



# KNA Raceway | Norway

FIA Dossier Report | April 2016 | Draft - Version 1





## 2 | THE MASTER PLAN

### 2.1 | THE MASTER PLAN - KEY

#### A. 2.33 km FIA | FIM Race Circuit

- A1. Main FIA | FIM Circuit
- A2. Pit building and paddock
- A3. Medical centre
- A4. Helipad

#### B. NHRA Drag Strip

- B1. Main Drag Strip
- B2. Spectator Area

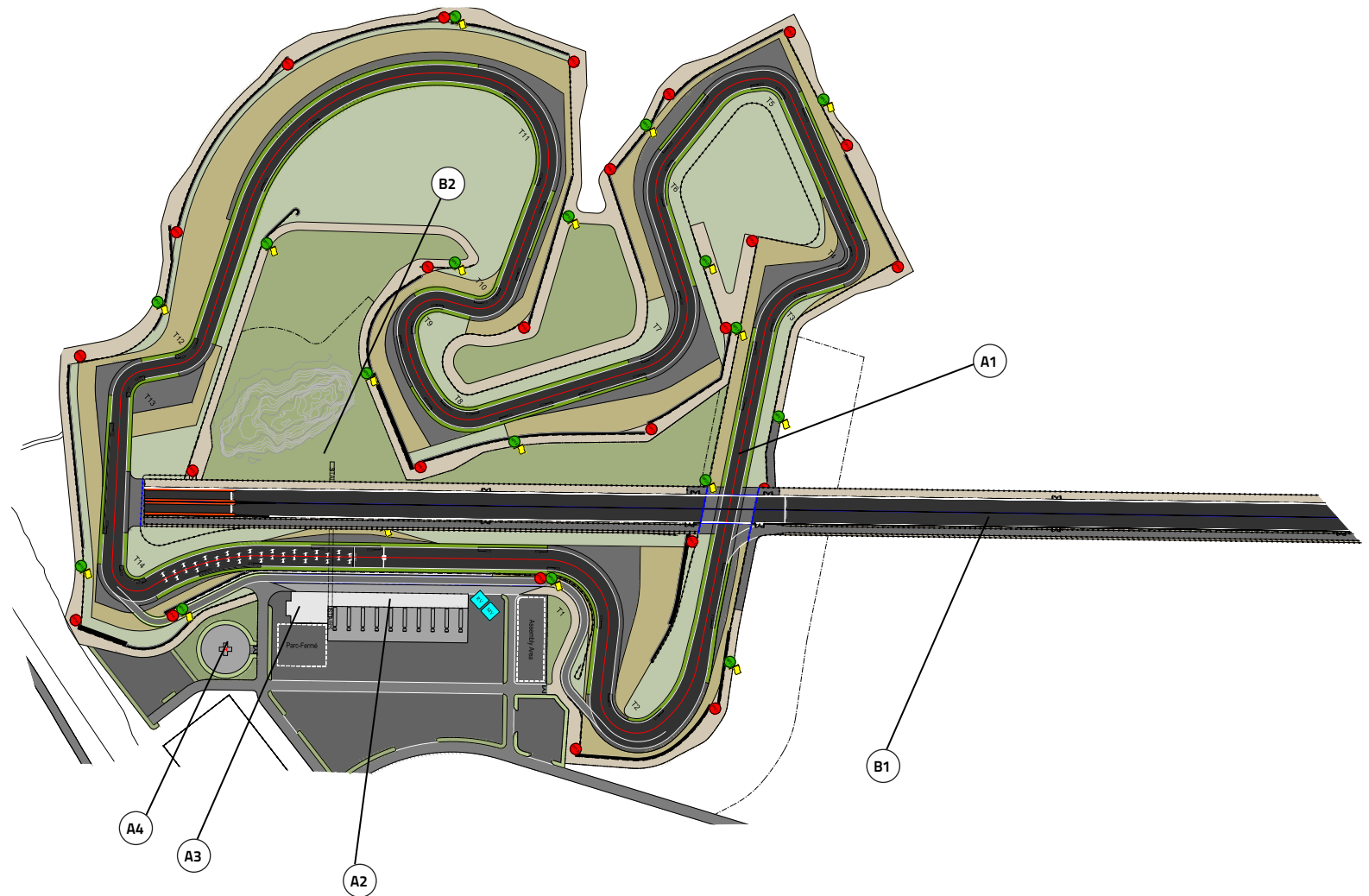




Figure 3 | Site Plan

## 2.2 | SITE INFRASTRUCTURE

The site is intended for a Grade 3 FIA licence and a national motorcycle federation licence (though the circuit layout has been reviewed by FIM and acknowledged as suitable for national and regional superbike categories of sport).

