



**RODIN**  
CARS

PRESS RELEASE

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## RODIN CARS COMPLETES NEW TRACK LAYOUT AND ALL-NEW RESURFACING WORK AT ITS OWN PRIVATE TEST TRACKS

MAY, 2020

**Rodin Cars has completed a significant upgrade to its test-tracks; widening Stage 2 from 7 metres to 10 metres, the construction of a 130 meter radius high speed turn on Stage 3 and a full resurfacing of both tracks.**

- **Rodin Cars completes extensive upgrade of its private test tracks in New Zealand.**
- **The complex consists of 2 tracks with a combined length of 4,788 meters and 19 turns alongside a 30m radius skid-pad for steady state handling development.**
- **The track is being used to continually develop the FZED while the redevelopment signals Rodin's intent to offer customers an unparalleled driving experience.**
- **The upgrades continue Rodin's unrelenting focus on quality and advanced engineering as it pushes forwards with the development of the Rodin FZERO.**

**Waiau, New Zealand, 11 May 2020** – Exclusive single-seater performance brand, Rodin Cars, has completed a substantial upgrade to its dedicated test tracks with a full track resurface and the addition of a challenging 130 meter radius corner. Similar to Suzuka's famous 130R corner, Rodin's new section offers customers an exhilarating experience with a stunning blend of fast straights, tight and technical chicanes and now a long sweeping left-hand corner that'll test both driver and machine. The new right turn is followed by a wide opening radius right hander that can be taken with just a down change and a strong commitment. This turn offers a different entry angle to the corner leading onto the main straight, compared to the the original and still usable configuration of Stage 3.

Rodin's test track was designed by Rodin Cars founder, David Dicker himself which comes as little surprise considering how closely Dicker is involved with every aspect of his business. A man who has driven or raced on many significant tracks throughout the world, Dicker understands what he likes and what he doesn't. He explains, "I created something I would really enjoy driving on myself. It's exciting, challenging and exhilarating. I laid out what I thought would be testing for both the car and driver."

The Test Track Facility is divided into three stages. Stage 1 consists of a 30m radius skid-pad used to fine-tune the balance of a car's handling. The second stage is an undulating 2,350m 12-turn circuit of dips, blind crests and varying cambers. Finally, Stage 3 is made up of a fast, flat and deceptively challenging 2,438m circuit of seven turns and a 900m straight upon which the Rodin FZED has achieved speeds approaching 300km/h. Stage 2 has now been widened to 10m to allow for a better driver experience.

Alongside the widening of the lower part of the track, the entire length of both tracks has been resurfaced through the combined efforts of JCL Asphalt, Cirtex Industries, and BG Cooke Construction. To ensure the existing track would not crack or move once a new layer of asphalt was overlaid, a bespoke combination of HaTelit C and HaTelit XP with a 40mmAC10 asphalt overlay was used. These materials were specially imported from Germany and the Rodin project marks one of the largest uses of these materials in New Zealand.

The new 130 meter radius corner has added a 3,000m<sup>2</sup> section to the track and will certainly challenge drivers of the Rodin FZED, exposing them to extreme levels of G-force and test how well the car is able to handle such

NOTHING LIKE IT.



PRESS RELEASE

a challenging turn. The new turn fits perfectly within the track and its racing pedigree reflects Rodin's desire to develop cars that are unlike any other outside of Formula 1.

"We added the 130 meter radius corner to further develop the Rodin FZED and Rodin FZERO handling at high-speed." Dicker said, "It's a challenging corner for both the car and the driver and will certainly add to the stunning experience of driving a Rodin vehicle. I'm pretty happy with the track and the customer experience centre now. We have big plans for this facility."

Adjacent the remarkable racetrack itself is Rodin's customer experience and development facility, which includes a fully-equipped race centre boasting a complete range of telematic and data analysis programs. This data allows the Rodin team to fine-tune the Rodin cars along with detailed performance data that can help a driver hone their own skills and performance. This customer experience is available to both existing Rodin FZED customers and to those who purchase the Rodin FZERO.

As Rodin seeks to join the ranks of the world's most advanced automotive manufacturers, no expense has been spared in ensuring all elements of the Rodin facility are of the highest possible quality. With the combination of the new corner and the widening of the track, 7,000m<sup>2</sup> of concrete and 8,000 tonnes of asphalt mix have been deployed at the Rodin facility, a project on a scale rarely seen for a private racetrack.

To learn more about the Rodin FZED, forthcoming Rodin FZERO and the Rodin Car's facility visit: <https://rodin-cars.com/>

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#### **About Rodin**

Technical proficiency, engineering excellence and one of the largest and most diverse collections of the machinery and 3D printers in the Southern Hemisphere, are the foundations on which Rodin Cars' is built. The automotive manufacturer has the capability to design and print many components of their bespoke supercars in-house - allowing the achievement and scrutiny of perfection to be more readily at hand.

Having the best team of engineers is fundamental to the achievement of everything that the FZED and FZERO were meant to be. The brightest up and coming thinkers and most adept craftspeople in the world of engineering have been sourced to achieve this goal. Partnering with the local university to support the engineering faculty is part of the Rodin Cars mission to promote and inspire the next generation of engineers.

When it comes to the Rodin cars - our engineers ensure there really is nothing like it.

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