**Strawberry Creek (CW) Track Notes**





\*Note that the corner numbers on the track map are for the CCW direction, and that T10/11 have changed.

**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**

**Pit entry on left**

Use the turnarounds on the right and left edges of the track as a braking reference.

Turn in is slightly later than would normally be expected, as the corner is tight on exit and requires a relatively late apex. Use the 2nd kart track turn off on the left as a reference, most cars will turn in slightly before it.

Apex does not have an easy reference point, but should occur as the curbing radius tightens, just before the end of the curb. If marker cones are present, the third cone is the best reference for most cars. Extra important to look up and ahead here, as it can be easy to forget about the exit kink and get on the power too early.

The late apex means most of your turning should already be done by the time the exit phase arrives, leaving lots of grip available for throttle. Aim to track out just past the sharp corner in the edge of the asphalt, but remember to keep turning afterwards to get over to the right for T2.

**Pit exit on left**

 **Turn 2**

Little to no braking required, depending on car and T1 exit this corner may be flat.

Turn in should be firm and concise, as it will be important to get as much turning done before (and after) the crest as possible. If the corner is easily flat for your car, focus instead on using a minimum amount of steering angle, which will lead to reduced rolling resistance and better acceleration throughout.

Turn in references are scarce, but aim to apex quite early, approximately at or just before the height of the crest, remembering to ease off the steering slightly as you feel the car go light. This portion of the track also has some camber, making this crest have more grip than it may seem at first.

You should not track out fully on exit, as it may make it difficult to get back to the LH side of the track to set up for T3. Instead, start by tracking out to approximately ¾ track width, and adjust apex and exit depending on how well that works for T3.

**Turn 3**

Some braking will be required in almost all cars, but only quite powerful cars will have to threshold brake in any significant amount. Make sure you get all the way left prior to turn in.

Turn in markers are scarce, look ahead to the apex marker to plot your line. If the apex cone isn’t present, there is a surface patch near the middle of the corner that can be used as a reference.

Like T1, the apex has few good reference points, but it should occur just after the asphalt patch that is about 6 feet from the inside edge of the track (obviously you will want to apex on the inside edge, however). Keep in mind the exit is a bit tighter than the entry.

Exit is quite straightforward, though due to the reducing radius of the corner it is somewhat tighter than the entry would suggest. Keep in mind the grip will reduce slightly as you leave the apex due to the surface losing some camber. Keep looking ahead, as the braking point for T4 comes up very quickly.

**Turn 4**

Braking point is just after track out point of T3, important to have eyes up and be ready coming out of T3.

There are few turn in references, the best is the point at which the outside edge of the asphalt begins to curve. Remember that this is a long, decreasing radius corner, and getting close to the inside edge of the track too early will hurt your mid corner speed. Be patient, look ahead for your apex and trail brake to scrub speed off as you wind the steering in.

Apex should be quite late, but will vary relative to the car. Aim to apex about 2-3 car lengths back from where the inside edge of the asphalt straightens out as a starting point. There is also a surface patch at about mid-track that could be used as a reference.

Exit is short due to the decreasing radius. Be sure to feed the throttle in smoothly, as most cars will be able to spin tires here. Get back to the right quickly to set up for T5/6.

**Turn 5/6**

Treat as a fast chicane. More powerful and mid or rear engine cars will have to lift or brake some on entry.

Enter from the RH edge of the track in order to drive as straight a line as possible through this fast chicane. The surface patch in the middle of the track is a good reference. Remember that the exit of T5 is much more open than it seems on entry, so you can usually carry more speed in than you might think at first.

Apex markers are not always present, it is usually more reliable to look past the T5 apex and aim to get to the RH edge of the track just after the top of the crest (the T6 apex). Most cars will not have to lift over the crest, as the majority of the turning should already be done.

Keep right on exit to set up for T7.

**Turn 7**

Little braking required in most cars, low horsepower/high grip cars may be able to take flat or with a small lift.

Use the kart track turn off on the right as a turn in reference. Most cars will turn in at or just before it. Like T4, this corner has a decreasing radius, but the track is wide enough that it doesn’t have to be driven as such. The entry is still quite long, however, so be patient and keep your eyes on the apex and exit.

There is typically an apex cone at this corner, but a more permanent reference is where the inside edge of the asphalt kinks just before the straight. Most cars will apex at least 3 or 4 car lengths before this kink, possibly even earlier for a low power/high grip scenario.

The exit seems quite tight as the asphalt narrows between the two turn offs, but if you’ve apexed correctly you should be able to get on the throttle and track out to roughly the narrowest point between the two turn offs. Very powerful cars that require a later apex and later track out point will have the benefit of the second turn off providing a wider exit.