A number of motorsport-related buildings are proposed, including a pit building with garages and hospitality above, a medical centre and a helipad. There will also be an indoor motocross centre, not the subject of this document.

The medical centre is situated next to the pit lane and service road entry for ease of access and egress onto and off the main circuit.

Main Pit Building:   
Medical Centre & Helipad: 

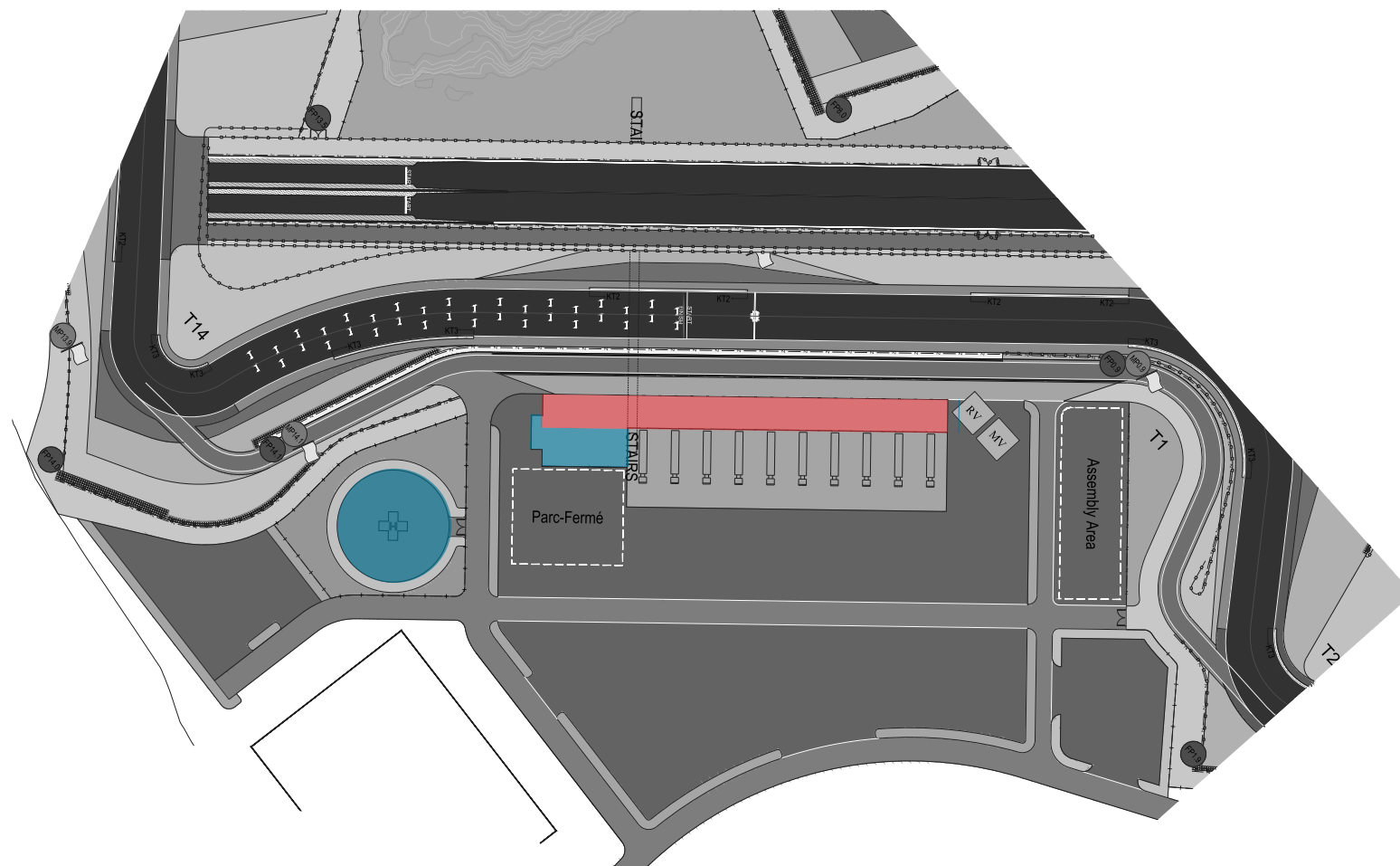


Figure 4 | Site Infrastructure

## 2.3 | SITE FENCING

The safety of spectators and site security is of great importance. Debris fencing, as described in the Preliminary Circuit Requirements section of this report, is placed in strategic locations to protect marshals and spectators alike.

Spectator fencing is an additional layer of protection with the dual purpose of shielding the spectators and securing track access from the public.

