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Overview

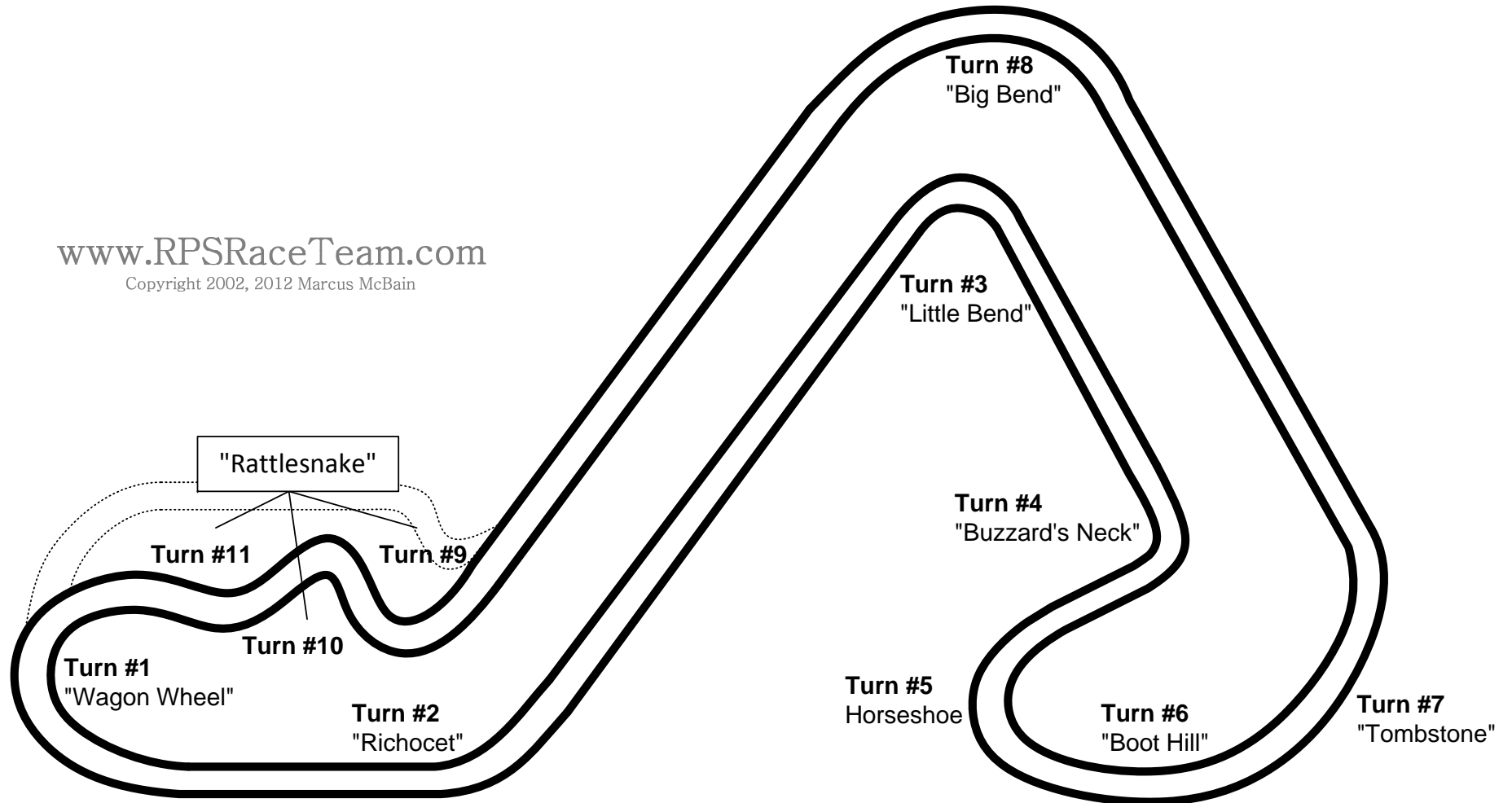
Motorsport Ranch in Cresson, Tx. is a very technical racetrack that features zero camber and off camber turns with decreasing radius turns. In short, it is an excellent track to train and learn on. Next to Oak Hill, it would have to be considered the "one track" that a rider can learn "all there is to know" about how to race a motorcycle.

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Overview - Richocet, Wagon Wheel, and Rattlesnake

These turns represent less than 1/3 of the total track distance, BUT these turns represent ALMOST 50% of a respective LAPTIME. Mastering these turns will significantly decrease lap times. This can only be achieved by realizing the technical challenges each distinctive turn presents.

