**Strawberry Creek (CCW) Track Notes**

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\*Note that there have been some updates to T10/11 that are not shown on this map

**Things to keep in mind when reading!**

- Recommended braking/turn in points and apexes are best used as a starting point or guideline. Your car and driving skill will dictate your best line. Be cautious with these guidelines until you are comfortable with the track.

- Track conditions can have a huge effect on what line is ideal and how you drive it, as can specific goals (fuel/tire/car management).

- This guide is best used in conjunction with an onboard video from a car similar to your own.

**Turn 1**

Use the braking markers as reference. Most more powerful cars will brake around the 100 board, less powerful and stickier cars will be able to wait until well after the 50 board.

The turn in point doesn’t have any good reference markers and you can’t see the apex, so look ahead and turn in so that initially your line puts you in the middle of the track and allows you to gradually move in to the inside edge of the track by the end of the corner. The track gradually gains some camber as you go around, but most of that extra grip goes towards slowly scrubbing speed as you get to the apex. Keep looking ahead for the T2 apex (but don’t let yourself drift out from the inside edge early!), as there are no good reference points outside of this.

**Turn 2A**

Generally no braking required, but you may need to be off throttle to improve front end grip on turn in. Look ahead at the apex cone to determine your line and turn in point, but keep in mind you’ll be off camber once you turn in.

Apex at the marker cone, aiming to exit to about half or 2/3rds track width before turning into 2B.

**Turn 2B**

No braking required. Turning in from your exit point from 2A, gradually bring the car to the left side of the track. You should need to slowly scrub speed to make the apex, just before the end of the cone wall.

Your line should have the car to come out towards the center of the track some as you leave the apex (typically, aim to be about a cars width from the left edge of the track before turning into T3). Look ahead and be ready to turn into T3 soon after, as you start to head down the hill. The crest isn’t significant enough to noticeably reduce grip until you are transitioning into T3.

**Turn 3A/B**

Turn in is a direct transition from turning left out of T2B, there are very few reference points here so look ahead to the apex to help determine turn in. Use some caution when turning in, as there is some reduction in grip as you go over the hill (often results in oversteer). Because of this, you may need to turn in a bit earlier than you might initially think.

Apex around the first reference cone, increasing your steering and throttle inputs as the grip increases in the compression at the bottom of the hill. Be cautious when there is heavy rain, there can be streams across the track here.

You won’t have to concede much in the exit due to 3B, as it is easily flat out in most cars. The track out point can vary from car to car, but most will track out before the 3B apex cone. Ideally, your apex and track out point will allow you to not only accelerate consistently from the apex, but stay flat out all the way through 3B and up the hill, over the crest.

Regarding the crest on the exit from 3B, very powerful cars may find that they slip a little at the top of the crest, but rather than lifting you can ease off the steering a little as you approach the top, and allow the car to run wider on the straight. After, get back to the right edge of the track for T4.

**Turn 4**

Small amount of braking required in powerful cars with street tires, but flat out in many less powerful cars. Turn in is earlier than it might seem on approach, at the point where the right edge of the track straightens out. There is often a small patch of dirt on the right that can be used as a reference, as well.

Use the apex cone as a reference, most cars will apex very near to it. The track crests slightly and goes off camber here, so be ready for a loss of grip (mostly in the rear tires). Try to keep lightly on the throttle rather than trail braking in, to keep the rear settled.

The grip increases slightly throughout the exit, as the track flattens out again. Keep to the right side of the track, and be ready for the braking point for T5.

**Turn 5**

Braking point can vary from just after T4 exit to just a few car lengths before turn in, depending on how fast you exit T4 and your cars braking ability.

Turn in just before the turn in cone, or at it for very powerful/low grip cars. Track is still slightly off camber here, so there is slightly less grip initially.

Use the apex cones as a reference, most cars will apex closer to the first cone. The track becomes on camber as you approach the apex, so be sure to use the extra grip.

