



Hallet Motor Speedway

Racing Oklahoma Style

By: Larry Patrick, OAPA

Everyone that enjoys car racing knows of the racing courses of Formula One, Indy Racing League, American LeMans Racing and of course NASCAR. NASCAR and Indy is basically an oval track racing where the drivers “go fast and turn left”. Formula One and LeMans have been races that have been held on tracks which are considered road courses with left and right turns, elevations changes and more of a challenge to the drivers. These types of tracks are becoming fan favorites to the point that Indy Racing League has several road course races and NASCAR has two, Watkins Glen and Sonoma, that are part of their schedules. But did you know that Oklahoma has a road course track?

Nestled in the Osage Hills 35 miles west of Tulsa, tucked into the southwest corner of the junction of the Cimarron Turnpike and State Highway 99 is the Hallett Motor Racing Circuit. Opened in 1976, Hallett has played host to auto racing, motorcycles and high speed go karts. Some of the organizations that run this circuit are Competition Motor Sports Association (COMMA), Sports Car Club of America (SCCA), Central Motorcycle Riders Association, and many other local and national racing clubs.

This 10 turn, 1.8 mile road racing course is considered to be one the most technically difficult tracks in the United States. This track has wide, grassy run-off areas, over 80 feet of elevation change and is unique in that the track can be run in either a clockwise or counter-clockwise direction, making it two completely different race courses. The other great thing about Hallett is by joining one of the

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racing associations or by renting the track, “Joe Average” can experience the feeling of being a race car driver.

The track was starting to show its age. The surface was losing grip and had serious fatigue cracking especially in some of the curves, which was affecting the racing on the course.

It also had water issues, structurally weakening the track. Co-owner and manager Scott Stephens decided that it was time to do something.

The first thing Stephens did was to reach out to OAPA to get an idea of what kind of damage the track had and what would have to be done to get the surface back in good racing condition. Stephens also contacted Dunham’s Asphalt Services for the work needed. Dunham’s and OAPA met with Stephens and plan was formed.

The idea was to mill out the areas that were not structurally sound, patch were needed, level were needed and place a two inch overlay on the track. There was area of 1400 feet on the track that was in good shape, so to save some money that section was fog sealed. This allowed concentration on the other 1.5 miles of the track. Stephens wanted all the work to be completed by the first race of the season, April 27th.

Work began on April 21st with Dunham’s mobilizing on location and getting the track ready. Milling was completed on April 22nd with laydown operations starting the 23rd. The plan was to use two pavers



side-by-side and a third in the wide areas of the track for two reasons, one to expedite the laydown operation and second to eliminate a cold longitudinal joint for better compactive effort and joint density. Kirby-Smith Machinery of Oklahoma City brought a Voegelé Vision 5200-2i Paver for demo, later purchased by Dunham's. Dunham's also hired the services of Ellsworth Construction to help with the laydown using a Cat AP555E Paver. Where a third paver was needed, a Leeboy 8510 was used.

The roller operation had a Hamm 14 ton and Ingersoll 7 ton rollers for breakdown and the rest of the roller train was made up of two Cat 4 ton rollers and a Hamm 4 ton. Density was checked with a density gauge and averaging 93% to 95% of Maximum Theoretical Specific Gravity. The work was completed on the track on April 24, 2014 and the pit area on the 25th.

It was decided to have a finer mix on the track since load was not the issue but more of a durability and water tight surface. An Oklahoma Department of Transportation S5 mix

(9.5mm NMS) was used, but with a twist. The S5 was designed using Recycled Asphalt Pavement (RAP) and Recycled Asphalt Shingles (RAS) with a PG76-28 asphalt cement. The RAP percentage was 15% RAP and 5% RAS. The aggregates used were produced by Anchor Stone from their quarry in northeast Tulsa, Oklahoma. The asphalt cement supplier, Asphalt Sales and Transportation of Tulsa, Oklahoma, was used because David

Duncan, the owner, has experience with supplying asphalt cements to race tracks. Back in the early 2000's when Texas Motor Speedway was reconstructing the area in tunnel turn and overlaying the track, Duncan was the one who supplied the PG82-22 used at TMS. All gradations, asphalt cement content, lab molded air voids and roadway density results met the testing perimeters for the project.

The track was striped by Jerry McDaniels of Ace Sealing and Striping on April 25, 2014, meeting the deadline. April 26, 2014, was the start of the first race weekend with practice being held that day and racing on the 27th. The track had more grip and was smoother than it had been in several years. Hallett management decided not to tell anyone about the overlay till they drivers and teams were showing up for the weekend activities. Wow what a surprise and they had some kind of racing so, if you enjoy racing and especially with a local flare go to Hallett Motor Racing Circuit. To get their schedule of races go to www.hallettracing.net. You will not be disappointed. **A**