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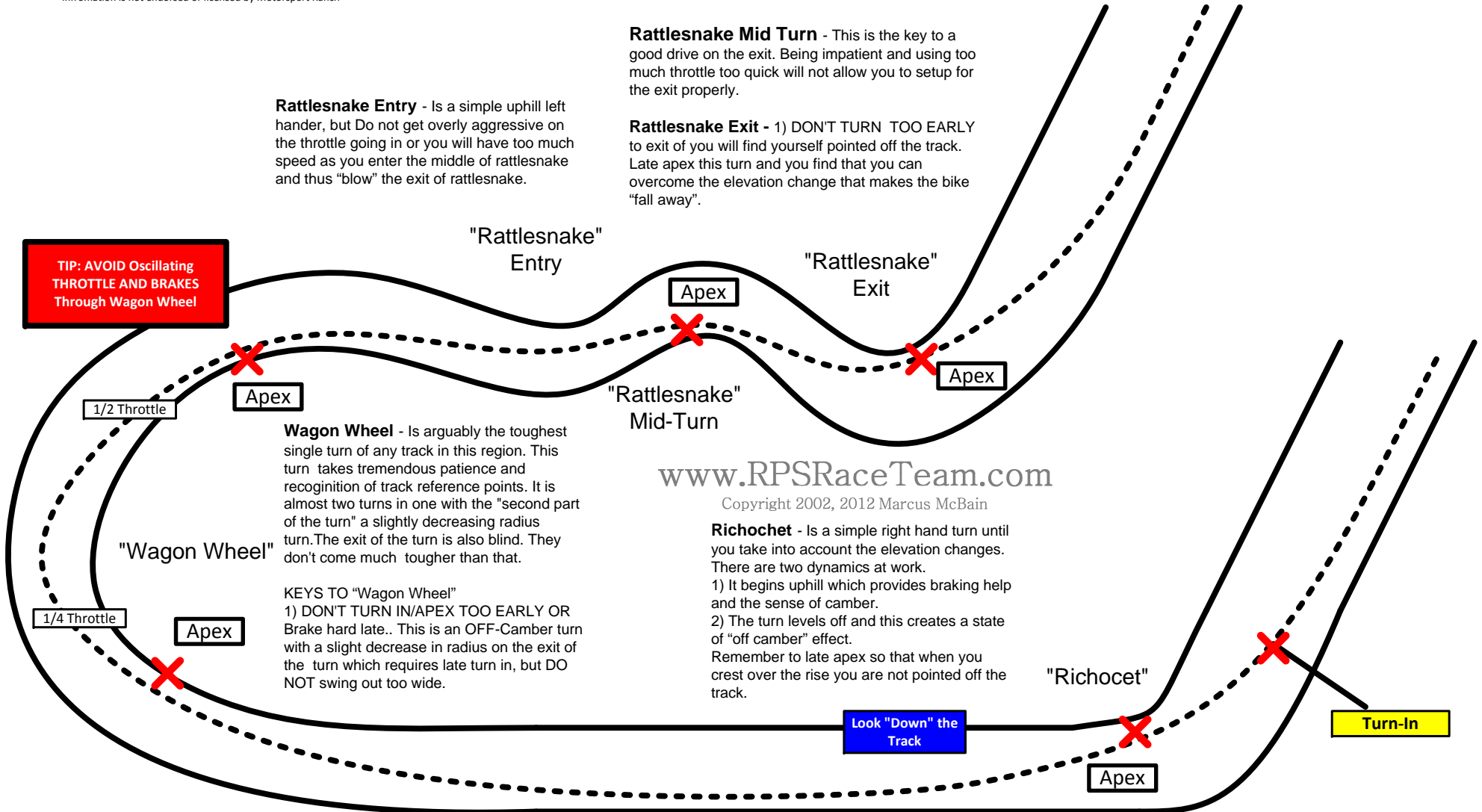
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Rattlesnake Entry - Is a simple uphill left hander, but Do not get overly aggressive on the throttle going in or you will have too much speed as you enter the middle of rattlesnake and thus "blow" the exit of rattlesnake.

Rattlesnake Mid Turn - This is the key to a good drive on the exit. Being impatient and using too much throttle too quick will not allow you to setup for the exit properly.

Rattlesnake Exit - 1) DON'T TURN TOO EARLY to exit of you will find yourself pointed off the track. Late apex this turn and you find that you can overcome the elevation change that makes the bike "fall away".