On exit, few cars will be able to track out all the way to the right edge of the track and still make it back to the left in time for T6. Instead, less powerful/grippier cars will leave about a car’s width to the edge of the track, and very powerful/low grip cars will keep their exit tighter, about 2/3rds to ¾ track width.

Keep turning after exit, aiming to be parallel to the track again by the time you arrive at the T6 turn in point.

**Turn 6**

Some braking may be needed in faster cars, but most will just need to lift. Get left before turn in, but you will not need to be all the way to the edge of the track. Less powerful cars that need only a little lift (or none at all) can turn in from about 2/3rds track width, while more powerful cars that need a more sizeable lift or brake should aim to be a little bit wider. The ideal turn in point requires some experimentation for your particular car, to help minimize distance travelled. There is no good turn in marker, so looking ahead to the apex is necessary to help find it.

While the track is flat at turn in, there is a small compression partway through the entry that will increase your grip. Be sure to use this extra grip and account for it in your line.

There is generally an apex cone here, but it is normally placed for the CW direction. Aim to apex a car length or two after it, near the dirt patch on the inside edge of the asphalt. There is a crest at the apex that will reduce your grip.

Looking ahead to the exit, aim to track out to about ½ to 2/3rds track width. Keep turning to face the turn in point for T7, and be ready to get on the brakes almost immediately after.

**Turn 7**

Brake immediately after exiting T6, with the car pointed towards the right edge of the track. Slowly straighten the car out as you get near the edge of the track and the turn in point.

Turn in (again) doesn’t have much in the way of markers, so looking ahead is again crucial. Despite this corner having quite a late apex, turn in is fairly early because of the banking the middle of the corner has. In lower horsepower cars you want to “ride” this banking around to your apex. In more powerful cars (particularly those on street tires), you will want to turn in a bit later and keep away from the inside edge for a little bit, sacrificing some of the advantage the banking gives you, but allowing you a later apex that gives you more opportunity to use the extra power.

Apex is quite late, due to the tightness of the corner and the kink on exit that makes it even tighter. Use the dirt patches on the inside as reference. Be sure to use the extra grip that the banking gives you here.

On exit, be cautious as this is the tightest corner on the track, and the easiest to be too aggressive on the throttle. The track gradually loses its banking throughout the exit, so be cautious of this as well.

**Turn 8 (Ski Jump)**

Minimal braking needed in most cars; many less powerful cars only need a small lift. Turn in at or just before the marker cone. The track starts off flat, but as you come into the compression and start to go up the hill you will gain quite a bit of grip.

Apex at the cone, just before the crest of the hill. More powerful cars will use the same apex, but will want to be turned a little more by the time they hit it. As you go over the crest there is a significant loss of grip that tends to cause oversteer, so ease off the steering and gently apply a little throttle to keep the rear end settled.

Exit all the way to the edge of the track. The track is off camber and downhill here, so while it’s not especially slippery don’t expect the same amount of grip you had prior to the crest. Keep turning after exit to get the car to the left for T9.

**Turn 9**

Some braking needed in powerful cars, but most will be only need to lift, and low power/high grip cars will be able to take the entire corner flat out. Get all the way left for the turn in, usually at or just before the reference cone. There is a gradual crest as you approach the apex that will reduce grip slightly.

Use the apex cone as a reference, and get back on the throttle as the car settles over the crest, aiming to track out very near to the outside edge of the track. This middle section is a little off camber, but it isn’t too noticeable. Looking ahead, you can use the asphalt patches as reference for your turn in. Ideally, you will turn in just before these patches. You can also look ahead to the 2nd apex marker cone to help get a reference. This second turn in often requires a bit of a lift to get the front tires to grip, particularly in mid engine cars.

For the second apex, aim to apex just after the marker cone. Be a little bit cautious over the crest, as you will lose some grip. Best to try to keep as much steering input as you can and reduce the throttle or brake input instead, as you want to keep the car right for the turn in to T10.

