

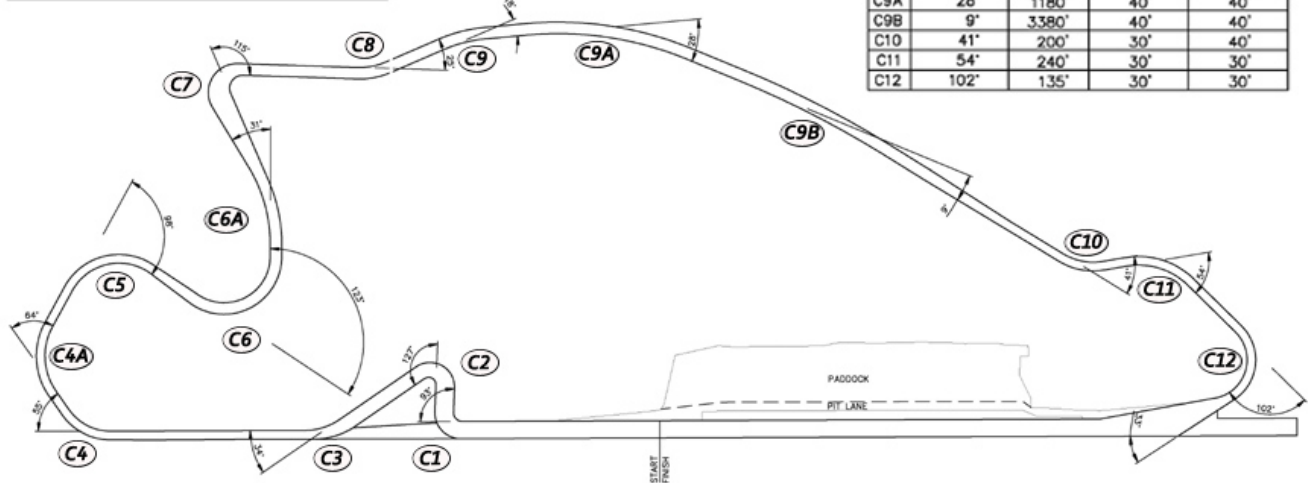
Portland Int'l Raceway

HORIZONTAL CURVE DATA

I.D.	DELTA	INSIDE RADIUS	TRACK WIDTH IN	TRACK WIDTH OUT
C1	93°	20'	60'	65'
C2	127°	25'	65'	50'
C3	34°	220'	50'	30'

C4	55°	175'	30'	30'
C4A	64°	210'	30'	30'
C5	98°	185'	30'	30'
C6	123°	160'	40'	40'

C6A	31°	520'	40'	40'
C7	115°	45'	78'	40'
C8	25°	229'	40'	40'
C9	18°	485'	40'	40'
C9A	28°	1180'	40'	40'
C9B	9°	3380'	40'	40'
C10	41°	200'	30'	40'
C11	54°	240'	30'	30'
C12	102°	135'	30'	30'



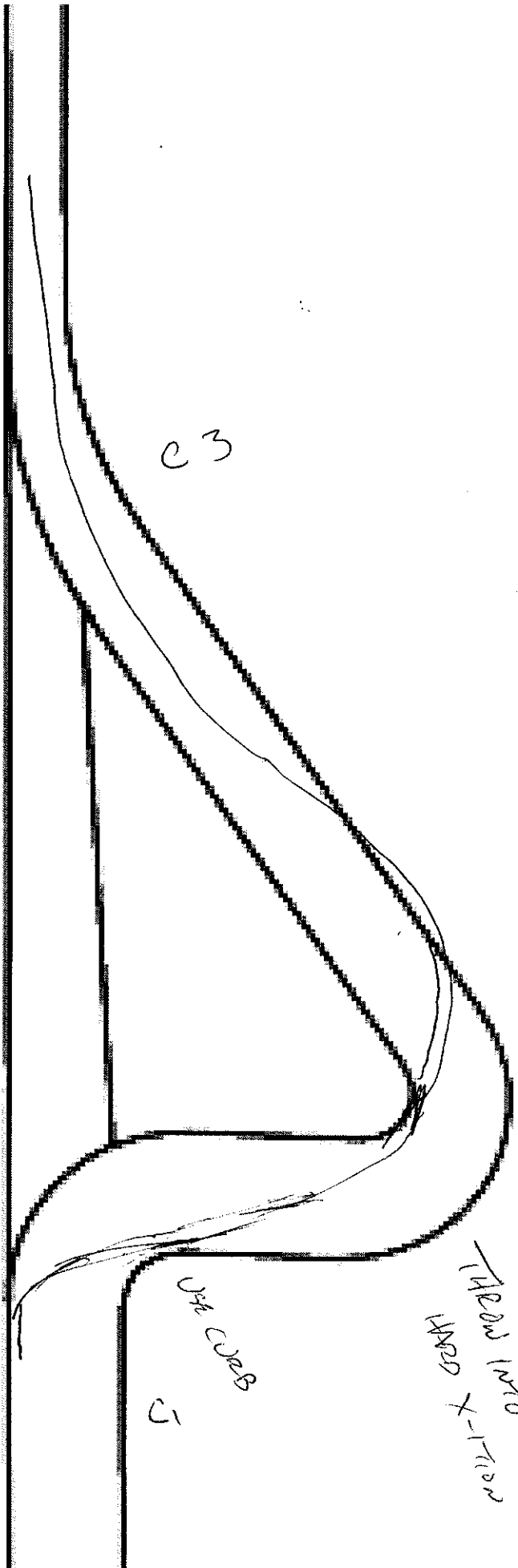
Turn	Gear	Braking	Entry	Midcorner	Exit
1/2		Trail brake	Late apex	Use the curb in 1. Toss x-tion to 2.	Don't pinch 2 exit, track out
3		none	Pavement x-ition, upsets some	Don't use curb (upset). Full gas	
4/A		Hard	Mid-left, 1 car width from edge	Kiss outside, then very late apex inside (A)	Gas
5		Tap	Far left curb, tap brake to xfer wt.	Very late apex	@ mid-track, Gas
6			Toss in from car width from right	Late apex, full gas	Track out
7		Hard	Car width from left (room for WTF) – hard turn	Super late apex, full on gas	This is the back straight.....
8					
9					
10		Hard, smooth off	Close to wall, smooth turn in	Curb (dry) No curb (wet)	Mid-track
11			Smooth x-ition	Off curb	@ exit road
12		Brake	Clip the exit road	'Visit the Point'	On the wall

Comments / Areas to work on:

Notes from Pat Martin – February 2012, at Monroe Auto-X event.

Front straight – stay left, left blinker on, be passed on the right

Back straight – stay right, right blinker on, be passed on the left.



c3

c2

C1

USE CURB

THROW INTO 2