TIP: AVOID Oscillating THROTTLE AND BRAKES Through Wagon Wheel



Wagon Wheel - Is arguably the toughest single turn of any track in this region. This turn takes tremendous patience and recognition of track reference points. It is almost two turns in one with the "second part of the turn" a slightly decreasing radius turn. The exit of the turn is also blind. They don't come much tougher than that.

KEYS TO "Wagon Wheel"

1) DON'T TURN IN/APEX TOO EARLY OR Brake hard late.. This is an OFF-Camber turn with a slight decrease in radius on the exit of the turn which requires late turn in, but DO NOT swing out too wide.

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Richocet - Is a simple right hand turn until you take into account the elevation changes. There are two dynamics at work.

- 1) It begins uphill which provides braking help and the sense of camber.
- 2) The turn levels off and this creates a state of "off camber" effect.

Remember to late apex so that when you crest over the rise you are not pointed off the track.



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Overview - Little Bend & Buzzard's Neck

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 increase in radius, Little Bend should be apexed a bit early. Buzzard's neck is tricky due to the "bump" on the inside.

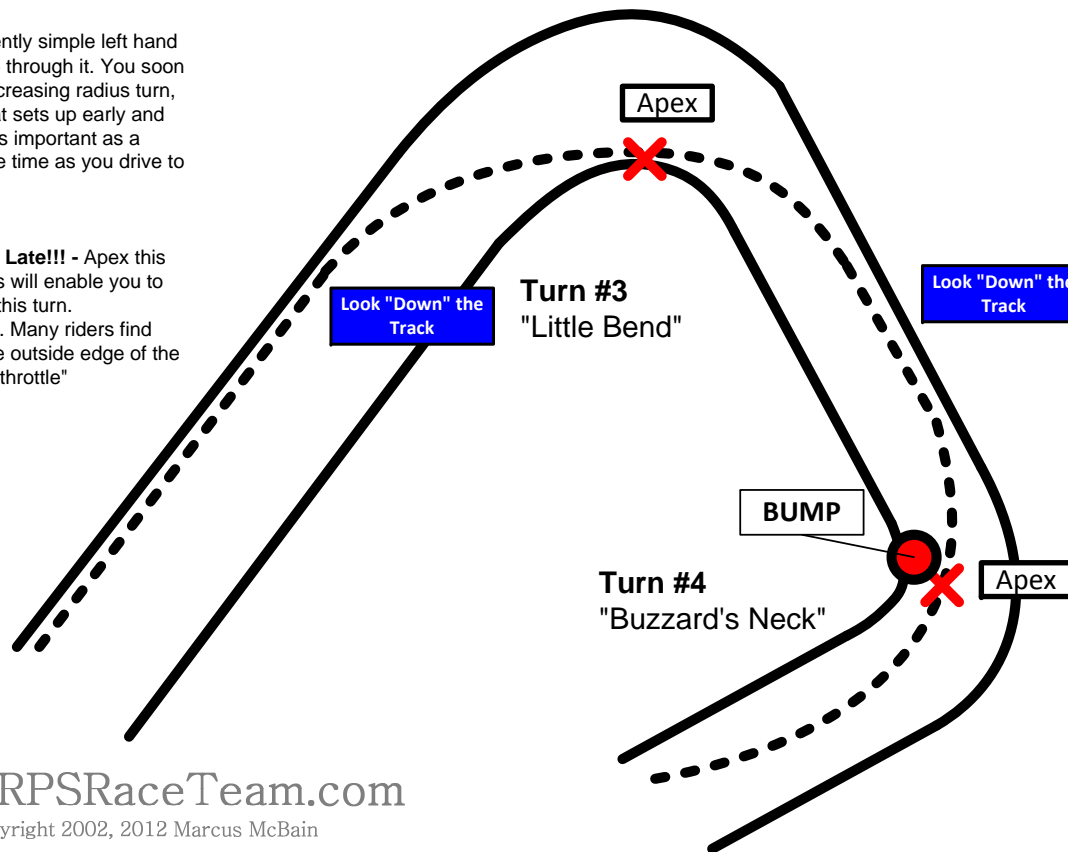
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Big Bend- Is an apparently simple left hand turn, until you actually go through it. You soon find it is an flat slightly increasing radius turn, that rewards the rider that sets up early and turns the bike. This turn is important as a good drive gains valuable time as you drive to Richocet.

KEYS TO THIS TURN

- 1) **DON'T TURN IN TOO Late!!!** - Apex this turn slightly early and this will enable you to carry more 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.



