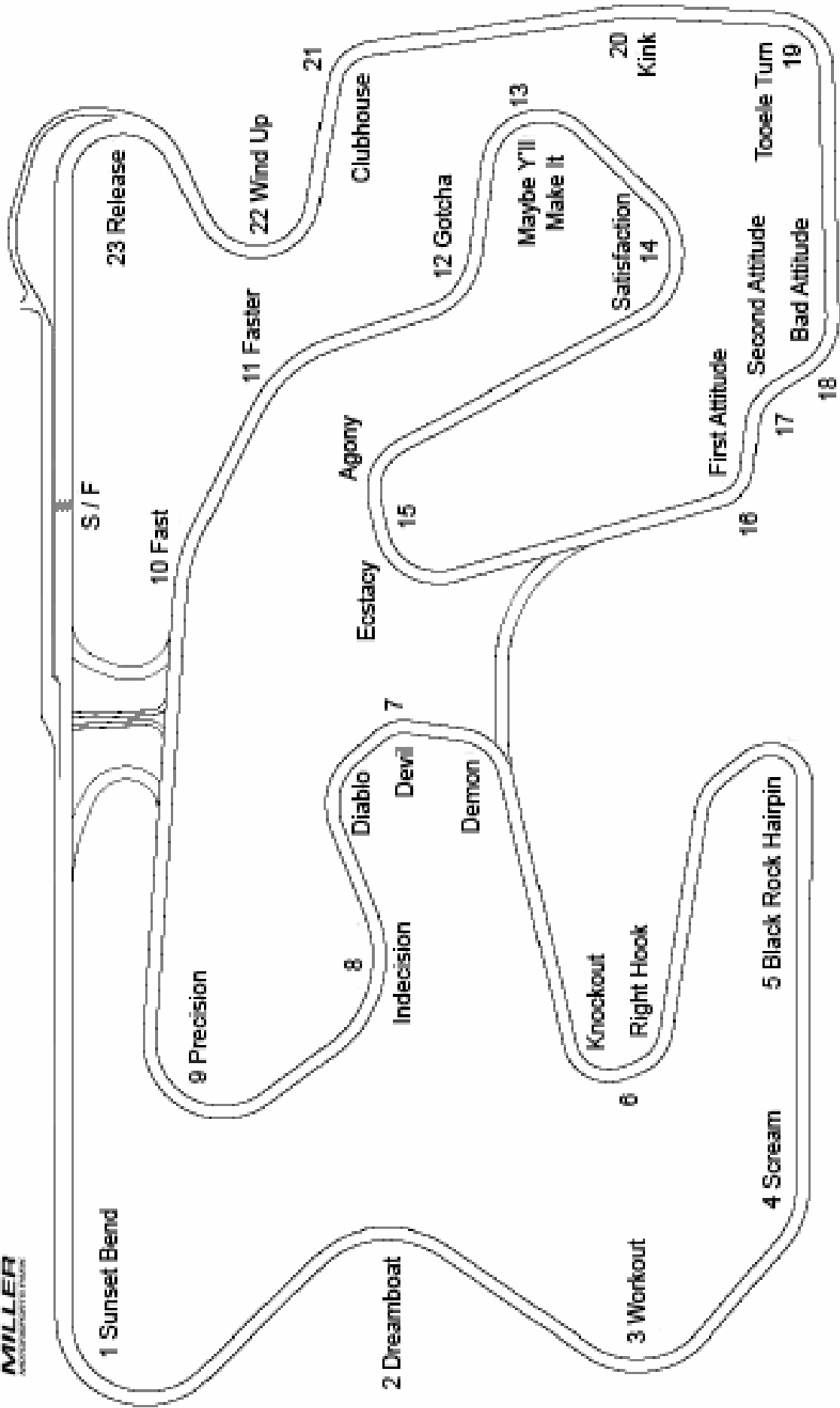




Miller Motorsports Park

4.486 Miles



Turn 1 – Sunset Bend

- Make sure car is at corner entry speed early and car settled before turn-in
- Carry a good bit of speed through turn as exit widens quite a bit at track out
- Turn in point is just before end of right side curbing
- Very late apex (almost at the end of the inside curbing)
- Get back on the throttle smoothly immediately as you start to track out
- Track out only to about mid track to set up for Turn-2, Dreamboat
- Position car back over to the left and brake lightly to get entry to 2 correct. Once you get this turn right, it can be taken with a slight lift or partial throttle in many cars.

