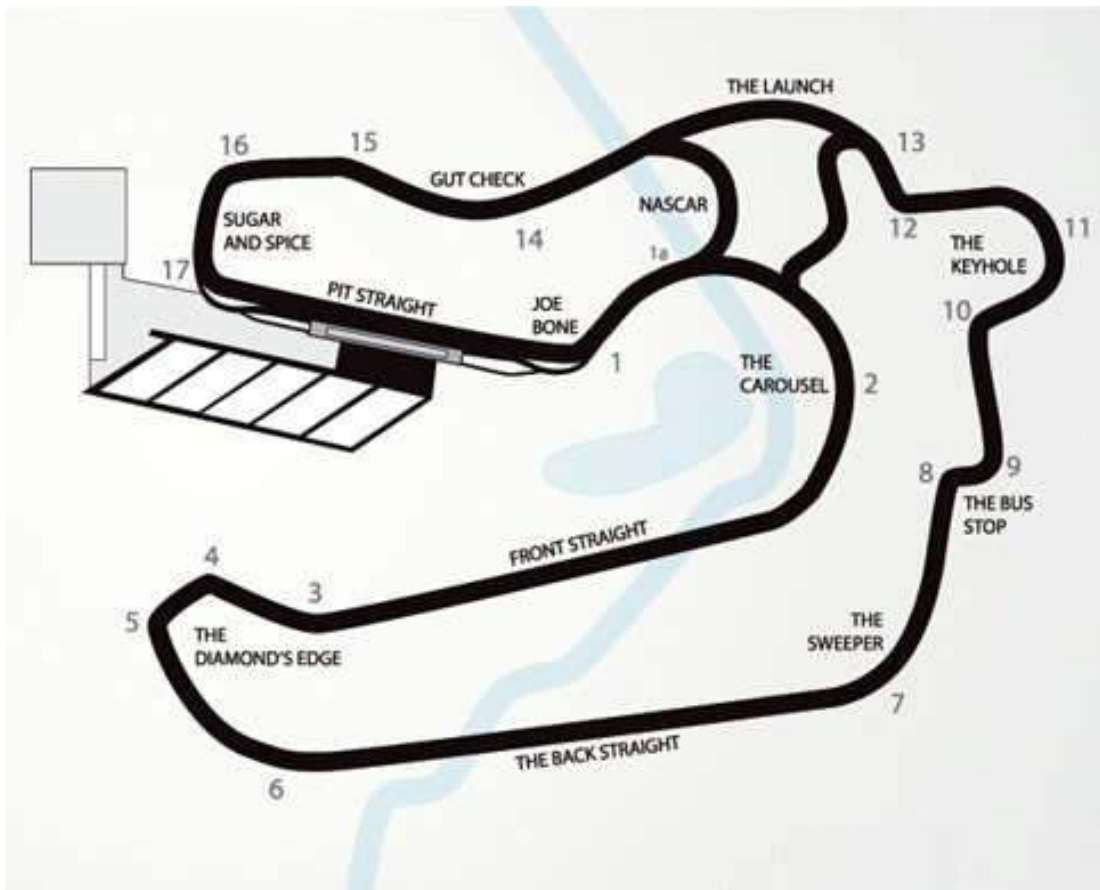


# A CW LAP AROUND MOTORSPORTS RANCH HOUSTON ©

## LONE STAR REGION OF THE PORSCHE CLUB OF AMERICA



**FOR PURPOSES OF THE LONE STAR REGION HIGH SPEED DRIVING EDUCATION EVENTS (“HPDE’s”), BELOW IS A DESCRIPTION OF A DRIVING LINE AROUND MSRH GOING CLOCKWISE. THIS DESCRIPTION SHOULD PROVIDE A GENERALLY SAFE APPROACH TO THIS TRACK.**

### **Turns 17 & 16 – Sugar & Spice**

You set up for Sugar & Spice as you cross the Start/Finish on the Pit Straight. You should stay about 5 feet from the left wall. Any closer to this wall increases the likelihood of picking up debris, such as rubber, nut & bolts, old fan belts, etc. Near the end of the Pit Straight, you will stay to the left in preparation for making a right turn at the end of the straight.

As you prepare to enter Turn 17, most cars are probably in 4<sup>th</sup> gear. Brake in a straight line (and downshift to 3<sup>rd</sup>), then, with a very little throttle to start, turn in for a mid-turn apex on the right curb then let the car drift out to the edge of the rumble strip on the left and then come in on its own to the apex of Turn 16. You should be gradually increasing throttle as you go through these two turns. If you do it right, it will be one turn of the wheel since you can use throttle steer to get around Turn 16 and to track out to the left as you head down toward The Launch. Be very certain to look for cars entering the track at pit out at Turn 16, as they will be in your direct line of sight, and the speed differentials here will be extreme.