The exit is cut short by the T10 turn in. Keep right in order to set yourself up for T10. Cars that are flat out through T9 will likely have no problem getting all the way to the right edge of the track, but cars that need to lift or brake slightly in the second apex may want to allow the car to come away from the edge of the track a little bit on exit, just to help carry some extra speed over the crest and into T10, where you will have quite a bit more grip.

**Turn 10**

Some light braking may be needed in less grippy cars, but many high grip/low power cars will be able to take this flat out. If you do need to brake, be careful of both the crest and turning across the downhill slope – both will reduce grip.

Turn in just after the car settles after the crest – most cars understeer here, especially if you don’t have to lift or brake.

There are few usable apex markers, but you can use the compression at the bottom of the hill as a broad reference. Most cars will apex quite close to the very bottom of the ravine, where the compression is at it’s greatest. Keep in mind as you approach the apex that grip will increase drastically, so be sure to use it to carry speed up the other side of the ravine! Be careful during hard rain, as a small stream can be running across the track at the bottom of the hill.

On exit, some low power cars will be able to track all the way out to the edge of the track, but more powerful or less grippy cars may want to keep their exit a little bit tighter in order to be able to continue over RH kink at the top of the hill without having to lift. Ideally, you should only keep your exit just tight enough that you can just make the kink without lifting. If you can easily make the kink, take an earlier apex and allow the car to track out further.

The kink at the top of the ravine is completely blind, so use the apex cone as a reference and use caution until you build some confidence here. The crest is not quite as sharp as it may seem from below, but after it the track is off camber, so be ready for a slight lack of grip. Let the car track all the way to the left, and be ready for T11 coming up almost immediately after.

**Turn 11**

Some straight-line braking required in almost all cars. Some more powerful cars may need to even begin braking before they have fully tracked out from T10 (these corners are so close some drivers never fully straighten the steering between them)

There is a slight compression and then a crest on entry, more powerful cars will generally turn in shortly before the peak of the crest, while less powerful or grippier cars will turn in a bit after the compression, just as you start going up the small rise. This may seem early from the driver’s seat, but there is more space on exit than is apparent from here. Most cars tend to oversteer over the crest, but while there is a loss of grip it is not too severe.

There are two apex cones here that you can use as a reference, most cars ideal apex is between these cones but closer to the first one. The track becomes off camber here, but seems to still grip well and generally induces understeer rather than oversteer.

The exit is still off camber, but like the apex it still has a reasonable amount of grip. Many drivers apex too early and do not have to track all the way to the far edge of the track, so be sure that you take an early enough apex that you are forced to track out fully and are carrying as much speed as possible down the straight.

**Turn 12**

Flat out in all cars, though the exit may overlap with the T13 braking zone. Take an early enough apex to ensure that you track out and are at the LH edge of the track before the T13 turn in.

**Turn 13**

More powerful cars will brake at or near the T12 apex, while less powerful cars can use the turnarounds on the left edge of the track between the two corners as a reference.

Turn in is generally earlier than most drivers initially expect, especially low power cars. Use the turnaround on the LH side of the track as a reference, most cars will turn in just before the asphalt blends into the turnaround.

There is an apex marker cone, but it is generally set for running CW. It’s still usable as a reference however, and most cars will apex at least 1-2 car lengths after it.

On exit, more powerful cars will want to restrict their exit slightly in order to set up for T14/15. The exact point you track out to depends on your car and your comfort level, but a good starting place is to track out to mid track, and adjust from there depending on how easy or difficult your approach to T14 is. Many low power/high grip cars will be able to track out almost to the far edge of the track.

**Turn 14/15**

The approach to T14 is fairly car-dependant, but in general you only want to be as wide as is necessary to remain flat out until the T15 braking point, and be able to keep the car against the LH edge of the track until you turn in to T15. More powerful cars will turn in from (or near to) the PH edge of the track, while low power/high grip cars will find they are able to turn in from about mid track. Remember that you will have more grip available as you come up the hill towards the T15 braking point, but that you will lose some of that grip as you go over the crest. Plan your line accordingly so you stay close to the inside edge of the track as you come over the crest.