Buzzard's Neck - Another turn that is more difficult than it looks. The "BUMP" on the inside of this turn creates a different line than the text book would have you run. 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 drive to "Little Bend"

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Overview - Tombstone, Boot Hill, and Horseshoe

These turns all flow into one giant turn when approached correctly. Make sure you prepare for Horseshoe correctly. This turn will come up and "bite you on the rear" quickly if you do not brake properly/early enough.

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Horseshoe - This is the most challenging turn in terms of technical execution AND racing grit. The turn will appear quickly as you crest the entrance to the downhill drop. As this happens, you realize that you should have started preparing for the turn before the blind down hill crest.

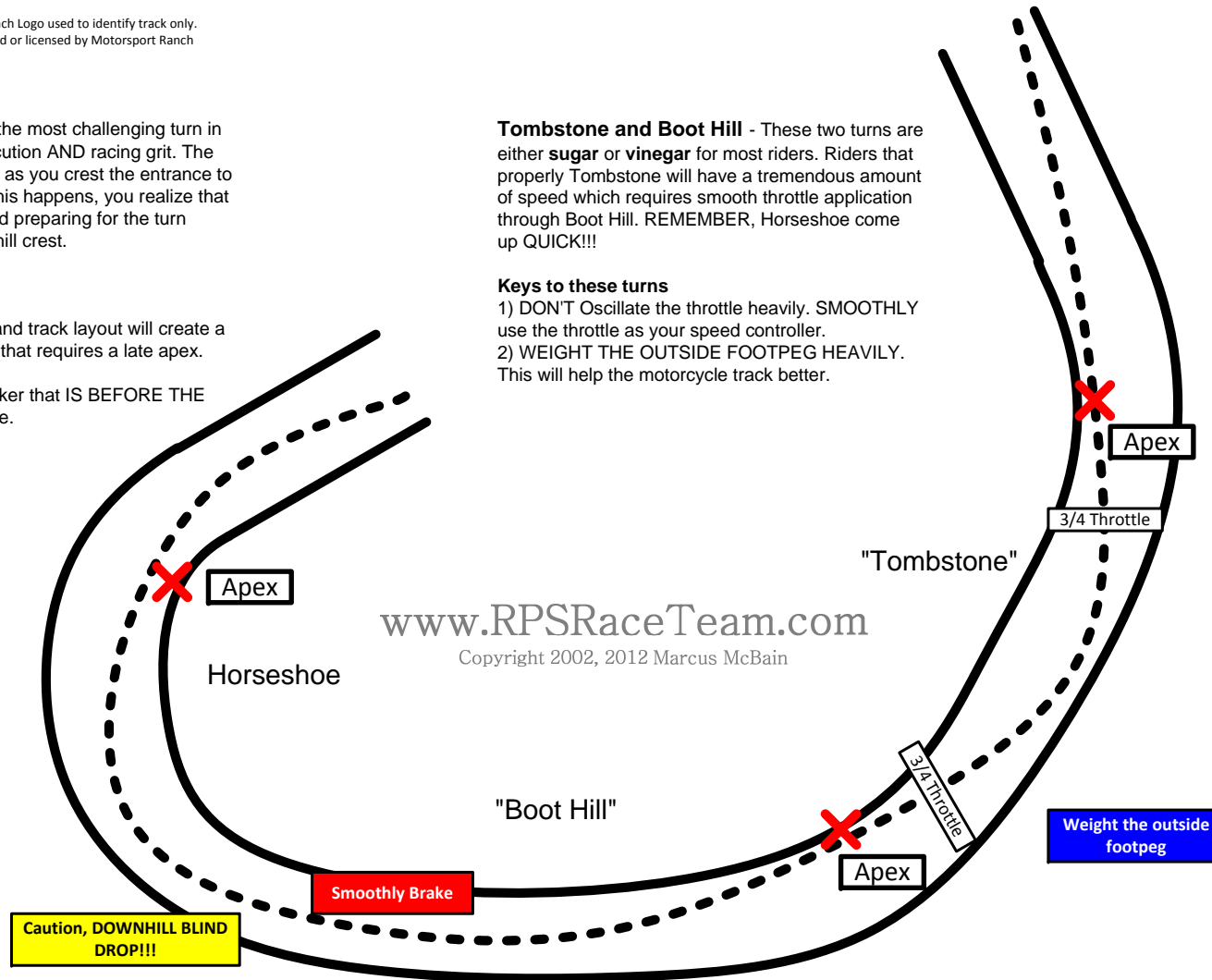
Keys to this turn

- 1) The downhill slope and track layout will create a decreasing radius turn that requires a late apex.
- 2) Pick your brake marker that IS BEFORE THE CREST on the entrance.