Spectator Fencing: ————  
Debris Fencing: ————

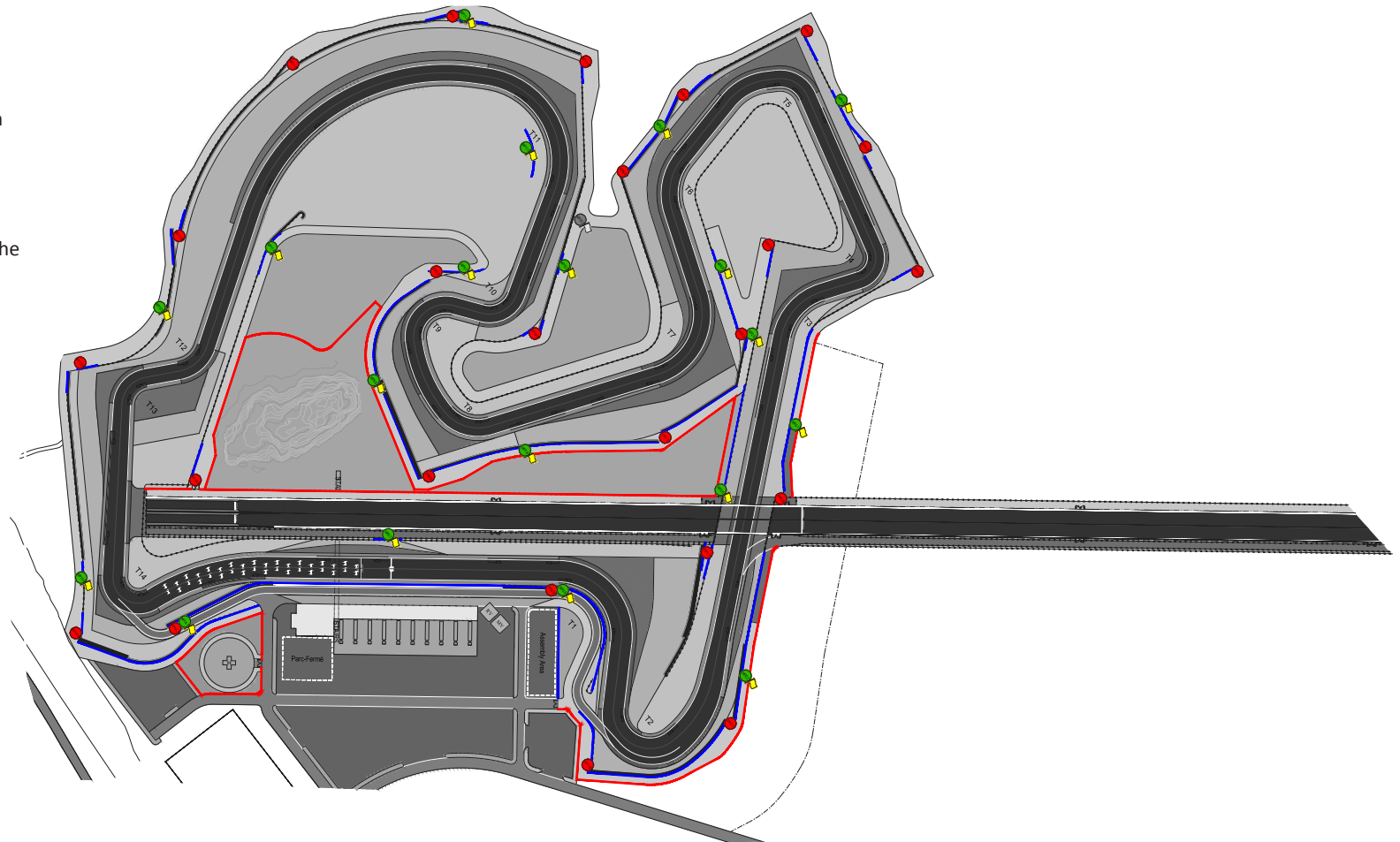


Figure 5 | Site Spectator / Debris Fence Plan

## 2.4 | PROPOSED 3D GEOMETRY

Turn No.	Camber (%)	Elevation relative to Start-Finish (m)	Corner radii (m)
T1	+ 1.5	0	45
T2	+ 3.0	-2.5	26   75
T3	+ 1.5	- 8.0	41
T4	+ 1.5	- 15	16.5
T5	+ 2.0	- 24	21   41
T6	+ 2.5	-16	40
T7	+ 8.0	- 7.5	45
T8	+ 9.0	- 5.7	30
T9	+ 3.0	- 10	22.6
T10	+ 1.5	- 15	20
T11	+ 4.0	- 16	60   145
T12	+ 2.0	- 6	25
T13	+ 2.0	- 3	20