**Turn 8**

Fast LH kink. No lift required in pretty much any car (excepting perhaps very powerful cars in the wet). Remember to keep right on exit to prepare for T9.

**Turn 9**

Significant braking required in most cars, but very few permanent braking markers. Fast street cars will start braking about halfway down the short straight after T8.

There are no real turn in markers, so it’s important to look ahead to the apex and exit to try and plot your line through the corner. It can be easy to fixate on the bright orange barricades on the outside of the corner, but try to resist that tendency. The turn in point is a little off camber, so be a little bit gentle with your turn in and trail braking until the track becomes flat again (you will see and mostly feel the change as you approach the apex)

The apex is typically marked with two cones (one closer to each direction’s apex). In this direction your apex will be closer to the second cone. More powerful cars will apex quite close to this cone, and less powerful/more grippy cars will be around halfway between the two cones. Keep in mind that you will have a bit more grip at the apex than during entry, due to the track becoming flat or even slightly on camber, and also because there is a slight compression as you go up the small crest after the apex.

The exit is a little tricky due to this crest, it’s important to ensure you use all of the grip on the way up the hill, and then ease slightly as you come over the crest and the car gets light. Easing off while you still have that extra grip means that you will have more turning to do when the grip is reduced at the top of the crest.

**Turn 10A**

No braking required in most cars, less powerful cars will be flat over the crest and more powerful cars will likely need a bit of a lift on entry. Turn in (again) has no good markers, but will happen very shortly after tracking out from T9. Look ahead to the apex marker to help find your turn in point.

Use the apex cone as a reference. Most cars will apex right at the cone, as the exit is limited by T11 and the shape of the track more than the power/grip ratio of the car. Keep in mind that in addition to the obvious gentle crest, the track is off camber here as well.

Your line on exit should set you up for T11, so you don’t want to exit all the way to the RH edge of the track. Leave yourself enough space to hit your ideal apex in T11, for most cars this means exiting to about half to two-thirds across the track before you turn into T11.

**Turn 10B/11A**

If you carried enough speed through T10A, you should need to brake slightly for T10B. There may be space to straighten the steering for a moment after T10A, but generally the transition from left to right should be quite seamless. Not many good turn in markers here, so look ahead and plot your line through the corner.

The ideal apex is just before the culvert on the inside of the track (look for a silver tube or a piece of wood covering it). The track becomes on camber and also has a large compression here, so you will have a lot of mid corner grip.

T11A (the LH kink over the crest) is flat out in almost any car, so the exit is fairly straightforward and typical. Exit fully to the left edge of the track as you go up the hill, and keep to the left edge as you approach the T11A apex marker on the crest of the hill. Keep the car gently turning left over this crest, and then allow it to track out towards the RH edge of the track once over it to set up for T11B.

**Turn 11B**

Small brake required in powerful cars, but flat out in some less powerful and stickier cars.

As usual, there is little in the way of turn in markers, so look ahead and plot your line to find your turn in. The track is slightly off camber here, so you’ll need to be a bit gentle with the steering.

The apex marker is set for running CCW, in this direction the apex is just before the crest in more powerful cars, and a car length or two earlier in less powerful cars. The crest combined with the camber of the track will result in a gradual loss of grip from entry.

Exit grip remains close to what you’ll find at the apex. Track out fully to the right, and keep turning to get left immediately for T12. Very powerful cars with less grip may have to keep their exit tighter to be able to make it over to the left in time.

**Turn 12 (Ski Jump)**

More powerful cars will be braking just before the bottom of the hill, less powerful cars just as you start to go up it.

Use the dirt patch on the left as a turn in reference, though it can change day to day so be careful. Most of the time the turn in point is just before the start of the patch. The track is off camber on turn in and becomes more so towards the apex, but on initial turn in you will still have some grip from the compression to help you out.

The crest at the apex is more benign than you might think at first, but still start cautiously. The apex cone is a good marker for any car, the only variance is the direction you pass it in. This requires some experimentation, but a good starting point is aiming a bit left the poplar trees that are closest to the edge of the track near the exit as you pass the apex. Remember to be light on the inputs as you go over the crest, and wind them in as the weight comes back to the car.

Exit grip is good, track out fully to the left and keep your eyes on T13 as the braking point comes up very quickly.

**Turn 13**

Braking point is roughly where the tire wall on the left breaks away from the track.

Lack of turn in markers, so look ahead and plan your line to find the best turn in point. Track becomes on camber as you enter, but doesn’t seem to generate as much extra grip as might be expected.

