

PUEBLO MOTORSPORT PARK

DRIVING NOTES

TAKE SPECIAL NOTE FOR THIS TRACK

- “Soft” hands & gentle accelerator/brake inputs in turns #1 and #6 A&B !!CAR BALANCE!!
- There are some distinct early & late apex turns – identify and drive accordingly
- Learn where to “brush” brakes vs. threshold braking (most are a “brush”)

TURN 1 - threshold brake / late late apex

Find exact braking point – 2.0 Marker -‘squeeze’ brakes

Double-clutch downshift to 3rd in middle of turn

FEEL CAR BALANCE

Force yourself to keep wide

VISION - to VERY VERY LATE apex

Track out entirely after apex

TURN 2 - brush brakes / early apex

Entry – To 2/3rds right side of track

‘Brush’ brakes – smooth momentum

VISION – Fast EARLY apex–focus on ‘track out’

TURN 3 - brush brakes / late apex

Entry - Accelerate hard, then lightly ‘brush’ brakes

Late turn-in to late apex

BEWARE: Off-camber exit

TURN 4 - brush brakes / late apex

Set up car with a slight ‘cheat-in’ line on entry

(BEWARE: Inside entry line has bumps (tough braking)

Keep **MOMENTUM!** w/light trail-braking

TURN 5 - brush brakes / early to mid apex

Find exact braking mark (between 2 & 1 markers)

Lightly ‘brush’ brakes (not too much!)

Semi-early to mid apex

Focus on apex & fast full track-out

TURN 6 A & B - great place to differentiate

PRECISE DRIVING-FOCUS - “A real finesse section”

Entry – Hug left side over hill

‘Lift’ but no brake

Wait...wait...wait...before turn in. **VISION!!!!** – focus on mid to later apex, then around the corner.

Once at apex-accelerate with smooth hands/feet inputs!!
If done correctly, hands are set in one position throughout section

TURN 7 - great place to differentiate

Entry - Keep trying to stay on gas where possible

Use straightest line possible for best braking

FOCUS – Keep **MOMENTUM** rounded turn

Drive to right side, ‘brush’ brakes, then momentum through gradual late turn-in

VISION – around the corner

Smooth, **MOMENTUM**, rounded corner – go all the way to track exit road upon exit if needed

TURN 8 - brush brakes / early apex

‘Brush’ brakes

VISION - to slightly early apex and full track-out

Upshift to 4th gear after exit

TURN 9 - threshold brake / late apex

Entry – drive straight line from Turn 8

‘Squeeze’ brakes – downshift to 3rd

Late apex

VISION - to slightly off-camber track-out

TURN 10 - brush brakes / late apex

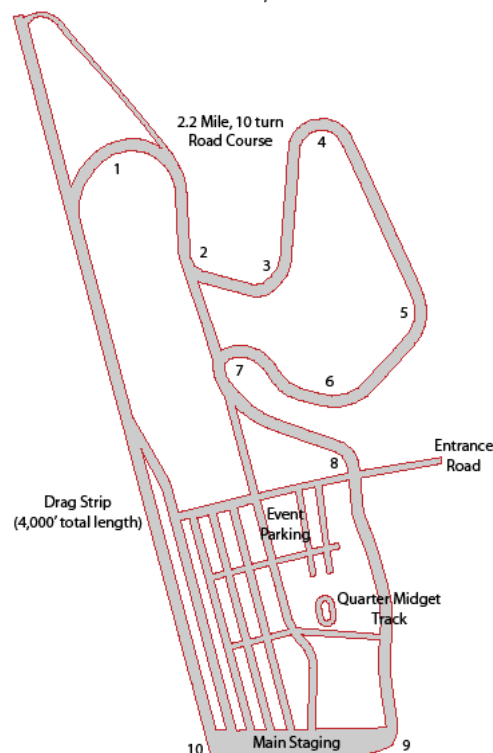
Be careful – drag strip is slippery!

‘Squeeze’ brakes / nip apex

Exit to far left ‘drag strip’ side to 3’ wide concrete strip (left wheels on concrete for best traction)

Pueblo Motorsports Park - Facility Guide

Track Altitude: 4,900 ft. Correction Factor: .9393



Emphasized Performance Driving Concepts (Besides SAFETY FIRST!)

“The Line”

An imaginary line that’s the most efficient and quickest way around the track

“High” and Around-the-Corner Vision = **Smoothness** = Car Balance = Best Laps

Track/Car Awareness

Down-track, your mirrors for other cars, corner worker flags, your gauges, car “feel”

Cornering

Turn-in, Apex (early, center, and late), and Exit

Braking

“*Squeeze*” the brakes, then a very *smooth gradual lift* to corner “turn-in”

Reference Points

1) Establish to start braking for each corner 2) Corner Cones: turn-in, apex, and exit

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