



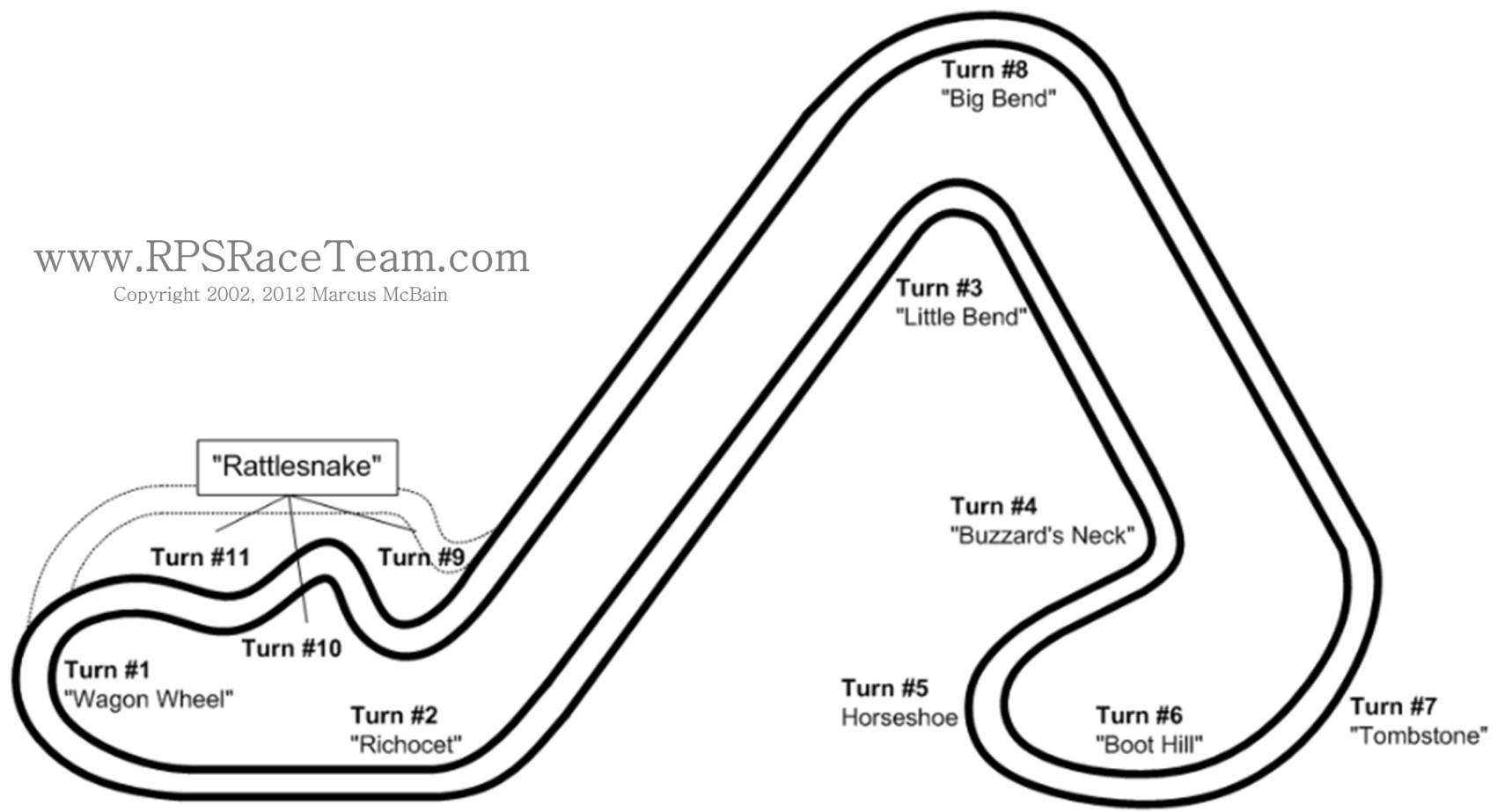
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**Overview**

Motorsport Ranch in Cresson, Texas is a very technical racetrack that features cambered and off-camber turns with decreasing and increasing radius features. In Short, it is an excellent track to train and learn on. Next to Oak Hill, it would have to be considered the "one track" that a rider can learn the majority of riding techniques relative to racing a motorcycle.