T14	+ 2.0	0	18

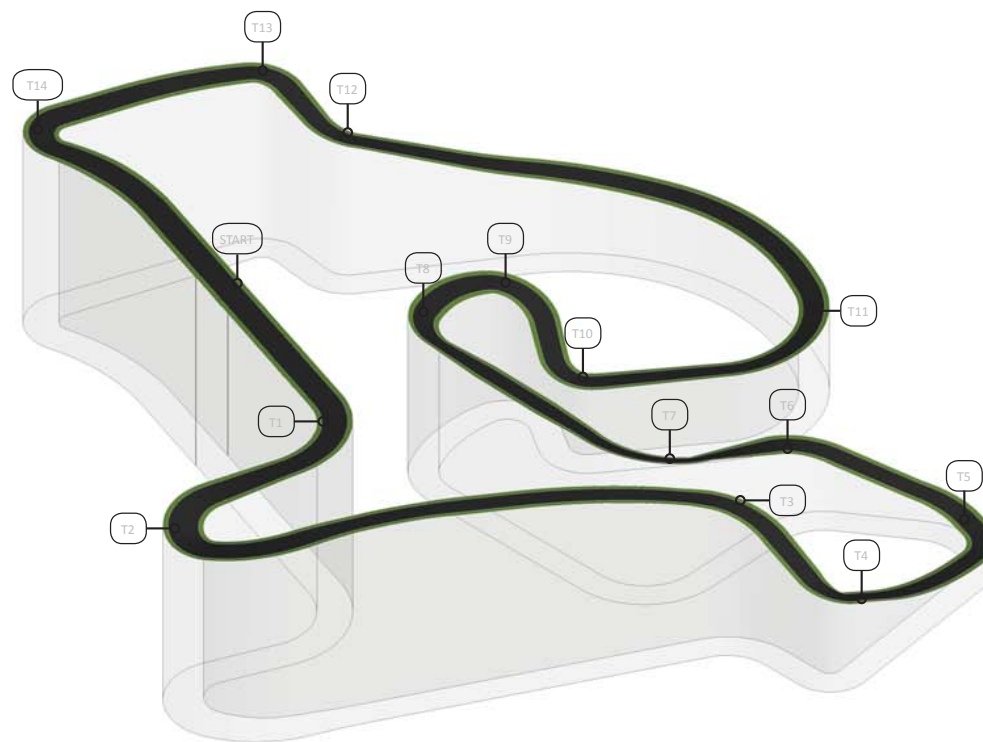


Figure 6 | Main FIA / FIM Circuit- Proposed 3D Geometry Markers

## 3 | TURN BY TURN GUIDE

### 3.1 | START LINE – T2

The short starting straight, 290m in length, is situated directly in front of the main hospitality suite, offering unrivalled views of track action. The start line is 140m before the turn in to T1 and offers adequate room for cars or motorcycles to jostle for position before turning into the right hander.

