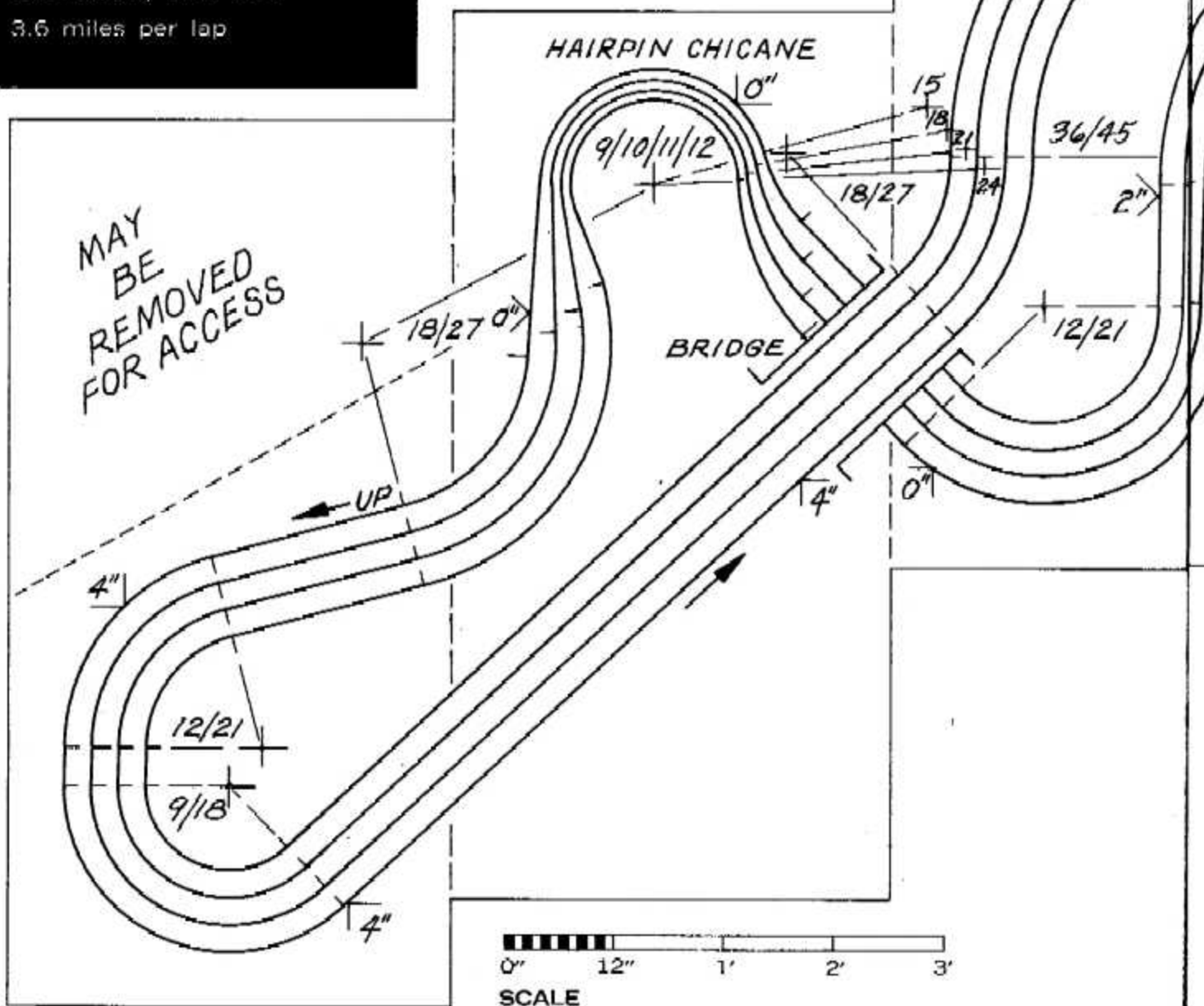


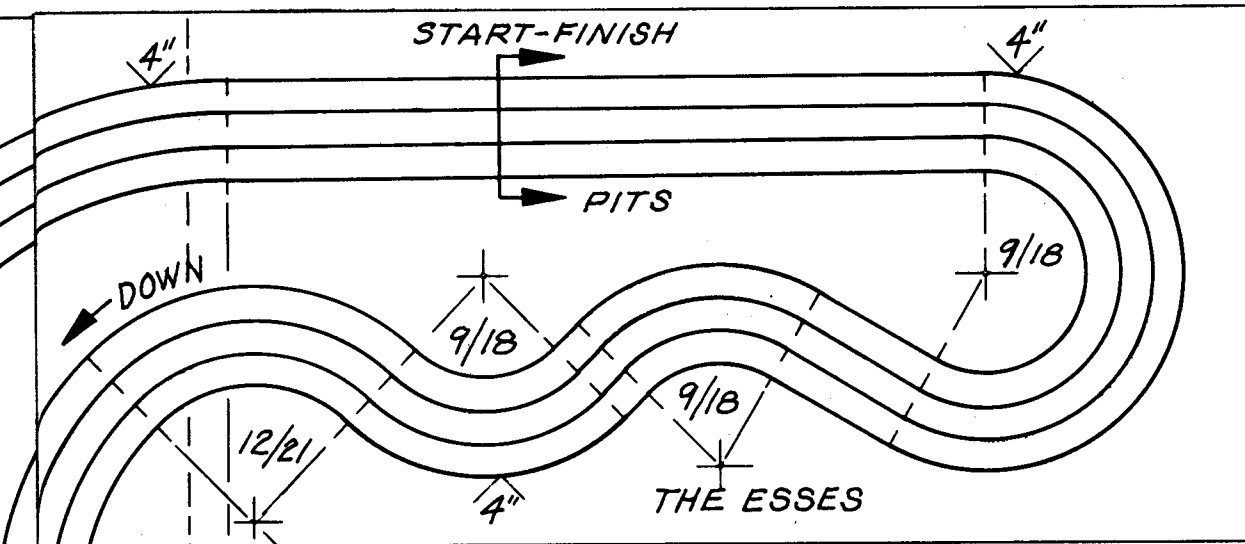
Plan no. 1
THE SUZUKA CIRCUIT
 SUZUKA, JAPAN

3.6 miles per lap



**Plan no. 2
THE SUZUKA CIRCUIT**

Four lane for 1/32 or 1/24 cars. Approximately 56 1/2 feet per lap. For 12 ft. by 20 ft. area.



By Robert Schleicher

THE SUZUKA CIRCUIT

No. VIII in the track modeling series

The famous Japanese Grand Prix Circuit: how to duplicate it with "set" track or by custom building. And for a follow-up next month, we will watch while a beautiful rendition of the Suzuka course is put together in a California garage.

