

Read this while looking at the track map – Charlie Hall

[GingerMan Raceway - Track Maps](#)

## DRIVING GINGERMAN RACEWAY

Scott Fohrman, Former Chief Instructor

Understand that any track driving scenario is really just a series of suggestions on how to approach that track. Your experience with your car will vary. Gingerman In particular rewards technically accurate and skilled driving. Many of its corners are connected as combinations. You are not likely to master this course in a day or two. And if ever there was a track worth walking in the evening to learn its secrets, this is it!

We begin our lap from the start/finish line on the front straight. Depending on the speed of your car, it may be necessary to begin braking before the "hump" at the end of the straight in order to adequately settle the car before entering T1 with a late turn in/early apex. This unusual combination allows the car to drift onto the right-side apron at the exit while accelerating into the very short straight at the beginning of the long sweeper that is turn T2.

There is a difference of opinion about the fast way through T2, the key being to set up for early acceleration in this increasing radius 160 degrees right turn. Some see it as a double apex, others as a single apex. The goal to get the car rotating in order to get back on the gas as soon as possible, to order to carry more speed into the next straight. In either apex scenario, note that compound camber changes at the entry of this turn make most cars "plow"(understeer). Most agree that entering the turn a little left of mid track (watch the paving lines as a point of reference) and using the pit lane entrance to brake and begin rotating in. Though there is plenty of track and it is legal to use the pit exit lane, if necessary, it is unwise and not needed to go that far out in negotiating this turn. Experimentation and patience with your car is likely required to find your best line in order to get on the throttle ASAP. Walk this turn after the track is closed to better understand your car's dynamics in this turn!

After a short but critical straight on which a fair amount of "late" passing is done, T3 is entered after a slight uphill at the end of the braking zone, carrying downhill to the apex and exiting uphill onto the apron on driver's left. Taken with a later turn in and a late apex, you can get on the throttle early and rotate the car to exit pointed toward the next straight, as you drift onto the apron at the exit. It is very important to carry exit speed out of this corner, as the T4 "kink" is really not a turn except in the fastest cars, thus creating in effect a "straightaway all the way into the braking zone before turn 5.

T5-T6 should be thought of as a sequence, not as separate turns. The 3-5 straight ends with perhaps trail braking in a relatively gentle left rotation to the apex of T5, then drifting out in a continued left rotation to the driver's right outside track edge. Then make a hard left turn-in and accelerate across a late apex on T6. Keep in mind that hitting the T6 apex all the way inside drivers left is a critical competitive advantage as the generous amount of track off line is really off camber! If you haven't got your car rotated by the T6 apex or you miss being all the way inside at the apex, you are going to have a bad moment exiting the corner at best! Suggestion during practice: At first, go slowly thru T5 to find your perfect turn-in point for T6. Once you have that nailed, work on a trail braking scheme thru T5 that will carry you to the track edge exactly at the proper turn in point for T6.

T7 through T10 is also really a flowing sequence rather than discrete turns. Do all your braking and downshifting before T7 turn in. T7 is a classic later turn-in, late apex turn, but with a twist. The sweeping righthand "straight" following the exit of T7 is of increasing radius but can lead you to believe you need to slow more for this sequence than is necessary, your view at the T7 exit is of a large dirt berm! Instead, accelerate gently staying drivers left longer (I think a lot longer) than seems necessary before turning in to driver's right for the turn in of T8, apex by the dirt patch (and not the concrete berm which is too far along) allowing the car to drift out right at the exit (watch for the camber change which upsets some cars) before gently rotating back to driver's left for the apex of turn 9. Use all the track and try to stay on the gas.

Gingerman now has two configurations; one where T10A leads you out onto the long straights or the longer course using T10B. In either case, the turn onto the straight is the most important on the course, as the exit speed you carry will determine the time you will spend on the straight.

if running the shorter course, accelerate early and hard from the apex of T10A, with practice moving your turn-in/acceleration point back as far as you can, using all the track. Try a medium-late apex.

If running the longer course, T10B is a 180-degree sweeper with a downhill swale right in the middle of it. Brake hard for a very late turn in into T11, and get your car rotated very early (earlier than the direction of the track might indicate as appropriate). Keep in mind that less informed drivers may try to pass to your inside/right. Be prepared for them to spin in front of you when they discover their car won't turn, as if you do not get your car rotated (perhaps over-rotated) at initial turn in, it is unlikely it will turn at all through the middle of the turn! The drop off to the outside of this turn is rather large and you do not want to experience how far down it is! When you do get your to rotate, you can get on the throttle early and hard to gain a big bundle of exit speed which carries through the uphill exit of the turn onto the longest straight on the course.

T11 is a late turn in late apex with a small on-camber drop at the apex. The wide track allows lots of speed thru it. While it has been moved back, the Armco at track-out still intimidates. Work your way up to speed using all the track. Keep in mind that the pit entrance is a straight line off the braking zone for T11 and that those going into the pit have a short distance to slow down after leaving the track. Watch for hand signals in this fastest part of the course and remember to use hand signals if you are pitting!!

Gingerman rewards technical perfection and can be frustrating if you are just slightly off your line. Begin your practice sessions by going into the turns slower than you KNOW you can go and practicing accelerating from the moment of turn in, not waiting until the apex. This will help to develop the "seat of the pants" education of how your car want to position itself at speed on this most technical of courses.

Enjoy!!