in very near the end of the rumbles Driver's left



Aerial view of Turn In, Apex, & Track Out

# Track Days & Performance 1 & 2

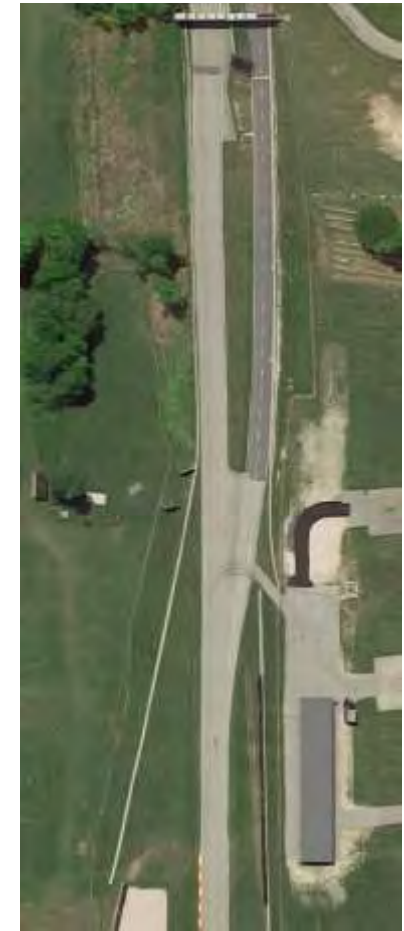
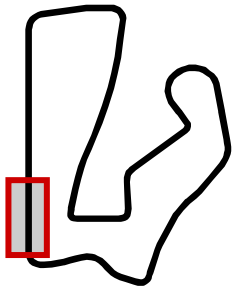
## Turn 14 – Up the Hill towards Start/Finish



**Eyes up! Keep the car middle to left unless passing**



**Tracking out at Turn 14 looking up the Hill at your two choices... Exit R into the Pits or continue up under the bridge to Start Finish**



**Aerial view of this section of track**

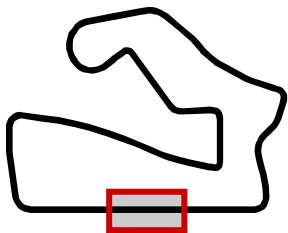


# Track Days & Performance 1 & 2

## Start/Finish



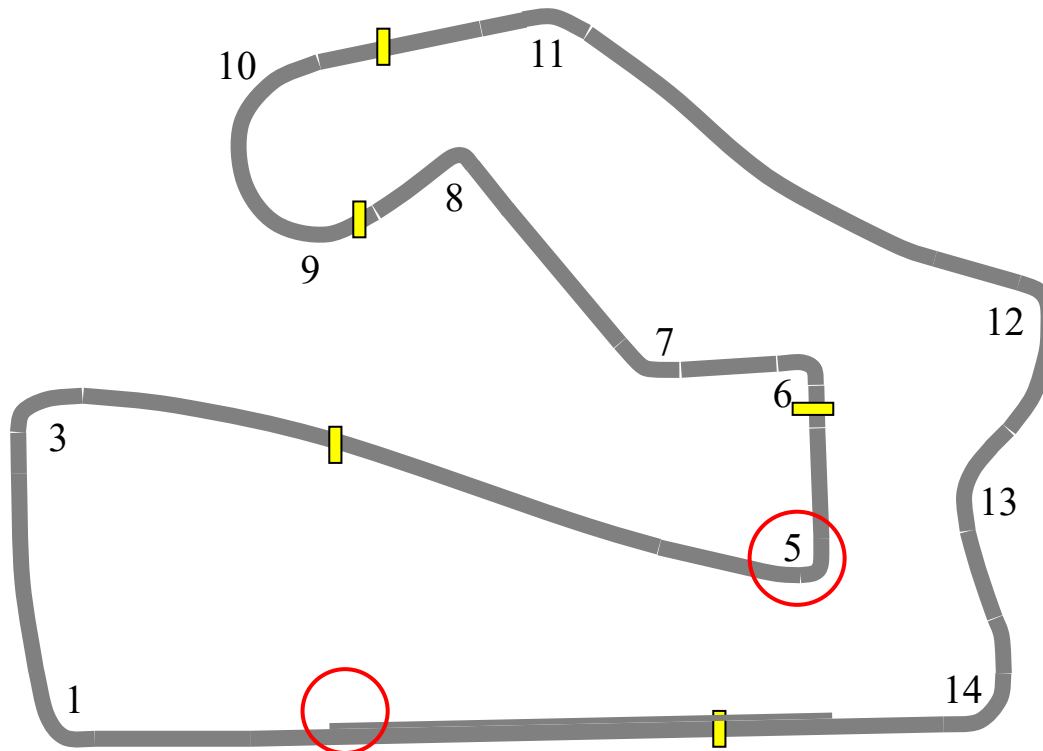
When your session is over you'll see the Checkered Flag waved right here at Start Finish