Tombstone and Boot Hill - These two turns are either **sugar** or **vinegar** for most riders. Riders that properly Tombstone will have a tremendous amount of speed which requires smooth throttle application through Boot Hill. REMEMBER, Horseshoe come up QUICK!!!

Keys to these turns

- 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.





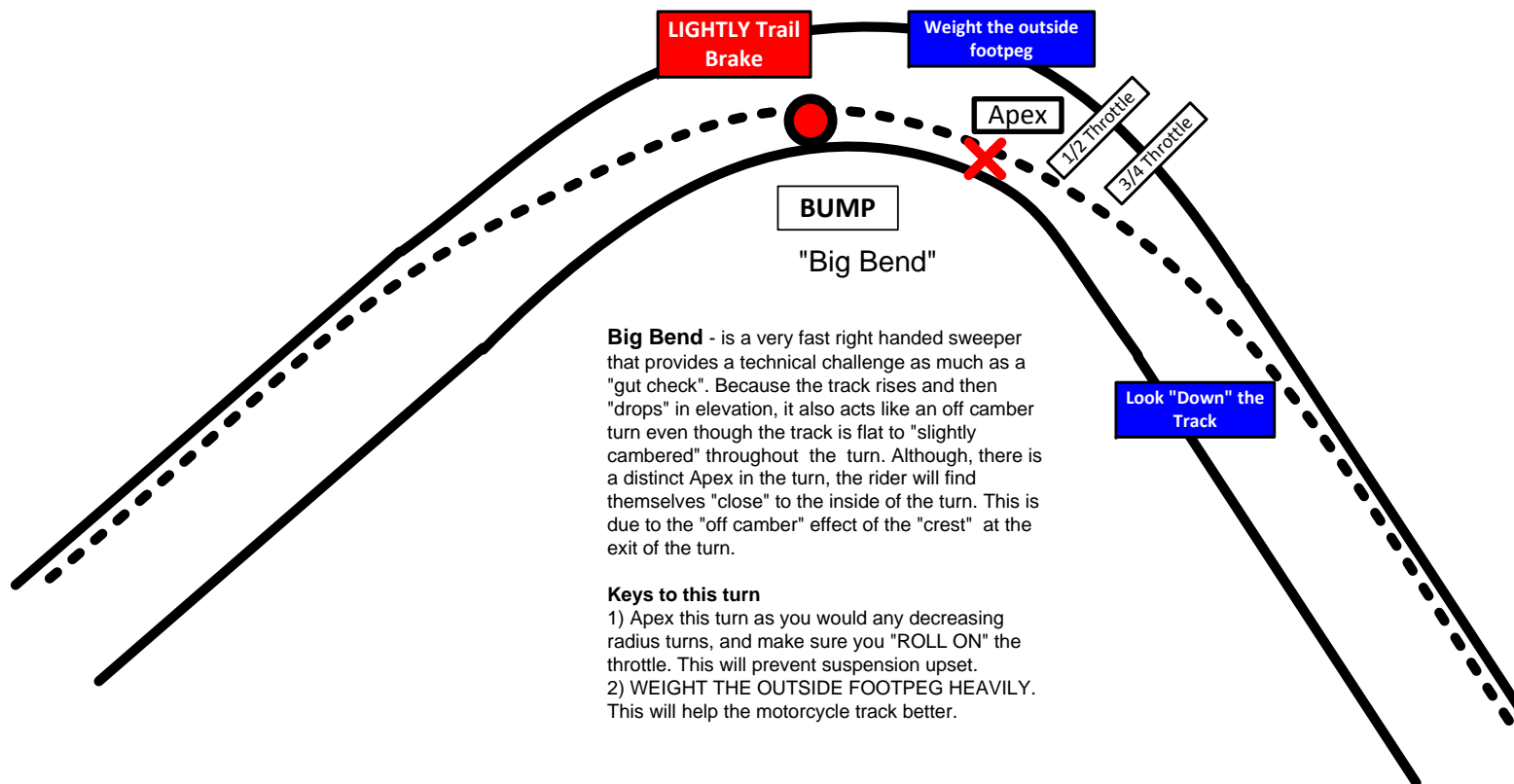
Overview - Big Bend

Big Bend is the icing on the cake. You can get every other turn "right" on the racetrack, but if you don't "nail" Big Bend, you quickly forget all of your successes earned in the previous turns of your lap. Big Bend has an off camber characteristic resulting from the crest on the turn exit that the rider can find tricky to deal with if not given proper attention.

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