



Disclaimer

The techniques shown here have been compiled from experienced sources believed to be reliable and to represent the best current opinions on driving at PittRace. But they are advisory only. Driving at speed at PittRace, or any other track, requires skill, judgment and experience. These techniques assume the reader has high performance driving knowledge and applies them as applicable to their level of driving experience.

High-performance driving can be very dangerous, carries inherent risks and may result in injury or death. NNJR and PCA make no warranty, guarantee or representations as to the absolute correctness or sufficiency of any representation contained herein. Nor can it be assumed that all acceptable safety measures are contained herein or that other or additional measures may not be required under particular or exceptional conditions or circumstances.

PittRace

Important Track Notes

- **PittRace rewards smoothness and finesse**
- **Most apexes (and turn-ins) are late: be patient!**
 - **Apexes may vary somewhat depending on your car. Some variances noted below.**
 - **Several corners have long apexes; apex zone.**
- **Turn In and Apex should be marked with cones.**
- **Apex curbs are friendly and can/should be used in many corners.**
- **Lots of elevation change, blind corners and corners that, at first, look similar. Plan to be challenged!**
 - **Turns 8 and 10 may seem similar at first**
 - **Turns 7,9, and 11 may seem similar at first**

Abbreviations

- T-1, T-2, etc. Corner Numbers. See Track Map.

Entering the Track

- Pit out, stay within blend line all the way left. Cars will be coming around T-1/T-2 very fast and using the blend line as their T-2 Apex.
- Stay left of blend line, maybe all the way left to T-3 if entering a hot track.
- Kink on the right when entering the track is T-2.
- Turn 3 is over the hill: i.e. blind until you crest the hill!





Turns 3 and 4

- As you approach (going fast!), braking is uphill but the corner is blind: just over the hill.
- Hard brake at marker 3, be patient before turning in, then trail off turning in left to T-3 (late turn in, after last marker on right). Maximize trail braking since T-3 is only a set up for T-4. May need to turn in after the cone.
- Late apex T-3 (~next to last full red stripe). You will run out of track in a hurry if you are early here (ask Bruce about that).
- Hold the car track left for 2 car lengths (count "1001"), then smooth right hand turn in to T-4. Slow hands.
- Asphalt patch between T-3 and T-4 is a good reference point (to begin turn in for T-4?).
- Apex T-4 mid curb (or later i.e. next to last white stripe) on the right.
- Track out of T-4 to curb and bring car back to mid-track. Hold your steering input through T-4, you will end up back at mid-track. It is steep downhill to T-5.
- Accelerate downhill toward T-5. This is a RIGHT SIDE only passing zone.

Turns 5 and 6 (*Note: Speed Secrets Track Map shows dogleg as T-5 (not really a numbered corner) and T-6 where T-5 is. Correct nomenclature: first half of the 180 degree corner is T-5, second half is T-6.*)

- On approach, eyes up: electric line tower in the distance will be on your right.
- Brake in a straight line (diagonal across the track, toward apex of T-5). Don't follow the dogleg left.
- One steering input for the complex.
- Turn in to T-5 with that tower still on your right. That is your visual reference here. Lots of compression, helps the car turn. Lowest point on the track (called "Coyote Gulch").
- Late apex T-5 and hold the curb on the right.
- Hold your steering input here (one steering input) and car will track out left and end up mid track.
- T-5 / T-6 is one steering input all the way through. Correct slightly if needed, but one steering input.
- Eyes up the hill; flag station on left.
- Accelerate up the hill (very steep, steeper than the Watkins Glen Toe?) and stay just left of center. Can't see T-7 until you crest the hill.
- Caution: grip decreases as you exit T-6. We lose the compression that helped braking and turn in and there is little favorable camber. Easy place to lose it.
- T-6 to T-7 is a RIGHT SIDE only passing zone.