T1 is an open 45m radius, circa 90° corner sharply followed by T2 (R26m). This is one of the highest points on the circuit and the spectacular rugged landscape will offer a unforgettable view for the spectator seating above T2. The second straight is 246m in length as the track begins to fall away towards T3. The pit lane exit is off the racing line on the outside of T2 first arc.

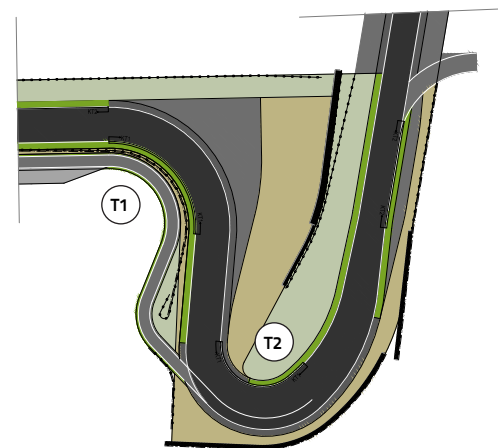


Figure 7 | START LINE - T2

### 3.2 | T3 – T5

A total descent of 21.6m between T3 (an open R41m high speed kink) & T5 (an R21m hairpin with a sag mid corner) as the drivers and riders head off into the Norwegian landscape at speeds of up to 180kph provides for a thrilling roller coaster experience. T3 (R41m) - T4 (R16.5m) offer a very technically challenging component to the track, differentiating the most experienced competitors from the rest as there is considerable grade change in addition to the right-left sequence. T5, the lowest corner on the circuit, at low speed, requiring good traction before the sharp uphill section to T7.

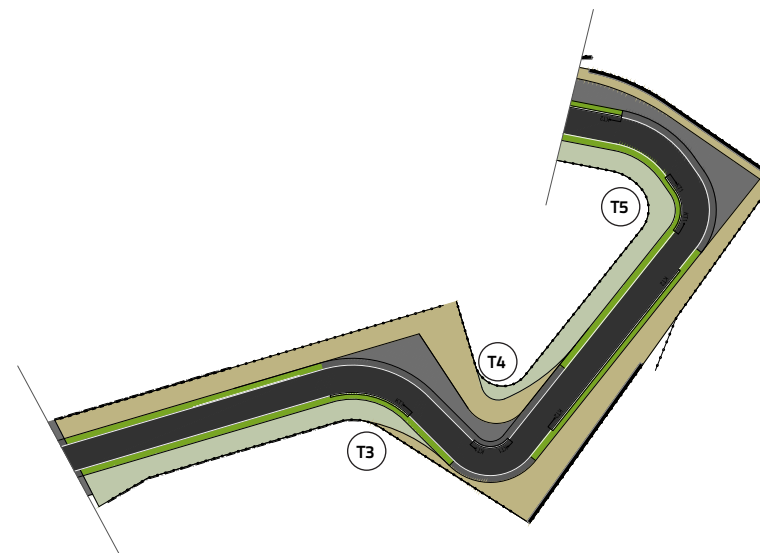


Figure 8 | T3 - T5

### 3.3 | T6 – T7

On a steep uphill climb, the smooth twisting curves of T6 (R40m) & T7 (R45m, banked) are designed to control speed over the crest whilst the car meanders through the hilly terrain. A fast and fluid section prior to the visibly obscured T8.

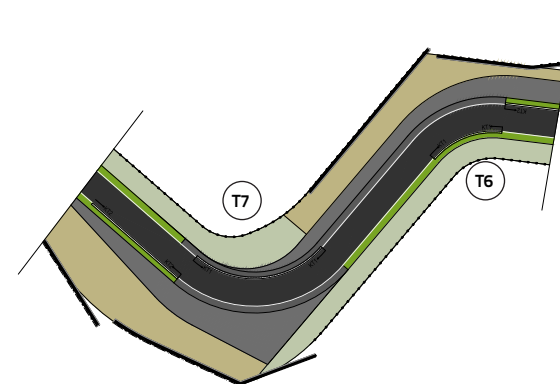


Figure 9 | T6 - T7

### 3.4 | T8 – T10

A short straight - 122m - before the most technical and challenging section of track. T8 (R30m and banked) & T9 (R22.6m) effectively combine into a smooth, double-apex corner while the circuit plunges back down by 10m into T10 (R20m) with the spectacular Norwegian vista to the right.