The braking point for T15 is typically before the crest, though some less powerful cars may not need to brake until after. More powerful cars can use the compression at the bottom of the rise as a reference. Regardless of braking point, be sure to ease off the steering and brakes some as you come over the crest and lose grip.

Turn in just after the crest, as the car settles. Grip is a little low here as you turn across the downhill slope, but it increases with some slight banking in the track as you approach the apex.

There is not always an apex marker, so look ahead as you come over the crest and aim to clip the inside edge of the track and track out to about 2/3rds track width (more for less powerful cars, and start bringing the car back to the RH edge of the track for the T16 turn in point. If you have more space than you need to get to the RH edge for T16, you can apex earlier and track out wider in T15.

**Turn 16**

Few good reference points for either braking or turn in. Almost all cars will have to brake before they reach the RH edge of the track, though. More powerful cars will have to brake shortly after exiting T15, less powerful cars will be able to wait a little longer.

Turn in is fairly gradual and most cars can trail brake relatively heavily into this corner. The track becomes slightly on-camber as you enter, but doesn’t offer too much additional grip. This is quite a long corner, it’s important to be patient during the entry phase and not apex too early.

There is a marker cone at the apex that makes an excellent reference. Most cars will apex quite close to it.

Exit is short compared to the long entry phase. The track crests slightly and flattens out partway through the exit, so be cautious of sudden oversteer in rear drive cars. The far edge of the track is really hard to see from a low seating position at the apex, so be cautious the first couple laps until you get comfortable with where your track out point is.

**Turn 17**

Flat out in less powerful and grippier cars, but more powerful cars will need to lift or brake slightly. There is little for turn in markers, so look ahead for the apex.

The apex marker is too late for the vast majority of cars, but can still be used as a reference. Aim to apex a car length or two before the marker cone, and allow the car to track out to about ¾ track width. Keep turning and get the car pointed back to the LH edge of the track for the T18 turn in point.

**Turn 18**

Pretty close to flat out in some low power/high grip cars, but even cars with moderate power will need to lift or brake some. More powerful cars will have some straight-line braking.

Use the turn in cone as a reference, most cars will turn in at or just before it. Use the extra grip as you get into the compression to turn (or slow) the car. Be careful to not shed too much speed as you go up the hill in cars where you need to lose just a little bit of speed.

Use the apex cone just after the crest as a reference. The cone itself is a little late for most cars to apex at, the crest is generally a better apex point. Be careful of the crest, as the loss of grip is fairly severe.

Allow the car to track out to at least half track, keeping in mind that you won’t have quite as much grip as you did on entry. Keep turning to bring the car back to the RH edge of the track for T19.

**Turn 19**

**Pit entry on right**

There aren’t many usable braking references here, it’s generally best to use your T18 track out point as a reference. Keep in mind that the track out point can change depending on your line in T18, and that the more speed you carry through it the earlier you’ll have to brake for T19. Most cars on an ideal line through T18 will brake shortly (1-2 car lengths) after the track out point, or even earlier for very heavy/powerful cars.

Use the sharp angle on the RH edge of the asphalt (where the track widens for the pit entry) as a turn in marker. Most cars will turn in right around this point. This is a long corner that can fool you into turning in too early, so look ahead to the apex and be patient.

Use the apex cone as a reference, more powerful cars will want to aim to apex just after, while less powerful or grippier cars will apex a little before it.

The exit has a little more space than you may be able to see from the apex, look for the cones on exit to help see where the far edge of the track is earlier. Pit exit is on your right on exit, so take care if a car is trying to exit the pits.

Keep right down the main straight to T1. This is the main passing zone on the track, so check your mirrors.