

IN ASSOCIATION WITH



SUB-CONSULTANT'S PROJECT NUMBER:

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DRAWING NOTES:

XREFS:

Rev	Description	Date	Checked	Authorised
A	FOR DISCUSSION	16/09/11	JP	BW

PROJECT/CLIENT

**KNA RACEWAY**

DRAWING TITLE

**RALLY CROSS CIRCUIT DESIGN**

Original Scale	Drawn	Checked	Authorised
1:2000 @ A1	ST	JP	BW
	Date: 16/09/11	Date: 16/09/11	Date: 16/09/11

DRAWING NUMBER	REV	SHEET	OF
064-T-PL-APX-003-AK	A	1	1

Turn 7: This corner will provide the circuit's most clear overtaking opportunity due to the long preceding straight, the long braking zone and the wide corner entry.  
 Once the corner has been entered it will climb to a crest on the exit where there will be a view down through T8,T9 and T10.

The race circuit merges onto the deceleration section of the drag strip creating a very long and wide back straight which will encourage slipstreaming for overtaking into the T7 hairpin.

Turn 6: A full acceleration corner onto the long back straight.  
 The race circuit merges onto the deceleration section of the drag strip creating a very long and wide back straight which will encourage slipstreaming for overtaking into the T7 hairpin.

Turn 5: A tight flat left hand corner which leads on to a long acceleration run through T6 and the entire back straight

Turn 4: A flat and short duration where high driver accuracy will be needed to hold the correct line into T5. If a good drive has been gained from the exit of T2 and through T3 then overtaking into T4 may be possible.

Turn 8: A full acceleration corner leading to T9. Positioning for T9 will be important.

Turn 9: A medium speed corner where driver accuracy will be very important in order to carry speed through to the approach to T10. Mistakes are likely through T9 and may lead to overtaking opportunities into T10.

Turn 10: This corner may provide an overtaking opportunity for those who carry good speed through T9.  
 This corner will have a crest on entry, be cambered through the corner and on exit will descend towards T11.

Turn 11: This corner will be approached on a decline from T10, have a camber through the corner and will then crest on entry to lead to a severe decline towards the start finish straight. This decline will be a visual spectacle when viewed from the pit buildings.

Turn 1: Following the start finish straight this corner will have a crest on entry, the circuit will then descend towards T2. Drivers will have to compromise their line through T1 due to the proximity of T2.

Turn 2: Placed at the bottom of decent this corner will have a compression at the bottom, the exit speed from this corner will be important as it leads on the fast T3.

Turn 3: Following the exit from T2 the race vehicles will accelerate through the long and slightly cambered and inclined T3.

1:2000 @ A1 0m 100m 200m