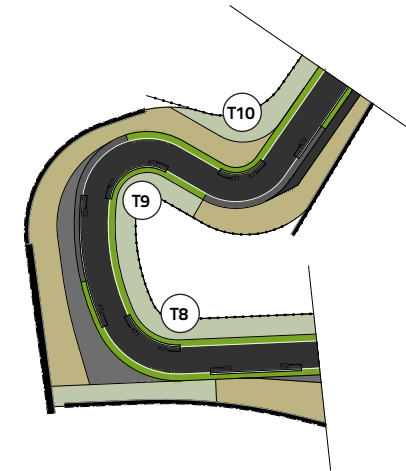


Figure 10 | T8 - T10

### 3.5 | T11

The fastest and most exciting component of the track, a flat opening radius corner (R60m – 145m) offering speeds in excess of 190kph, exiting with a rapid incline with a straight ahead braking event prior to T12.

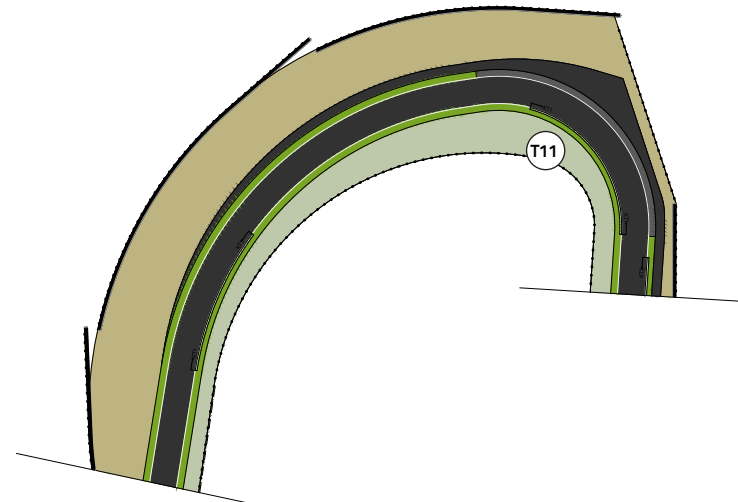


Figure 11 | T11



### 3.6 | T12 – T13

A fast chicane with a blind-crest, reducing grip on corner exit, it promises to be an exhilarating drive. T12 is R25m and T13 is R20m.

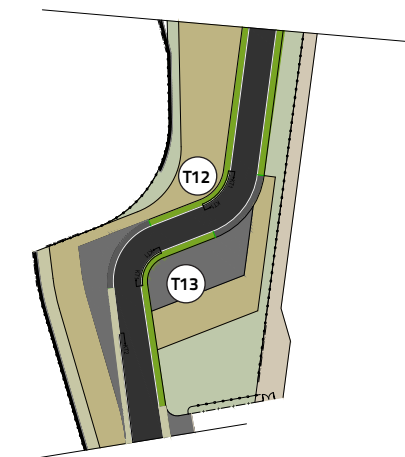


Figure 12 | T12 - T13

### 3.7 | T14 - FINISH

Turn 14, the last corner before the start finish straight, is a tight radius 18m left-hander, slowing the participants down after the fast-paced last section with pit-lane entry off the racing line.

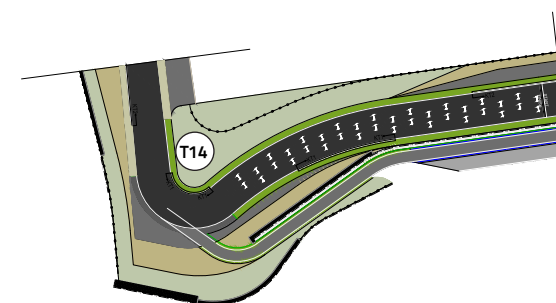


Figure 13 | T14 - FINISH