Turn 2 – Dreamboat

- Once again you can carry a lot more speed through this corner than you first expect (build up to it gradually)
- Late apex turn
- Track out fully rather than pinching the exit to carry a lot more speed through this turn
- Position car to the right and brake lightly for turn 3, Workout

Turn 3 – Workout

- Make sure car is at corner entry speed early and settled before turn-in. Do not lift throttle in the turn or you're likely to get light in the rear <grin>
- Mid to slight late apex turn. (work up to partial to increasing throttle through this turn.)
- Get back on the throttle smoothly asap to take advantage of the high speed section between 3 and 5
- Track out fully to the right to set up for 4. Get 3 right and you can go flat out from early track out of 3 all the way to braking point for 5

Turn 4 – Scream

- It's just a kink and if you track fully out at 3 and mid-apex and track fully out, it can be taken at full throttle (build up to it gradually)
- Get this turn right and it's a S C R E A M and very easy to carry a lot of speed between 3 and 5. Lift mid corner at 3 or 4 or get off line and you may go off. Watched a beautiful C6 Z06 do just that through this series of turns at about 90 mph <yikes!>

Turn 5 – Black Rock Hairpin

Most everyone's least favorite turn. Not sure what the best line is.
Approach 1:

- Late braking into 5 staying to the right. There is some extra pavement there.
- Late turn-in skipping the first apex on the inside left corner
- Early on the throttle and late apex towards the end of the curbing on the left-side
- Corner opens up significantly mid-turn, so I always feel like I've slowed the car too much during the first part. Yet if you take it fast early, you're likely not to be able to keep it on track mid-corner to take advantage of where it opens up <ARG!>. I've seen a couple of cars, including a beautiful cobra, go off mid-corner at 5.
- Move gradually back to the left to setup entry 6

Approach 2:

- 5 can also be taken as a single input constant radius sweeper
- Earlier braking then approach first apex with turn in around the outside curbing
- Apex first corner and allow car to track around smoothly to hit the late apex at corner exit.
- With practice this can be taken as a single input turn with partial throttle to keep the car from scrubbing too much speed during the turn
- Move gradually back to the left to setup entry for 6

Turn 6 – Right Hook & Knockout

- Stay to the left on entry and ignore the first apex!
- Don't turn in as early as you think (at least in my case) as this is a decreasing radius turn
- Don't carry too much mid corner speed as this turn is DECREASING radius (that's the Knockout!)
- Late apex and smoothly on the throttle with track out to take advantage of the short straight between 6 and 7
- Get over to the right to set up for 7

Turn 7 – Demon, Devil & Diablo

- Some are treating this as a triple apex. Others feel it's a bit faster to treat it as a double apex. (I'm currently in the later group).
- Like 5 this can be taken as a single radius sweeper
- Corner entry is a bit deceptive and I'm not quite sure whether it is best to apex the first corner about a car width off the curbing or closer in
- Hit the first apex right and you can carry a lot more speed through this corner than you think. It looks like you're going to run out of track before the mid point of the turn; though if you build up to it gradually it seems perfect to carry fairly high, constant speed all the way through the mid and later part of the turn. You will not be able to see the last apex on 7 at mid corner. Don't get sucked in during the last part of 7. Demon, Devil & Diablo ... deceptive, cunning liars <wink>!
- Skip the mid-apex and stay out, out, out <grin>. The second half of 7 is such that all the visual cues seem to be to turn in. Don't. Stay out with what will eventually be a single input turn and track around to late apex the back side of 7
- Did I tell you to stay out? Don't forget it!
- Track the car out to the extent you need to based on exit speed from 7