There is also a lack of apex markers, so keep looking ahead to your exit to visualize the line. Aim to track out just after the end of the tire wall. Keep turning and get right for T14. Very high power/low grip cars may want to not track out fully, in order to be able to set up for T14 properly.

**Turn 14**

Small brake required in powerful cars, may be flat in slower, grippier cars. Ensure you get fully right before turn in.

Turn in markers are pretty much non-existent, but should happen a good 5 or 6 car lengths before the crest. Grip is low throughout entry due to the crest, so be gentle with the steering/brake inputs.

Apex is typically a few car lengths before the marker cone. Just after the apex the track levels out, and you can expect improved grip as you transition into the exit.

Do not fully exit to the edge of the track as you need to get left for T15. Exit to about 2/3rds track width, and keep turning to get to the left edge of the track for T15.

**Turn 15**

Some braking or a lift required in almost all cars, but only quite powerful cars will have to do significant straight-line braking.

Like most corners, there are few turn in markers, so look ahead and plan your line based on the apex. Most low power cars will apex around or just after the second cone, more powerful cars usually a bit later.

Exit is straightforward, the track will lose a little bit of camber as you pull away from the apex but the change is quite small. Keep to the left for T16.

**Turn 16**

Easily flat in less powerful cars, more powerful cars may need a small lift or brake to plant the front tires on turn in.

No permanent turn in markers, so look ahead to the apex cone.

Most cars will apex very near to the apex cone, but there is a slight crest near the apex so be careful to keep your inputs smooth.

Exit fully left (keeping in mind there is a gentle kink on exit), and pull back out towards the right side of the track to set up for 17A/B.

**Turn 17A/B**

No straight-line braking generally required in any car.

Turn in can happen from mid-track without losing speed, but even at the edge of the track there is not much for turn in markers so remember to look up to the apex marker.

The apex is pretty much always at the marker cone, but the specific direction may vary a little bit. It can be difficult to get the direction correct because you can’t see the next apex at this point. A good starting point is to use a distant object as reference as you go over the crest. I like to use the near end of the cone wall on the exit of 17B (top of the hill on the other side of the ravine) as a starting point. After a few laps it will become ingrained and you may not have to use that reference any more and can focus more on the track.

After this apex, resist the urge to drive straight to the RH apex. Keep turning left a little bit and aim for a slightly later apex to set up for the left hander up the hill. Very fast cars will start braking hard around the top of the crest, less powerful/grippier cars will be able to wait a little bit longer. Aim to apex at the RH apex marker cone, but in powerful cars you will want to keep to the RH edge of the track for just a moment longer before turning into 17B.

The apex of 17A is very quickly followed by the turn in to 17B. It’s at this point (at the bottom of the hill, and as you go up the other side) that you have the most grip, so be sure to take advantage of it.

There is usually a row of cones at the apex, so there is lots of choice for reference points. Most cars will generally apex between the second and third cones, depending on grip and power levels. There is a lack of visibility over the crest, keep an eye out for the tops of the cones as a reference point.

On exit, try not to track out all the way to the edge. Leave about half a cars width space to turn into T18.

**Turn 18A**

Turn in is immediately after the track out point of 17B, about half a car width from the RH edge of the track. Most cars will be able to continue accelerating into the corner through turn in, and you should only lift and balance the car once it starts to reach the limit of grip.

There isn’t a “real” apex point in this corner, because of the geometry of the track you stick to the inside edge all the way to 18B. However, it’s important to keep the car a little bit away from the inside edge, as the curve of the track is not consistent. Leave a bit of space from the curbing and cones on the right, and aim to keep a consistent radius that puts you at the edge of the track right at the kink in the edge of the track. This kink will be your reference for the 18B turn in.

**Turn 18B**

No straight-line braking required, but a lift on entry to get some front grip is often needed.

Use the kink in the RH edge of the asphalt as a reference point, most cars will turn in just after it. The asphalt changes halfway through entry, and may provide slightly different grip and response. It is very similar in most conditions, and generally requires no adjustment.

The apex cone is a good marker to use, if it isn’t present use one of the kinks in the edge of the asphalt as a reference. The track becomes off camber after the apex, and you may lose some grip.

On exit, leave a little bit of space to the edge of the track (about ½ a car width) before you turn in to T20. In less powerful cars, you can sometimes get away with going right to the edge of the track. The idea here is to not have to brake or scrub speed as you go into T19.

**Turn 19**

Turning in immediately from the T18B track out point, bring the car to the inside edge of the track and stick to it. The track starts out with some camber, but it slowly flattens out as you go along. There aren’t any good markers for when you can begin accelerating and coming away from the inside edge, it requires a bit of trial and error. The best method is to look ahead and try to see the far edge of the track around the exit as early as possible, and plot your line from there.