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Car accident race track road

LiveAbout uses cookies to provide you with a great user experience. By using LiveAbout, you agree to the use of cookies. Most of today's NASCAR NEXTEL Cup Series races are held on a superfast oval track with pawned turns; generally speaking, the more banking there is in translations, the faster cars can go through them. Oval ovals over a kilometer long are considered super-speeds, because the longer the straights allow cars to reach higher speeds. Of the current oval stripes, only three are less than 1.5 kilometres long. Advertisement Most of the oval has a curved front, and these are known as tri-ovals or D-shaped stripes. Those with four separate laps (such as Indianapolis Motor Speedway) are sometimes called quad ovals. All oval track races are run counterclockwise, meaning they only have left-handed turns. There are only two races on the road courses with numerous left-hand and right-hand corners with little or no banking activity. Today's tracks are paved, but it wasn't always like that. In fact, during nascar stock car racing's inaugural season in 1949 (when it was called the NASCAR Strictly Stock Division), all the tracks were dirt except the 7.15-mile Daytona Beach & Road Course, only part of which was paved. Racing on the dirt is a lot different than driving on the sidewalk. On dirt, cars often slide sideways around turns in two- or four-wheeled rides, making them difficult to control and can cause a lot of dust. It can be difficult to see where they are going to follow drivers, and this - combined with the fact that they are also drifting in their cars - increases the risk of dirt track racing. To make matters worse, routines can form in corners that can turn the car around if it hits them at a bad angle. Particularly treacherous was the round Langhorne Speedway, where racers drove all the way in a flat ride. Some of the sand tracks profiled here had a long, rich history with NASCAR. Charlotte Speedway in Charlotte, North Carolina, was the site of the first NASCAR Strictly Stock race, and this 3/4-mile track remained on the NASCAR schedule until the fall of 1956. Occoneehee Speedway hosts the third NASCAR Strictly Stock race of the 1949 season at Hillsborough, North Carolina. It was renamed Orange Speedway in 1954 and remained on the NASCAR schedule until it closed in the fall of 1968. Another famous track was North Wilkesboro Speedway in North Wilkesboro, North Carolina, a half-mile oval that held the final race of the 1949 season. Stretched to 0.625 miles the following year, paved midway through the 1957 season, it continued to hold NASCAR races until it closed in the fall of 1996. Darlington Raceway was the first fully paved track on the NASCAR schedule to open its gates in 1950, 2.25 length (later stretched to 1.366), it was also the first superspeed, and is still used in the NASCAR NEXTEL Cup Series Today. An even faster track was daytona International Speedway (not to be confused with the Daytona Beach & Road Course, which is a completely separate entity) that hosted the first Daytona 500 in 1959. With steep turns and 2.5 miles of pavement, it was a monster. The driver, Jimmy Thompson, once said of it: There have been other tracks that separated the men from the boys. This is the track that separates the brave from the weak when the boys go. Daytona was still considered by many to be the main track of the NASCAR schedule, although it went dark as the largest and fastest in 1969 at the 4.66-mile Alabama International Speedway, better known as Talladega. Gradually paved tracks began replacing the dirt tracks on the NASCAR track, and by the end of the 1960s there were only three dirt tracks on schedule. The last track race in NASCAR's top series was the Home State 200, held on June 30. Winner Richard Petty said afterwards: I hope a few dirt tracks are kept on schedule. This is the beginning of our racing brand. But that wasn't the case. The Era of Superspeedway had arrived, and there was no looking back. On the following pages, you can learn more about today's NASCAR racetracks. View images on the tracks and find out the information you need to know when you enter the competition, including the location, what you can bring inside and where you can find parking. For more information about all NASCAR issues, see: Do you know what to do right after a car accident? No one wants to think about that, but the average driver in the U.S. is in a 3-4 car accident in his lifetime. Team Clark spoke with experts about coming up with the best action plan the next time you're in a car accident. Follow these steps the next time you have quick links in a car accident: 1. Find a safe place This may go without saying, but after a car accident, the moments can be furious and confusing. Your top priority should be to try to limit personal injury or property damage. The first thing you want to do if you're in a car accident is that if you can get out of your car, you want to make sure you're in a place where you can't get hurt by oncoming traffic, says Atlanta attorney and former Fulton County (Georgia) Judge Quinton Washington. If you don't feel safe to leave your car, wait for the authorities to arrive. If the accident was minor and you can safely move your vehicle out of the driveways, you should do a check too. Next, you want to call 911, where the accident occurred. In almost any U.S., you can do this by calling 9-1-1. The sender then sends police, ambulance and/or fire assistance as needed. At this point, the authorities are beginning to investigate the accident. The act usually intends to inform investigating your accident about what they're doing, Washington says. For example, if you hit someone from behind, that's a clear responsibility. But if it's questionable who was responsible for the accident, you want to tell the officer your side of the story. That way, they can decide whether and to whom they should give the ticket. Police may have to conduct a crime scene investigation to determine whether the party who hit you may have been in any way impaired – or do something that may have disturbed them. These specifications can affect the insurance you can get if you decide it's the route you want to use. 3. If you are injured, take immediate medical attention when all this is in your way – and as soon as possible – you need to find out if you are injured or not. We need to find out right away and at the scene, Washington says. This is one of the things that people considering compensation for personal injury accidents look at. Adjusters and insurance companies have checklists. Checklists, he says, may include questions such as: Did the party get hurt? Did they leave the scene in an ambulance? What happened when they went to er-1? Did they make any treatment visits to another doctor? If there are a couple of weeks between an accident and deciding on pain, insurance companies are much more skeptical, he says. You have to remember that if cars hit each other, and a person who weighs much less than those cars absorbs some of that effect, you may not know what the effects might be immediately. You probably have so much adrenaline that passes through your body can be tricked into thinking it's okay when it's not. 4. Get photos of the scene if possible, as we mentioned earlier, authorities will write an accident report and make sure they have contact and insurance information from the drivers involved, but there is something else you should do to protect yourself. Always make sure you get pictures of the crash site, Washington says. You want to document property damage to both your vehicle and the other party's vehicle. That way, when the insurance company calls you, you can describe exactly what happened, as you remember it - and that the other driver is honest too. Another thing you want to do in the aftermath of a car accident is to notify your insurance ombudsman as soon as possible. Your insurance company typically works with the other party's insurance company to find out who pays for the damages and any medical bills. The insurance company will make another decision (in addition to the authorities) after they have spoken with the insured person about whether or not to pay the claim, Washington says. Money expert Clark Howard says if the accident was clearly, Admit it to the investigating officer and your insurance company. The only way you should admit it is if you want to say you're guilty, Clark says. But if you're guilty, you can really help another person if you call your insurance company and tell them you've taken responsibility. Another person gets a rental car and gets their car processed through the body shop system much faster. 6. Follow the insurance and keep the file Finally, handling insurance after an accident can be a long process with a lot of information. For this reason, it is really important to keep detailed accounting, clark says. Make sure you maintain a file that contains all the information related to the wreck. This includes: Photos Police reports Claim numbers Names and numbers of claims adjusters Receipts for all accident-related expenses (for example, rental cars or carpool trips) The more organized you can keep everything, the better prepared you are to work on a solution to your claim. Last thought I hope you dont need any of this advice anytime soon, but it's always best to be ready. Archive these steps away comfortably knowing that if you encounter an unexpected car accident in the form, you are well prepared for the aftermath. More car insurance Clark.com: Clark.com:

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