Aerial view of Start Finish bridge over the Main Straight

# Track Days & Performance 1 & 2

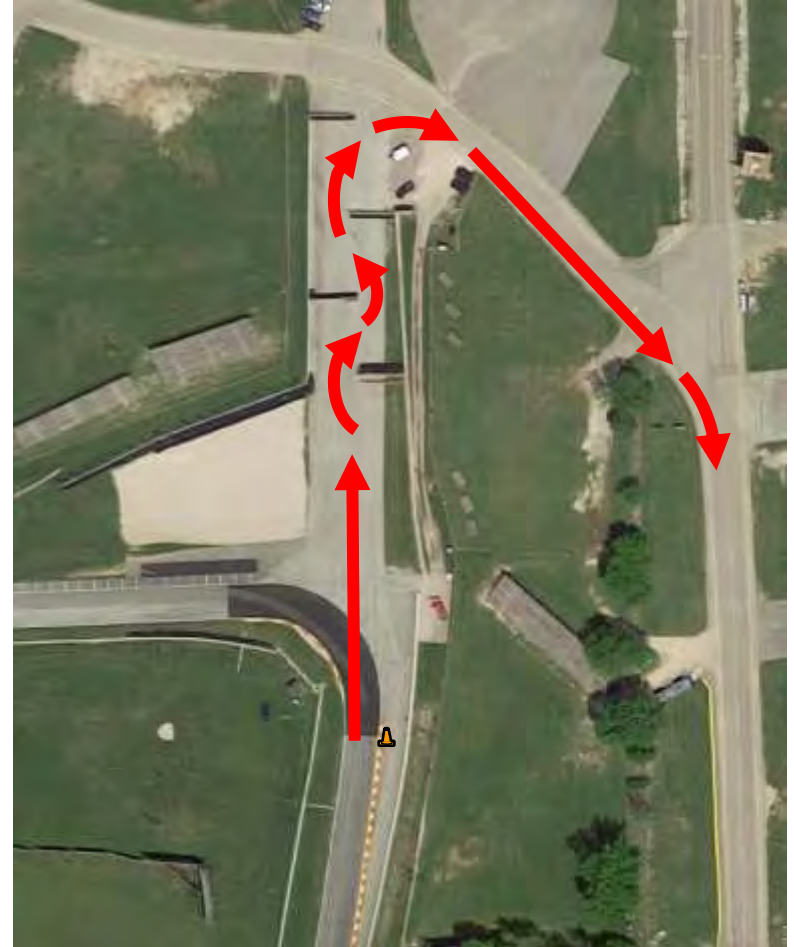
## Getting Off Track



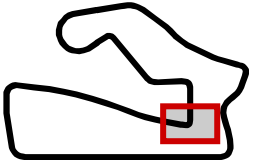
# Track Days & Performance 1 & 2

## Exiting at Turn 5

- 1) Keep on line or slightly Left of Center
- 2) Slow to exit the track safely
- 3) A Corner worker at 5 will display "Exit Here" sign
- 4) Slowly & carefully move through the tire barriers
- 5) **Do not continue on the crossover!**



Aerial view of the Exit at Turn 5, moving through the tire barriers, around the road to the stop sign & back up into the paddock



# Track Days & Performance 1 & 2

## Turn 14 – Pit Entry = Coming off track into the Hot Pits



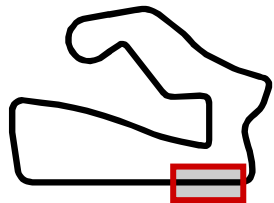
Be prepared to slow the car to 35 MPH = Hot Pit speed Limit



Off track and heading up into the Hot Pit area



Coming out of Turn 14 get your arm up with a closed fist out the window to signal you are coming off track



Aerial view getting off the Track into the Hot Pits

# Track Days & Performance 1 & 2

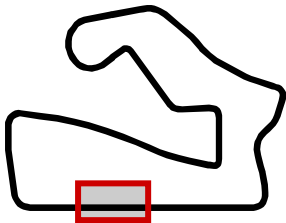
## Pitlane – Pit Exit



Final exit/opening from Hot Pits back into Competition Paddock



Pit lane speed board & exit area from False Grid – do not enter!



Aerial view: travelling through the hot pits



Aerial view: exiting the hot pits and returning to the Competition paddock

# Track Days & Performance 1 & 2

## Black Flag



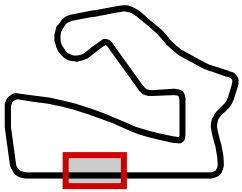
**Black Flag Stand Location – where you report to discuss issues.**



**Aerial view of Black Flag Stand Location in Hot Pits**



**Turn 14 electronic number board & Corner Station (where Black Flag would be displayed)**



# Track Days & Performance 1 & 2

## Enjoy your day at Road America!

- Stay hydrated
- Monitor your tire pressures
- Paddock shop is open today 10 am to 4 pm
- Fuel is available at the track ( 98 & 110 octane )
  - Elkhart, 91 octane
  - Plymouth, 93 octane
- Today is not a race or a competition, there are no trophies for fastest lap or whoever passes the most cars. We have all checked our ego's at the gate and will enjoy everything that makes this, 'America's National Park of Speed.'
- Please feel free to ask the instructors and staff questions anytime, we are here to help you make the most of your day.
- Questions and comments can be sent to [trackdays@roadamerica.com](mailto:trackdays@roadamerica.com)