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#### **Turns 15-14 – Gut Check**

As you leave Turn 16, look toward Turn 15 and apex mid-corner heading straight for the apex of Gut Check (Turn 14). You can be almost full throttle here.

Gradually bring the car to the left middle of the track to get ready for the hardest turn on the course, The Launch.

#### **Turn 13 – The Launch**

The Launch is a blind turn that happens immediately as you crest the hill. You should be mid-left on the track as you brake hard before cresting the hill. **YOU MUST FINISH YOUR BRAKING BEFORE THE CREST OR YOU MIGHT GO OFF LEFT.**

This turn is blind so you will have to “learn” how much to turn to complete a late apex heading for the apex of Turn 12. You should apex just past the track section on the right again heading for the apex of Turn 12.

#### **Turn 12**

As you head toward the apex of Turn 12, you should brake in a straight line to get down to the entry speed you need for the Keyhole. You don't need to get to the right before this turn since you will be slowing down enough to get through with a straight approach to the turn.

#### **Turn 11 – The Keyhole**

Turn 11 is a very late apex. This is a slow part of the track. Accept it as slow and then work to make it as minimally slow as possible. Enter the corner in the middle of the track and then keep the car slightly off the right edge until you can see a line to Turn 10.

A partial lift in the throttle in the latest stages of the turn might help rotate the car and reduce the dependence on steering input and front tire grip or just maintain throttle through Turn 11 so you don't have to lift prior to Turn 10. When the car is properly aligned on exit, you will be on the right edge of the track, parallel to the track edge and under slight acceleration.

#### **Turn 10**

After holding that parallel exit from Turn 11, turn into Turn 10 so as to put your left front wheel at the edge of the curbing of Turn 10. This is a mid-to-late apex turn as a setup for the Bus Stop. You should be accelerating slightly through this turn, but be careful not to overdo it, as understeer is very easy here, and it will really mess up your approach for the Bus Stop. Remember, the purpose here is to get set up for the Bus Stop and the following straight.

#### **Turns 9-8 – The Bus Stop**

Approach the Bus Stop on the far left of the track. If you aren't far left, you won't be able to get through both turns smoothly. Brake hard enough to go “in slow to come out fast”. As soon as you turn in to Turn 9, roll on the throttle (gently at first, don't overdo it) so you can get a head start on the Back Straight. Head directly to the apex of Turn 8 and then track out far right, touching the rumble strips on the right. Stay to the right as you head for the Sweeper rolling more and more on your accelerator.

#### **Turn 7 – The Sweeper**

Depending on your car, you should be able to be full throttle going through the Sweeper and down the Back Straight. Stay middle to left going down the Back Straight as you approach Turn 6.



### **Turn 6**

Turn 6 is not very important so you can approach it from the middle of the track. Brake as much as you need to feel comfortable going through Turn 6 and then braking in a straight line toward The Diamond's Edge. You might brake slightly before Turn 6 to shift from 4<sup>th</sup> to 3<sup>rd</sup> since you will be shifting to 2<sup>nd</sup> prior to the Diamond's Edge.

### **Turns 5-4-3 – The Diamond's Edge**

As you approach the Diamond's Edge, head straight for the rumble strip at the outside of the turn. You don't need to be to the right to apex Turn 5 since Turn 4 is much more important. Brake hard in a straight line (downshift to 2<sup>nd</sup> as you brake), look toward the apex of Turn 4 and start accelerating as soon as you turn in to Turn 4. Apex Turn 4 heading toward the apex of Turn 3 and the Front Straight. Most cars will be full on the accelerator coming out of the Diamond's Edge and down the Front Straight.

### **Turn 2 – The Carousel**

Approach the Carousel on the right side of the track. Brake in a straight line and then turn into the Carousel to round it mid-track. Drift to the right side of the turn about where the Nascar loop comes in. It's very hard to see the apex of Turn 1a and many drivers drift too far to the left before they need to turn into Turn 1a.

### **Turns 1a-1 – Jawbone**

Start looking left as you approach the Nascar loop (coming in from the right) looking for the end of the pit lane rumble strip. There is usually a cone on the end of the rumble strip but there are many cones along the left side of the track so you have to train your eyes to look for the end cone. Touch the end of the rumble strip staying to the left as you look right through Jawbone.

**NOTE:** Drivers new this track should go through Turns 1a and 1 slowly at first. It is very easy to get this section wrong, either by early apexing or by applying too much power. Done incorrectly, the results could be grave. If there is any place on this track where Slow In, Fast Out applies, it is in Turns 1a and 1.

As you enter The Pit Straight, you will continue to accelerate and shift to a higher gear heading toward Sugar & Spice.

You are now running down The Pit Straight approaching Sugar & Spice and another lap.

Good luck and have fun!

Written by Jack Smyth, Professional Driving Coach and PCA Instructor