



# KARTODROMO INTERNACIONAL DO ALGARVE

The Rotax MAX Challenge Grand Finals returns once more to the ever popular Kartódromo Internacional do Algarve (KIA) from November 19-26 this year, for the 22nd edition of the racing season highlight. KIA will welcome the Rotax community again for the fourth time in the history of this amazing event

Take a closer look at this very fast and quite technical circuit that brings the best out of the competition in the racing, providing the ideal venue for the showdown of nearly 400 Rotax champions from around the world. The 1,600 metre international circuit Kartódromo Internacional do Algarve is most definitely one of the top-ranking karting locations on the racing calendar and is located along the Atlantic coastline of the Algarve region in the south of Portugal. With its warm weather and beautiful beaches, surrounded by a mountainous natural landscape, it is rich with culture, great food and leisure. The Autódromo do Algarve is the favourite home to motorsport events in Portimão and one of the premier racing facilities worldwide, with its 5-star hotel spa resort and serviced apartments. The kart circuit was completed in 2010 as part of a huge modern complex and overlooks the big race circuit, which also plays host to various international car and motorcycle events annually. It is just a 15 minute drive from the cities of Portimão and Lagos, situated within good driving distance from two international airports: Faro (70km) and Lisbon (200km).

# PORTIMAO IS SMOOTH & FAST. THE CORNERS WILL BE THE KEY

The kart track offers a very nice and fast layout to drive with a really smooth surface over a varying degree of elevation. It has many different types of corners that can make the contrast between drivers during the competition, with good 'user-friendly' kerbs defining the apex and edge of the circuit. There is a fast 400-metre-long straight and without any doubt, plenty of places to pass throughout the lap.



## START

The main straight is approximately 400 metres in length, with a slight kink to the right at around the 200-metre mark. This is taken at full acceleration all the way to the end and into the heavy braking zone. The slipstreaming effect along the straights is extremely important for a good lap time and overtaking opportunity at the end.



**TURN 1** This is a 90° right-hander so the braking into the corner should be late and heavy to position the kart for a tight exit so as to prepare for the second corner.



**TURN 2** A nice approach here helps maintain speed and flow through corner 2 with a wide exit heading downhill to corner 3.



**TURN 3** A sweeping type of corner which can be approached with full attack. You need to be late on the brakes, carrying good speed through the middle of the corner and maintaining it with a wide exit. Coming out, it's uphill which then leads into two left kinks taken under full acceleration.

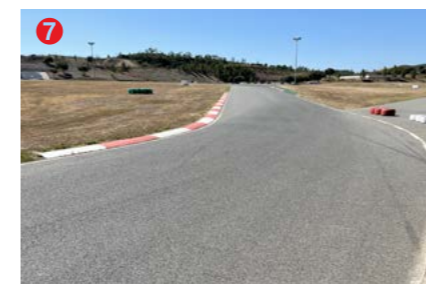


**TURN 4** You need a late braking effort on the approach to this double apex corner. Be slightly wide of the apex on the initial turn in, then picking up the apex on the second part of the corner. No sliding, as good flow is required to carry speed through **TURN 5** – a full acceleration 90° right-hander – and down to corner 6.

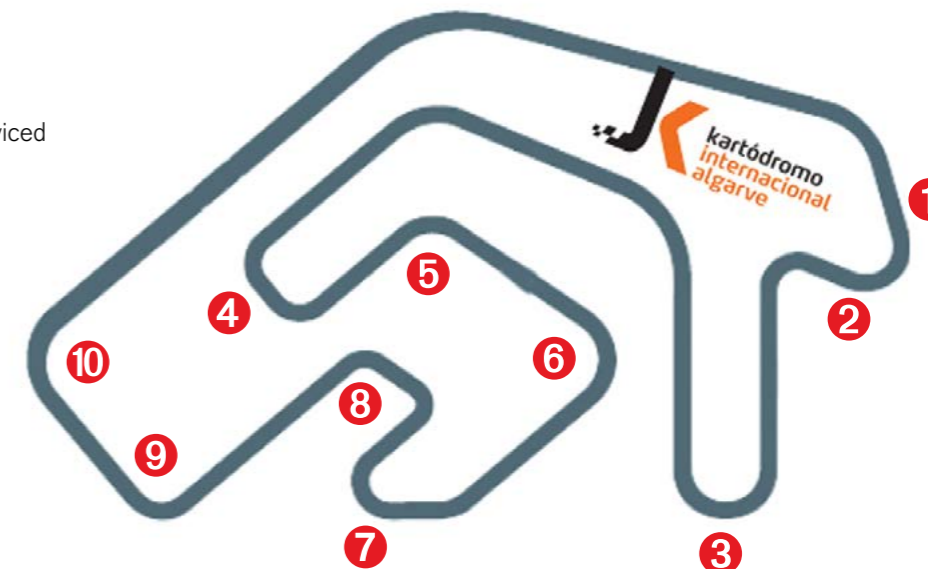
**Circuit length** 1,600 metres  
**Circuit width** 8-9 meters  
**Paddock and Parking** Big and fully serviced  
**Facilities** Café restaurant, kart shop and spectator viewing area



**TURN 6** It can be a difficult corner. It's very fast and requires a slight lift, necessary to maintain good positioning. You need to drive through this right each lap, as any mistake will certainly affect exit speed and the approach to corner 7.



**TURN 7** Take this corner with caution because getting it wrong opens the door for you to be overtaken. Make it a wide turn in and brake later. Corners 7 and 8 (**TURN 8** being a slow left hand 180° corner), are the slowest corners on the track and slightly uphill, so a nice flow through these is necessary to enable a good exit speed and fast approach to corner 9.



**TURN 9** Corner 9 is a 90° right hand corner and uphill. A slight lift is an option in order to allow an easier set up and positioning of the kart in the middle of the corner, and then exit in the lead up to corner 10.



**TURN 10** This is driven with full acceleration all the way through the apex and onto the main straight – over the finish line.

