

A Lap Around Pueblo Motorsports Park – 2.2 Miles by Jerry Hodges and Andrew Jordan

Corner One: Your overall speed entering this corner is the highest there is on this track. It is a corner where you use normal braking, then trailing braking and the mild banking of the track to scrub off speed. Done properly, you can carry a lot of speed through this corner. To take advantage of the camber built into this corner, you want to stay in the lower half of the track. About half way through the corner, you can start lightly applying the throttle and by the time you get to the super late apex, you can have the throttle wide open. Remember, this is a **very late apex** with a **decreasing radius** at the exit. This is a turn where it is best to sacrifice some exit speed to assure a proper entrance to corner 2. Done properly, you will exit around the middle of the track and have a fairly straight shot back over to the right side of the track so you can get setup for corner 2.

Corner Two: Depending on your speed, either lift-off the throttle or use light braking to get set up for a **normal to semi-late apex**. Try to touch the flat concrete area at the apex with your inside wheels. This corner is much faster than it looks due to the camber and mild banking of the track.

Corner Three: If you are going to spin off the track, this is the turn that you will more than likely accomplish that feat. If you turn in just a bit early and apply too much throttle, get ready to take a ride out into the boonies. This corner has a **late turn-in** and **late apex**. Because the track drops off just past the apex, it makes for a somewhat blind exit.

Corner Four can be a very fast and interesting corner. You want to enter this turn fairly wide and fairly high because of the uphill banking and camber of the track. Shortly after turning in, you can start lightly applying the throttle and start steering the car down to the inside of the track for a **Very Late Apex**. You should have the throttle wide open, or very close to wide open, by the time you reach the apex. At this point you will have to start steering the car out of this turn to keep from scrubbing off speed and also controlling the drift with the throttle. If done properly, you should drift all the way over to the left side of the track and have a straight shot down the hill to corner 5.

Corner Five is at the bottom of the hill, while the exit of the turn is uphill. This is a high-speed corner with a **Neutral Apex**. It is faster than it appears due to the camber of the track and an uphill exit. Because of the camber and uphill exit, this loads your suspension and tires so they get a super grip of the track. As you exit this corner, you should be on the far left side of the track.

Corner Six is a long right-hand double apex turn that exits into corner 7. When you get this turn correct, there is very little steering input necessary to negotiate it. You will be entering the (A) part of this turn as you top the hill and from there the track flattens out.

(6A) From the left side of the track, you will start initiating the turn into 6A before actually seeing the apex, and then continue with a constant right turn through 6B.

(6B) You will want to clip the apex of 6B on the right and then the entrance to corner 7 on the left while braking in a straight line and aiming for the outside of corner 7.

Once you make the initial Turn-In to 6A, holding the steering wheel steady will result in a constant arc that correctly apexes both corners. There is no further steering correction necessary. As the track flattens out just before the apex of 6A, focus your eyes on the apex of 6B and the entrance of corner 7. Forget about the left side of the track. If done correctly, you will never have to worry about going off the track on the left. The first time you get 6A and 6B correct, you will know it immediately. It's a blast!!!

Corner Seven is the sharpest and slowest corner on the track. You will be braking in a straight line after leaving 6B and when you get to the high side of corner 7, you will get off of the brakes and start steering aggressively toward the apex of this turn. This is a **late apex** turn. You don't want to drop your inside tires down into the dip at the apex because it will upset your car and unload the left rear wheel. This will cause you to lose traction and drift too high coming out. Shortly after you turn in, you can start easing back into the throttle. Throttle control is very crucial to how well you exit this turn. Remember, there is a lot of camber in this turn and a wide exit area that allows for higher speed than what you might think. Since this is a tight turn, don't continue to steer the car to the left; it just scrubs off speed. Let it drift out of the corner in the direction it wants to go **comfortably** so the engine is working on driving the car forward, and not pushing the front end or spinning the tires, and oversteering on the back end.

If you're pushing the front end, you are scrubbing off speed. If you're spinning the back tires, you are losing traction and not putting all of your car's power on the track. Either way, you're slower than you should be.

Corner Eight is very important because it leads on to the back straight. This is a high-speed corner with a **semi-late turn-in** and a **semi-late apex**. On the approach to this corner, you will want to hug the extreme left-hand side of the track before you start your turn-in. When you get to the apex, you will want to place your right inside wheels within inches of the edge of the corrugated concrete strip. By doing this, you can apply full throttle by the time you get to the apex of the turn and won't run out of track at the exit. It is better to actually hit the corrugated concrete strip, than to take a wide apex. Once on the back straight, there is a jog or dogleg in the track that can be straightened out with no braking.

Corner Nine: You enter corner 9 at a fairly high rate of speed and should use hard, straight line braking. On this corner, you need to use a **late turn-in** and **late apex**. If you turn in at the right point, then you can be fully on the throttle by the time you get to the apex. This technique will give you greatest exit speed. This is another corner where an Early Turn-In and Early Apex with too much throttle will send you off the track. There is a slight uphill to the track between corners 9 and 10. Pylons and tires are used to define the entrance back to the pits and also how you enter corner 10.

Corner Ten: Because of the cone or tire placement leading into the entrance of corner 10 (which always seems to be a little different each time you come to this track), the correct Turn-In Point and Apex Point move according to the cone or tire placement. Often, the apex is the very first stack of tires.

This is a power-on, car-drifting dance and you will want to carry as much speed as possible through this corner, because it leads on to the longest straight on the track. According to the power of your car, you will either have to tap the brakes or lift off the throttle just before you turn in. You also want to use as much of the track as possible. Starting from the left edge of the track, turn in and stay as close as possible to the cones or tires leading up to the apex, and then drifting all the way back out to the left edge on the exit. There is a lot of track to use here, but due to the location of the tower, it makes this a blind corner. The straightaway is also a drag strip and has a recurring combination of asphalt, concrete and rubber. On top of all of this, it's very bumpy as you cross over the different surfaces. If the track is wet, then this area can turn into a skating rink, and this is **no exaggeration**. When wet, treat this corner with the *utmost caution*, because the two concrete retaining walls are very unforgiving.

General: The above synopsis is written with rear-wheel drive cars in mind. There would be some variations to the above for front- or four-wheel drive cars.