Esses: Turns 7-10

- *These turns come in quick succession, so no way to optimize the line for each one. A common mistake is a decent (early) line through T-7 but then early for T-8 and totally out of position for T-9.*
- Accelerate up the hill after T-6 and down the hill toward T-7.
- Bring car track left coming into braking zone for T-7.
- Hard brake mid brake zone (~marker 2?), stay left in brake zone and trail off into T-7 on right.
- Apex T-7 mid curb and HOLD the curb to stay right, if you can (or apex late curb).
- Apex T-8 mid to late curb (last ¼?, car dependent) on left, let car track out to mid-track and get the car all the way back left to set up for T-9.
- Late apex T- 9, 1-2 stripes before end of curb (see a recurring theme here?).
- No brake for T-10 in most/all cars, just a lift (unless a tap is needed to help turn).
- T-10 is totally blind as you turn in. Turn in from middle to end of cut through road on the right (pick one of the cones). Gotta feel your way to the apex!
- Turn 10 is also off camber (!?).
- Very, very late apex T-10, maybe touch the apex curb on the left at the very end of the curb, or later.
- Need to get back track left quickly after track out to set up for T-11. You don't want to fully track out of T-10. Natural line of car with late apex will be to come back to mid track.
- Caution: favorable camber in T-10 near the apex, unfavorable otherwise. Tracking out too much may take you off track!

Turn 11

- No brake for T-11 in most/all cars, just a lift (unless a tap is needed to help turn).
- Apex T-11 mid to back half of curb and hold through second curb. Accelerate hard tracking out of 11. Quick corner.
- Avoid track out curb, it is extremely rough (and no need to be there).
- T-11 to T-12 is a RIGHT SIDE only passing zone.



Turns 12, 13, 14

- Bring the car all the way back left to set up for T-12. Natural tendency is to be more to the right.
- Turn in for T-12 when lined up (almost) with flagger in front of you.
- Apex T-12 on the curb, second half (or later, next to last white stripe, car dependent?) and eyes all the way up the hill on right. All the way. The car is gonna go where the eyes go here. T-12 is sharper than it appears.
- Common mistake here is to be early, be patient, make a late apex and only track out to right side of track (i.e. left side tires on mid line of track, no more).
- Let car track out of 12 to apex of T-13. Don't track out too soon, which is easy to do! T-13 sets up T-14. T-13 is uphill.
- Stay left through T-13 (highest point on the track). Need to be track left to set up T-14.
- T-14 is totally blind, off camber and downhill and we are picking up speed. Turn in is before we can see the apex. Apex T-14 mid-curb (or a bit later) and use a long apex (i.e. a long distance on or against the curb) and let car track out all the way left. You will be lined up with a water tower in the distance.
- Accelerate down the hill, foot on the floor in most cars, once learned (!).
- Very easy to go off track here if not lined up properly.





Turns 15 and 16 (Fast!...But...)

- Hold the steering arc through track out curb of T-14 and continue the steering arc so car tracks back to the right (most of the way track right, no need to be all the way right?). Feed in gas. Sets up T-15. Exiting T-14, imagine an “easy slalom”: first to the right, then to the left to the T-15 apex.
- You are in a very fast part of the track here.
- T-15 is flat out in most cars (after you learn the track!) but get up on the leading edge of the apex curb to reduce the radius. Long apex.
- Full throttle toward kink on the right (T-16).
- *T-15 to T-16 is a passing zone: RIGHT SIDE only. Giving a pass exiting T-15 means move track left, then give signal. Expecting a signal after T-15? Allow the slower car to move track left.*
- **T-16 IS THE MOST DANGEROUS CORNER ON THE TRACK.** Brake into the rise just before the kink! More brake if you have a powerful car. Make sure your line is precise.
 - Common mistake: turning in too early.
 - Common mistake: turning in with fast hands.
 - Cause: arriving “too fast” (mentally and/or in fact) and reacting poorly.
- Get ON curb at T-16 (on right). Apex the second half of the curb. This is a very, very fast right hand sweeper/kink that has to be executed perfectly.
- Back on the gas hard after apex.
- Let car track out to the left to set up for braking zone at T-17. T-17 comes up very fast; as soon as car gets left after 16, plan to be on the brakes until you figure it out.
- The track is very fast from T-14 to T-17, but you have to build up to it. Very fast turns here. And the most dangerous part of the track.