The Suzuka race circuit in Japan is undoubtedly one of the best circuits to use as a pattern for a model road racing course. It incorporates just about every desirable element: sweeping bends, a hairpin, curves that grow both tighter and looser, esses, and straights! All these are an integral part of Suzuka. The fact that the actual course is in the form of a distorted figure 8 with an overpass

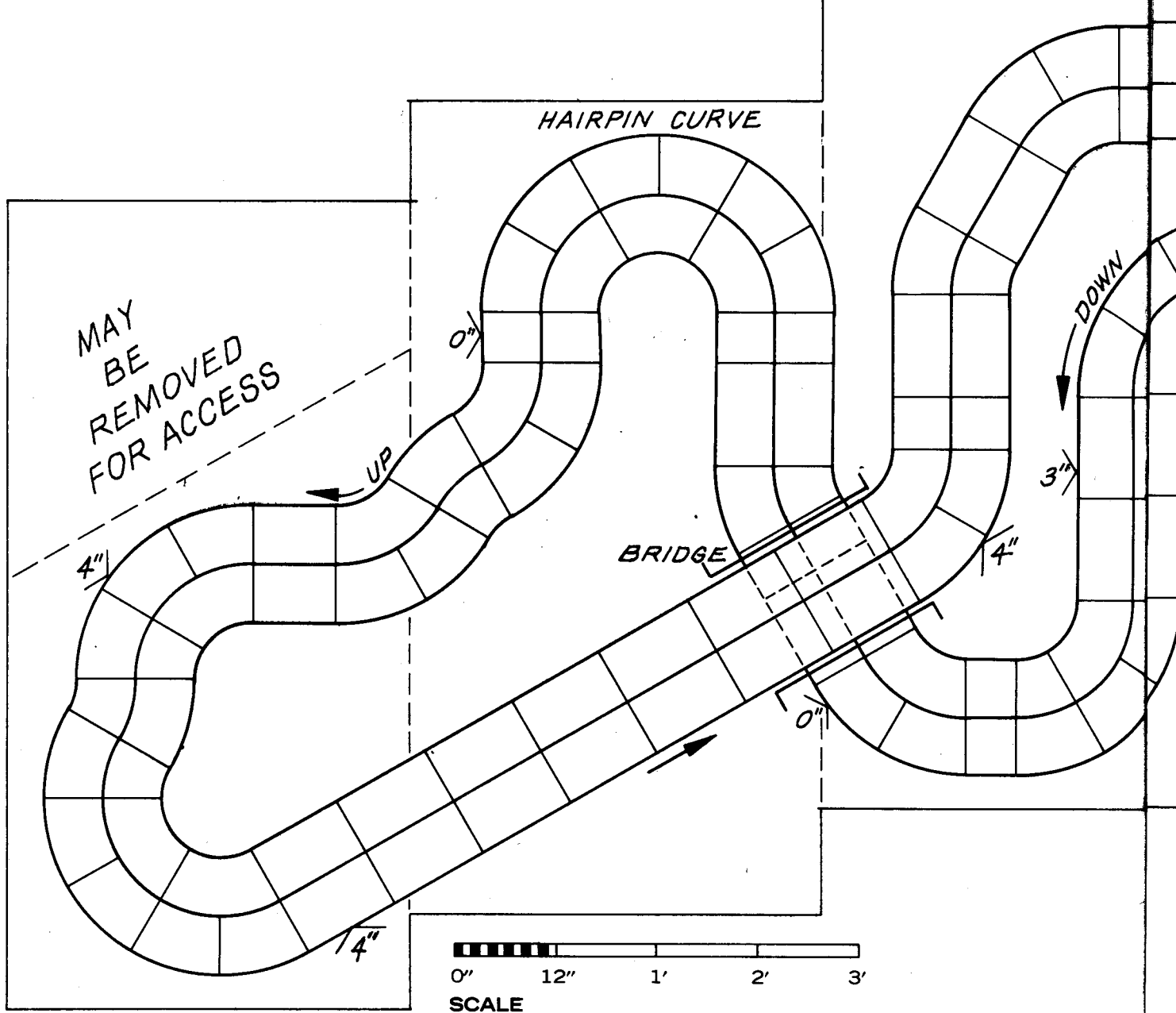
helps to equalize the lap lengths of the different lanes on a model track. This course is one of the three or four courses in the world that actually does cross over itself! And, if all this is not enough, the course incorporates a variety of up and down hill sections for added interest.