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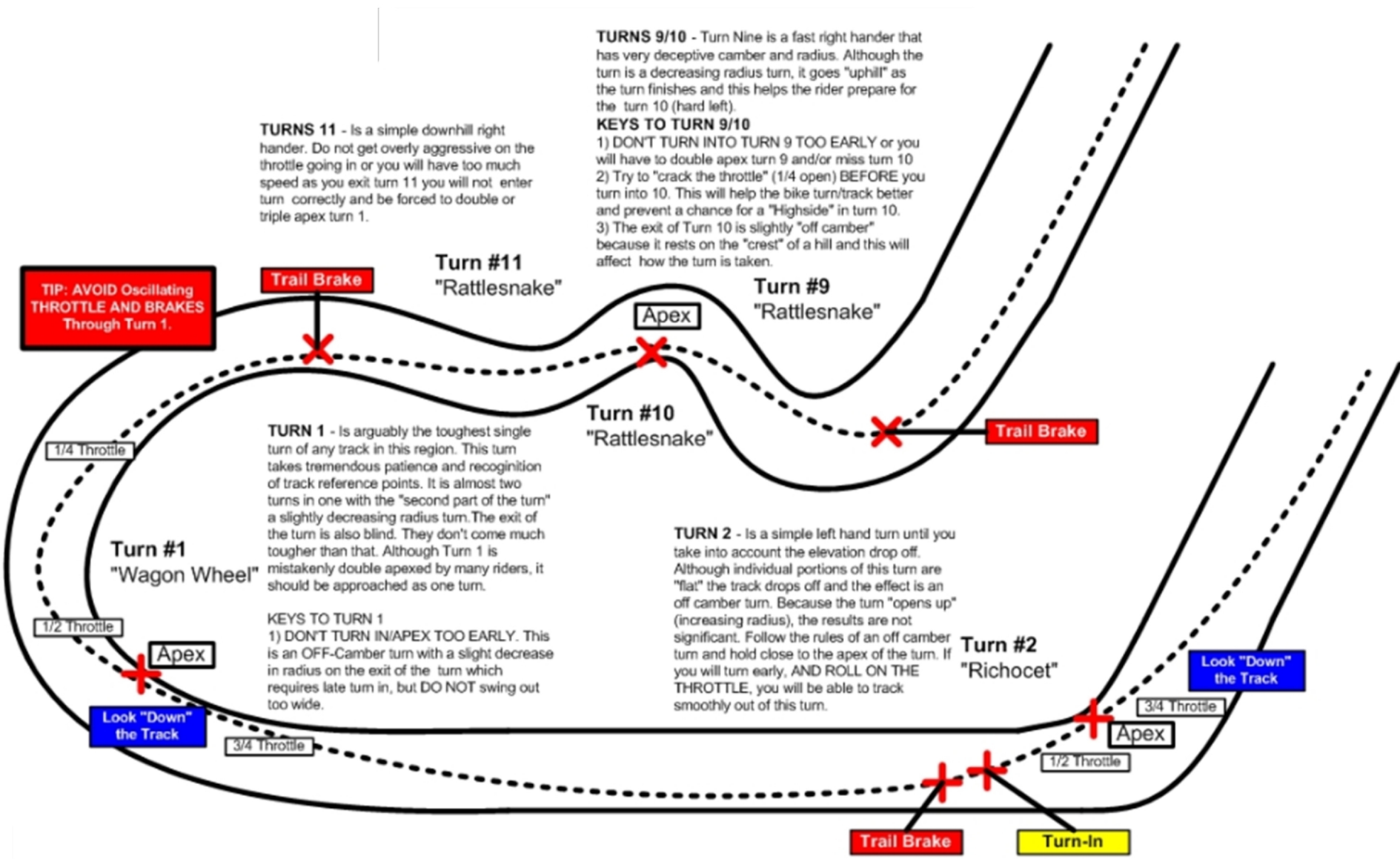
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**Overview – Rattlesnake, Wagon Wheel, & Richocet**  
(Turns 9, 10, 11, 1, & 2)

These Turns represent less than 1/3<sup>rd</sup> of the total track distance, but account for nearly 50% of the time that a rider will be engaged in riding during a lap. Mastering these turns will significantly decrease lap times. This can only be achieved by realizing the technical challenges each distinctive turn presents



**TIP: AVOID Oscillating THROTTLE AND BRAKES Through Turn 1.**

**Trail Brake**

**Apex**

**Trail Brake**

**Look "Down" the Track**

**Look "Down" the Track**

**Trail Brake**

**Turn-In**

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## Overview – Little Bend & Buzzard's Neck

(Turns 3, & 4)

These two turns seem very simple, but again the technical challenge of the track makes these turns much more challenging than they look. With a slight decrease in radius, turn three must be apexed "late". Turn 4 is tricky due to the "bump" on the inside, but the need to setup turn 5 also makes the rider compromise their turn strategy.