Turn 8 – Indecision

- Excellent name for this turn. Tendency is to want to track back out to the left after 7 to setup for 8. Don't do it!
- Once you've tracked out to the extent you need to based on exit speed from 7, do NOT move the car over to the left to setup for 8
- Move smoothly towards the inside (right side) of the track, following the inside curbing to just before the mid point of the turn
- Let the car track fully out to the left to set up to 9
- You can carry a lot more speed than you initially think (at least in my case) through this turn. I'm partial throttle early in 8 before with increasing throttle as I progress through the turn and track out for 9
- Depending on your car you may be able to take 8 flat out.

Turn 9 – Precision

- Some say they can take 8 and 9 with just a slight lift at turn-in for 9. I haven't been able to make that work yet. Any tips on how to do it are welcome!
- Late apex 9 and get it right because 9-11 is the second longest straight on the track. 10 doesn't count as a turn.
- Track out at 9 and get on the gas through 10 ... that's why 10 is named FAST

Turn 10 – Fast

- Just a kink, stay on the gas
- No need to follow the curbing around from 9 to 10 to 11
- Set up for 11 by getting way to the left before turn in at 11

Turn 11 – Faster

- Turn 11 can be taken flat out; though if you take it flat out 12 will Getcha
- Easy on the brakes and hit a late apex
- Track out to the middle of the track to allow you to get the car over to the right and setup for 12

Turn 12 – Gotcha

- By sacrificing a bit on 11 you set yourself up for 12
- Late apex 12
- Track out to about mid track for 13

Turn 13 – Maybe Y'll Make It

- Mid to late apex 13
- Carry good speed and track fully out to the left to setup for 14

Turn 14 -- Satisfaction

- Late apex 14
- Carry good speed into and through 14
- Track out fully and take advantage of the short straight between 14 and 15
- Setup for 15 by getting over to the right

Turn 15 – Agony & Ecstasy

- Double apex leading onto another short straight
- Mid apex Agony and setup for Ecstasy
- Corner is slightly uphill and there is some camber down by the apex, so it is possible to carry more speed than you think. Work up to it gradually as the exit of the turn flattens out so you'll drift out to the right more than you may expect

Turn 16, 17, 18 – First Attitude, Second Attitude, Bad Attitude

- Approach to 16 is uphill so you can get brakes very late
- Late apex 16 and immediately start turn in for 17
- Get on the throttle once car is set up for 17 late apex and immediately start turn in for 18
- Build up to it gradually ... you'll likely be able to be full throttle through 17 & 18 into 19
- Track out fully to the right for the approach to 19

Turn 19 – Tooele Turn

- Approach to 19 is uphill so you can carry better speed into the braking zone than you may think
- Late apex 19 and take advantage of the camber on this corner down low by the apex to get some excellent grip
- After the apex the track flattens out and all that extra grip goes, so don't carry too much speed or you'll push all the way out to the right (there is a lot of runoff area there for a reason <grin>)

Turn 20 – Kink

- Just a kink with a number
- Get way to the right to set up for 21

Turn 21 – Club House

- You can carry good speed through this one
- Late apex
- Just make sure you can get the car back to the left to set up for 22 which is a critical one as it sets you up for 23, which leads on to the front straight

Turn 22 – Wind Up

- Turning into 22 you want very slow hands
- Be patient in this corner as the apex is at the very end of the curbing and you need to make sure keep the car all of the way to the right as you exit 22 to give you the clean line into 23
- Stay to the right to setup for 23

Turn 23 – Release (single most important corner on the track)

- Carry good speed through this corner. It's a long on camber turn so you can work up to carrying a LOT of speed through this turn.
- Enter turn 23 well to the right crossing using the exit lane (if allowed by the group you're running with) to set up for the turn-in
- Get down to the inside curbing about half way through the turn and stay down there through the apex to take advantage of all the camber. Most of the camber on this turn is down on the inside ... take advantage of it and get on the throttle early!