

Moroso Motorsports Park Notes:

By Bruce MacInnes

Turn #1 (Front Esses): A fast set of gentle esses. Any speed adjustments should be done in a straight line before turn-in or in transition, right-to-left (good handling cars take them flat out). Since the draft works while turning, it is important to time all passes for the exit on driver's left down the straight.

Note: *There are 3 speed changes as you approach and pass a moving car* – (1) You speed up first. (2) It speeds up as you smooth out the turbulence behind it. (3) It slows up as you pull out to pass and re-establish the parasitic drag.

Turns # 2A & B: The track is wider on driver's right approaching the braking zone than it is at the turning point. Start braking early @ 3 feet from the right edge (using "The Procedure"* to find the braking point) and keep your car perfectly straight to the turning point (painted blue dot). Downshift with good footwork and turn with brakes on. Do a soft brake release (trailbrake) and remember that an abrupt release of the brakes will create over-rotation. Add a bit of power to settle the car and stay reasonably low between 2A & 2B (not much more than _ way out). Time a soft TTO (trailing throttle oversteer) feather off of the throttle approaching 2B and line up for a late apex at the end of the inside curbing. Track out to the curbing on driver's right at go straight approaching the braking zone for turn #3.

* "The Procedure" – Warm up the brakes/Establish a braking level using an early brake point/If not brake-turning-brake later/If over-rotating-brake sooner.

Turns #3&4: The exit line from turn 2B will naturally lead you to the braking zone near the edge on driver's left for turn 3. Use the same braking/ trailbraking/ TTO sequence as 2A&B. Turn @ the blue dot. Again, be patient to late apex turn #4... Respect this turn – it eats racecars and is a bad place to go off. Track out to the exit curbing.

Turns #5&6-(The Rhythm Section): Use the normal braking/trailbraking sequence. Although these turns are esses, there is no need to over-compromise the line in 5. There is time to rhythm out and then all the way back to the left edge at the turning point for turn 6. Most cars do not turn well for 6 (the long right-hander onto the backstretch). You need to feather off the throttle and perhaps gently touch the brakes to get the car pointed to the apex. Avoid "pedal snapping" and use "F.B." (Flowing Brilliance). Squeeze the throttle to catch the slide-if any. Look to the late apex at the end of the curb and accelerate (if all looks well) to the exit curbing. Remember, always look thru (not at) apexes. The proper line should let you straighten the wheel as you add power on all flat corners in the world. Breathe easy and look ahead.

Turns 7A&B: The secret here is to park it for 7A. This is a classic "slow in-fast out" corner. Some (not all) cars can use the apex apron on driver's left and perhaps a bit of the curb at 7B. Consider a TTO feather off the throttle in transition, left to right. Track out and stay against the grass for a proper approach to turn 8.

Turn 8A7B: Turn precisely at the turning point (just past the end of the curb). All speed adjustments should be done either before 8A or in the transition between A&B. Many cars can use the curbing at the apex. It is extremely important to take care releasing the throttle for the braking zone for turn 9 (feather off the throttle and trail ON the brakes for 9 –Then, threshold brake.

Turn 9: Park it...Brake perfectly straight, then brake-turn almost to the apex. Go slower than you think. The turning point is the pavement change. Track out wide at the exit behind the tower, and slow up for turn 10 (a slow “upshift-trick” works for some cars here).

Turn 10: An important exit speed turn. Be sure to figure out where the track (verses pit-in) goes here. At the track-out of turn 9, straighten your hands just a bit while adjusting power to successfully late apex turn 10. Again, respect the exit of this turn.

Basic Rules:

Steering wheel position determines brake level and throttle position.

Know where to adjust speed to turn a good lap. Races are won on straights.

Precision = lap time. Radius = Speed. Look through the turns.

The brake and throttle are for balance as well as braking and acceleration. Brake bias is important here.

If you drop two wheels off at a track out, go to even throttle/straighten the steering wheel/&look where you want to go. If it hooks or spins – Lock the brakes instantly under most circumstances (there are exceptions to every rule).

Don't hit a Whopping Crane – lots of paperwork.

If you are stuck off track at Moroso, consider staying in the car... Then look around to see what's coming to eat you.