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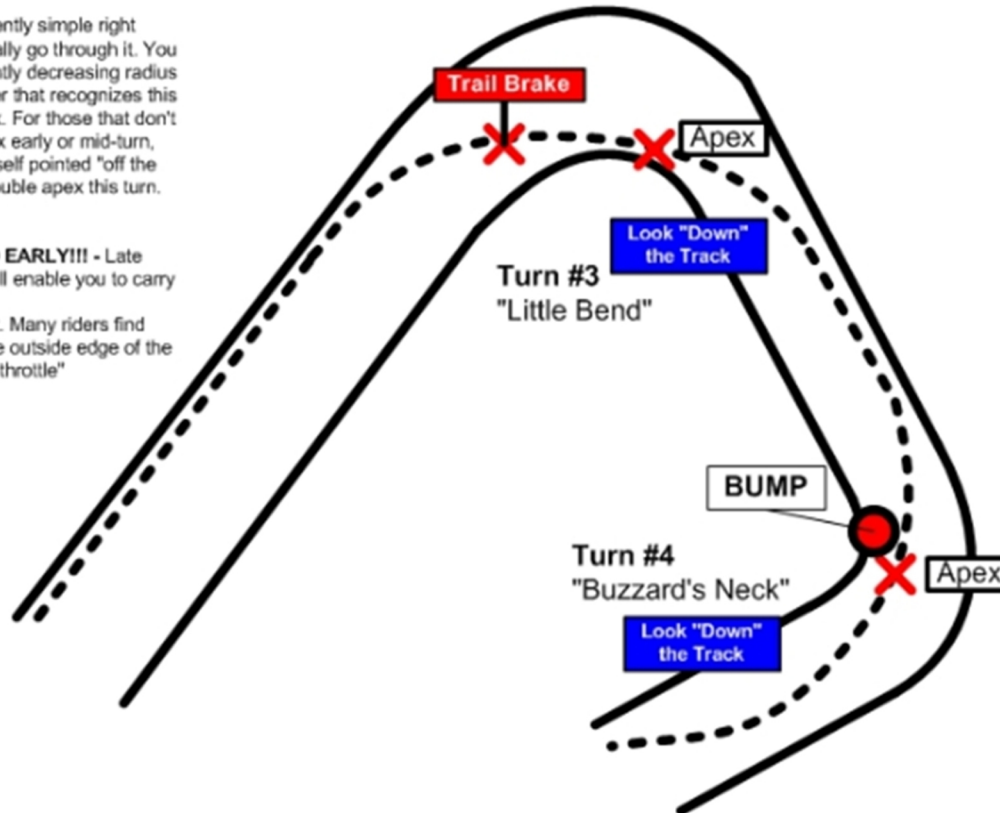
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**TURN #3** - Is an apparently simple right hand turn, until you actually go through it. You soon find it is an flat slightly decreasing radius turn that rewards the rider that recognizes this and conducts a late apex. For those that don't follow the rules, and apex early or mid-turn, you will quickly find yourself pointed "off the track" and will have to double apex this turn.

### KEYS TO THIS TURN

- 1) **DON'T TURN IN TOO EARLY!!!** - Late apex this turn and this will enable you to carry speed out of this turn.
- 2) Look "Down" the track. Many riders find themselves looking at the outside edge of the track, and have to "chop throttle" consequently.



**TURN #4** - Another turn that is more difficult than it looks. NORMALLY YOU WOULD APEX MID TURN, BUT IN ORDER TO BE PROPERLY SETUP FOR TURN #5 (Horseshoe), IT IS BEST TO APEX late. ADDING to the difficulty of this turn is the "BUMP" on the inside of this turn. Although conventions dictate your "proper" line would take you over the bump, this slows down most riders as it "unsettles" the front end and causes a high "mental taxation".

### Keys to this turn

- 1) Try to get most of your braking done as you enter the turn. Trail braking will tend to make you run "wide" and blow your entry for turn 5.

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## Overview – Horseshoe, Boot Hill, and Tombstone

(Turns 5, 6, & 7)

These turns all flow into ONE giant turn when approached correctly. A big key to these is to enter into turn 5 properly so that you are not pointed “off the track” on the exit (of turn 5) or too far inside either.

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**TURN #5** - This turn is the “key” to successfully executing turns 6 and 7. Many riders tend to “miss” the apex and this leaves them pointed off track or double apexing turn 5. Although this turn goes uphill, the turn tends to be “off-camber” with a slight decrease in radius. With the exit of turn 5 “blind” many riders anticipate cresting the exit of the turn and find themselves too wide and looking “off track”. This will cause the rider double apex and affects momentum entering turns 6 & 7.

