



Dani Pedrosa and the Ricardo Tormo Circuit, corner by corner



Circuit Ricardo Tormo

- Year of construction 1999
- Length: 4.005 m
- Maximum width: 13 m
- Number of corners: 14
- 5 right-handers and 9 left-handers**
- Direction: santi-clockwise



1

It's a third gear turn, in which you usually pass through the centre of the track very fast and then accelerate to the next turn. There isn't much overtaking on big bikes.



2

It's a first gear turn, and a good place to overtake, as it is not followed by a very long straight, and therefore, you don't go much faster. On coming out, you change up a gear.



3

It's another left turn in which you don't let off the throttle, although you have to take it very smoothly, as you usually skid and it links up to a right turn.



4

Turn 4 is the first right turn, and therefore, the tyres are always cold and it's a point where there are usually a lot of falls. On exiting, in second and hardly touching the throttle, you reach turn 5.



5

You take this turn in second and you have to prepare the exit very well, because turn 6 follows, which takes you to the back straight.



6

It's a point where you also usually hear the crowd. You start changing up to fourth or fifth, depending on the bike, and you reach the braking section on the back straight.



7

This is a braking section on a turn and another important overtaking point, where it's easy to make a mistake, although it's not a turn with many secrets. On exiting, you change up nother gear."



8-9

Left (turn 8) to right (turn 9) chicane, very fast, always with throttle, and when you're in theright turn you have to brake nearly flat, which makes it a dangerous spot.



10

It's a right hairpin that you take in first and which you leave accelerating, without too many problems. You change up to third to reach the next turn.



11

This is taken in second, and although it's tight, it's very fast. You exit quickly changing up two gears and in no time you reach the big left turn.



12

This is a turn in which you always skid a lot and it takes you to the final angle of the track.



13

This is the last braking section, where there is usually overtaking. It's taken in second. It doesn't cause many problems, although the bike reaches it with a lot of inertia and tends to push you outwards.