Turns 17, 18 and 19 (going uphill, one arc)

- Brake hard in brake zone for T-17, by marker 2 or sooner. If you come into this brake zone too fast, you are off. Lots of runoff here, because lots of drivers come in too fast and go off. Second most dangerous corner of the track!
- Most common offs are in T-17. If grass is wet or car is otherwise out of shape, you can hit a wall, even with the substantial runoff.
- T-17, T-18 is slow in, fast out (increasing radius from T-17 to T-18).
- Apex mid to late curb and hold a long apex. One steering input for T-17 and T-18.
- Apex T-17 and head up the hill. You can feed in the throttle or just go to full throttle here in all but the highest hp cars (we are going uphill).
- Hold the steering input arc all the way up the hill through T-17 and T-18.
- Let car track out to curb on the left. Slow hands here. Hold the arc.
- Full throttle up the hill, keep car mid track.
- As you track out of T-18, close but not critical to be on the apex of T-19 on left. Full throttle through here. Target is mid track then back right on the front straight to setup for T1-T2.
- Note: Pit In is to the left of T-19 so cars pitting in must signal and stay track left. Cars can pass on the right (no signal required).
- No passing until on pit straight after T-19 (except for cars pitting in).



Turns 1 and 2

- Accelerate down front straight. This is a LEFT SIDE only passing zone.
- T-1 is blind until you need to brake; start braking early. Most braking should be completed before you crest the rise and see the apex.
- Hard brake in T-1 brake zone. Turn in to T-1 and HOLD THE STEERING ARC to track out of T-1 and back to the left to Apex T-2 (blend line). HOLD THE ARC!!!
- Fast set of turns!
- Apex of T-1 is beginning of curb on left.
- Track begins to rise again before T-2, causes some cars to get light so you may need to breath off the throttle, and the exit of T-2 is blind at this point.
- Be sure to be straight going over the rise; if the line is executed properly, car will be straight.
- Be very aware of cars entering the track here (between T-1 and T-2). Adjust apex as needed for cars entering blend line and coming onto the hot track.
- If no cars are entering track, Apex T-2 at mid-blend line (like T-11 at The Glen when car is entering the pits).
- Remember: Track out of 2 is blind before apex!
- Full throttle to T-3. T-2 to T-3 is a LEFT SIDE only passing zone.

Rinse and Repeat

We hope you've found this description of how to drive PittRace useful. Have fun!

Thanks to Ken Ernsting, Bruce Grobman, Dave Palmer (Chief Instructor Allegheny Region PCA) and others for contributing to these turn by turn notes.

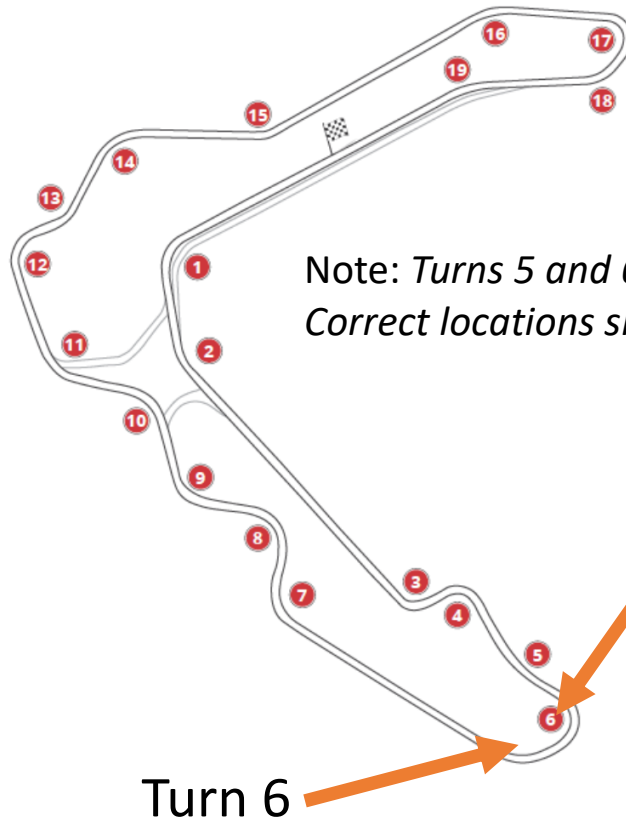
Instructional videos for reference, more or less consistent with these notes:

- <https://www.youtube.com/watch?v=M3o-J6gcdnM>
- <https://youtu.be/P8y1yv40w9A>



PittRace Track Map

PITTSBURGH INTERNATIONAL (PITTRACE)



PittRace Passing Zones

(thanks to Allegheny Region PCA)