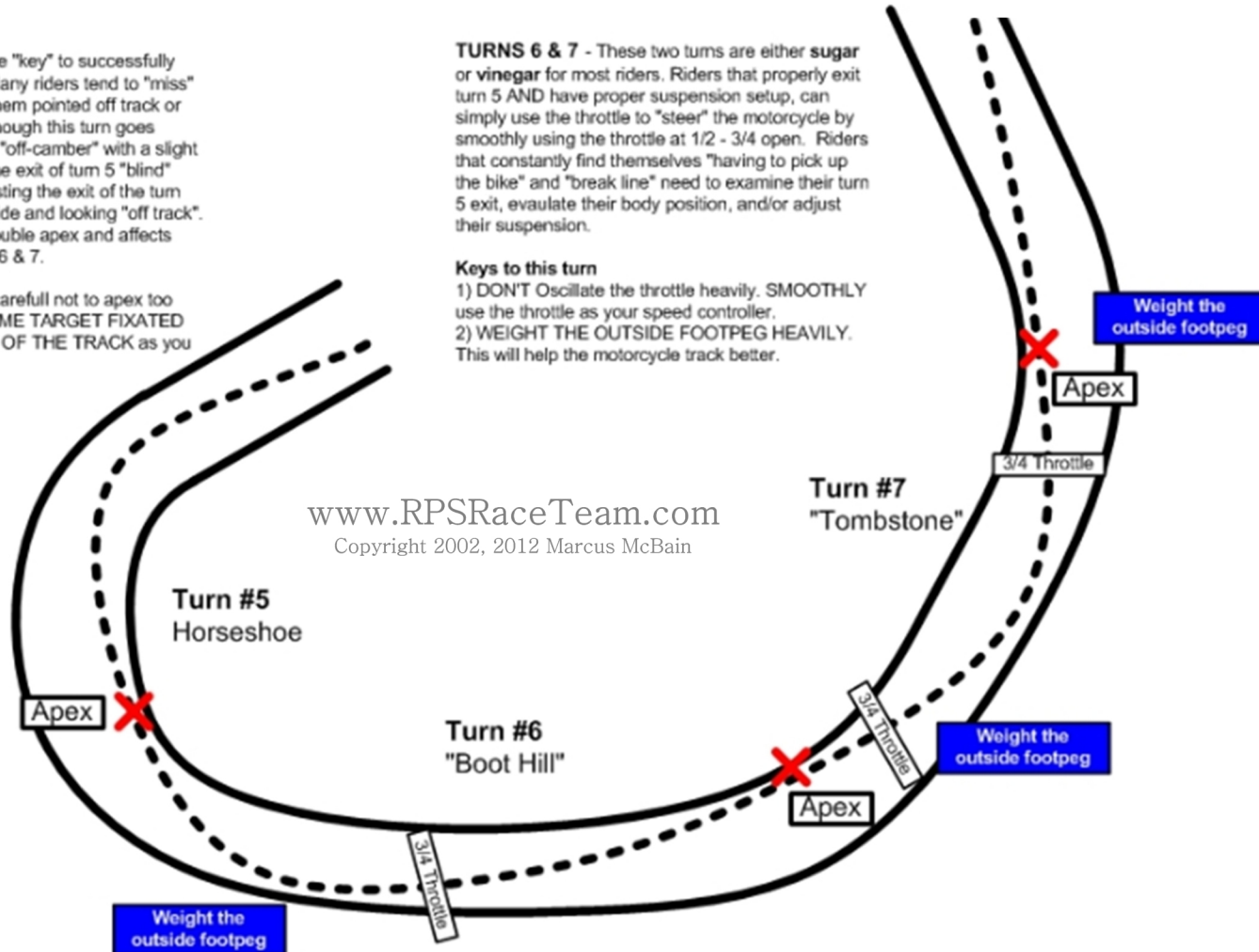
### Keys to this turn

1) As you enter turn 5 be careful not to apex too early, and **DO NOT BECOME TARGET FIXATED ON THE OUTSIDE EDGE OF THE TRACK** as you crest the exit of turn 5.

**TURNS 6 & 7** - These two turns are either **sugar** or **vinegar** for most riders. Riders that properly exit turn 5 AND have proper suspension setup, can simply use the throttle to “steer” the motorcycle by smoothly using the throttle at 1/2 - 3/4 open. Riders that constantly find themselves “having to pick up the bike” and “break line” need to examine their turn 5 exit, evaluate their body position, and/or adjust their suspension.

### Keys to this turn

- 1) **DON'T** Oscillate the throttle heavily. **SMOOTHLY** use the throttle as your speed controller.
- 2) **WEIGHT THE OUTSIDE FOOTPEG HEAVILY.** This will help the motorcycle track better.



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## Overview – Big Bend

(Turns 8)

Turn 8 is the icing on the cake. You can get every other turn “right” on the track, but if you don’t nail Big Bend, you quickly forget all of your successes earned in the previous turns of your lap. Turn 8 has off camber characteristics as a result of the drop in elevation in the turn that the rider can find VERY tricky to deal with if not given proper attention.

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