

Mazda Raceway Laguna Seca

Racing Lines

Turn 9 is a fast downhill sweeper. You don't need to go all the way to driver's right as you enter the corner, only be about a car width from the right at turn in. Brake only hard enough to allow the car to turn in. The turn is blind so don't turn the wheel too quickly. Speed is fast at exit and the car often feels like it wants to slide. Do not lift.


Turn 4 is a fast radius turn with no banking so it is not uncommon to have the car slide at the exit. Don't turn in early as that may lead to lifting at the exit and an almost certain slide or spin.

Turn 10 comes quickly so be ready for braking. Braking is harder than it looks like it should be. You drop into a bowl so the car picks up speed quickly. After turn in, return to speed quickly so the car does not start to get loose.

Turn 11 is the slowest corner on the track. Start braking early. You are also heading onto the longest straight. It is very much a slow in, fast out approach.

Aim the car to driver's left at the number two braking marker. It is very important to slow down for the entry but not to turn early. The apex is late in the corner.

Aim for the "Z" in MAZDA under the bridge on the front straight. At Turn 1, look for the tallest telephone pole in the distance and aim for that. This blind turn is taken at full speed. Once through Turn 1, steer toward the right side to set up for Turn 2.



Steer to the left at the sign bridge. Turn 7 turn in is on the left of the hill just past the end of the curbing. Go straight over the blind crest so that the car is on the right side as you approach The Corkscrew. Brake before the crest and continue until just past turn in.

Turn 6 is a corner you need to watch out for. There is a dip into the apex and too much weight transferred forward can make the car get loose by the apex. Start braking at the bridge for a smooth entry then return to a maintenance speed before turning in.

The Corkscrew. Turn in is late so you can go straight down the hill. The drop is blind so look toward the oak tree that is close to the track to line you up for the bottom of 8a. As you head down toward 8a apply some throttle to help shift weight to the rear of the car.

Stay to the left as you exit pit lane to enter the track between Turns 2 and 3 on the left. The racing line is to the right at the exit of Turn 2. It is important to check for traffic while heading toward Turn 3.

Turn 5 begins to go uphill at the apex. The slight banking starts at mid corner. It is important to carry momentum to get speed up the hill. The approach should be slightly longer, smoother braking rather than shorter abrupt braking to ease the speed down.

Turn 2 is the Andretti Hairpin. For most approaches, this is a single apex corner. Stay straight on the right entering the turn. It is a very long turn in to reach the apex with maintenance throttle after braking.