The Japanese Honda Car and Motorcycle factory constructed the track in 1961 to be used as a test track for their

production and racing vehicles, however, the 3.44 mile circuit was envisioned as the site of future Japanese Grand Prix events. To be certain that the new course would be one of the finest in the world Honda engaged Mr. John Hugenholz, the expert professional course designer, to lay out the entire Suzuka concept. As a result of Mr. Hugenholz's efforts every curve and straight is planned to produce an

KEY PLAN NO. 2

<p>WIDE LINES INDICATE LANE CENTERS:</p> <p>THIN LINES INDICATE POINTS WHERE CURVES BEGIN AND END TO GUIDE WHEN ROUTING:</p> <p>CURVE STARTS AT THIS POINT:</p> <p>SMALL + INDICATES CENTER OF CURVE:</p> <p>IN CROWDED AREAS CURVE IS INDICATED:</p> <p>ALL LANES ARE SPACED ON THREE-INCH CENTERS UNLESS NOTED (I.E. IN CHICANE AREAS).</p>	<p>ALL CURVE RADII ARE INDICATED NEAR CURVE CENTERPOINT (+). IF LANES ARE ON STANDARD THREE-INCH CENTERS, ONLY INNER AND OUTER RADII ARE SHOWN (I.E., A CURVE MARKED: WOULD HAVE RADII OF 9", 12", 15" and 18").</p> <p>ANY SPECIAL LANE CENTER SPACING ON CURVES IS MARKED.</p> <p>ANY SUGGESTED CHANGES IN HEIGHT OF TRACK ABOVE LEVEL ARE INDICATED:</p> <p>(THESE FOUR LANES ARE TWO INCHES ABOVE TABLE TOP LEVEL.)</p>
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Plan no. 3 Four lane 1/32 or 1/24 cars. Strombecker or Kalkar track.
THE SUZUKA CIRCUIT Approximately 54 ft. per lap. For 10 ft. by 20 ft. area.

exciting, challenging course. The plan is arranged so that a shorter 1.38 mile course, entirely visible from the main grandstands, can be used. On a large club layout a system of removable sections, or perhaps switches, could be utilized to allow model cars to race on either the long or short course.

The full size Suzuka course winds through a natural valley with most of the curves skirting the edges of the low rolling hills. The hairpin runs into a natural canyon with the banks providing perfect vantage points for the spectators. The entire course is lined with two rows of

chain link fencing, set back about 50 feet from the track on the straights and 200 feet on the corners, to protect the spectators from out-of-control racing cars. This type of fencing, also seen dividing California's freeways, will bring a car to a relatively slow stop to minimize driver injuries without endangering innocent people.

So far, only sports car, sedan, Formula II, Formula Junior, and motorcycle races have been held on the course, however, with the advent of Honda's Grand Prix car, and rumors of a similar project from the Japanese Nissan automobile manu-

facturer, it seems likely that the course will be the site of a Japanese Grand Prix during the 1966 season.

A miniature duplicate of the Suzuka course should include various up and down hill sections to take full advantage of the features of the full size circuit. The spectator fencing and the hills surrounding the circuit can be used to keep model cars from flying off the table top! The general layout of the course lends itself to either a long, narrow area, or by increasing the amount of curvature in the middle of the straight, the plan can

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