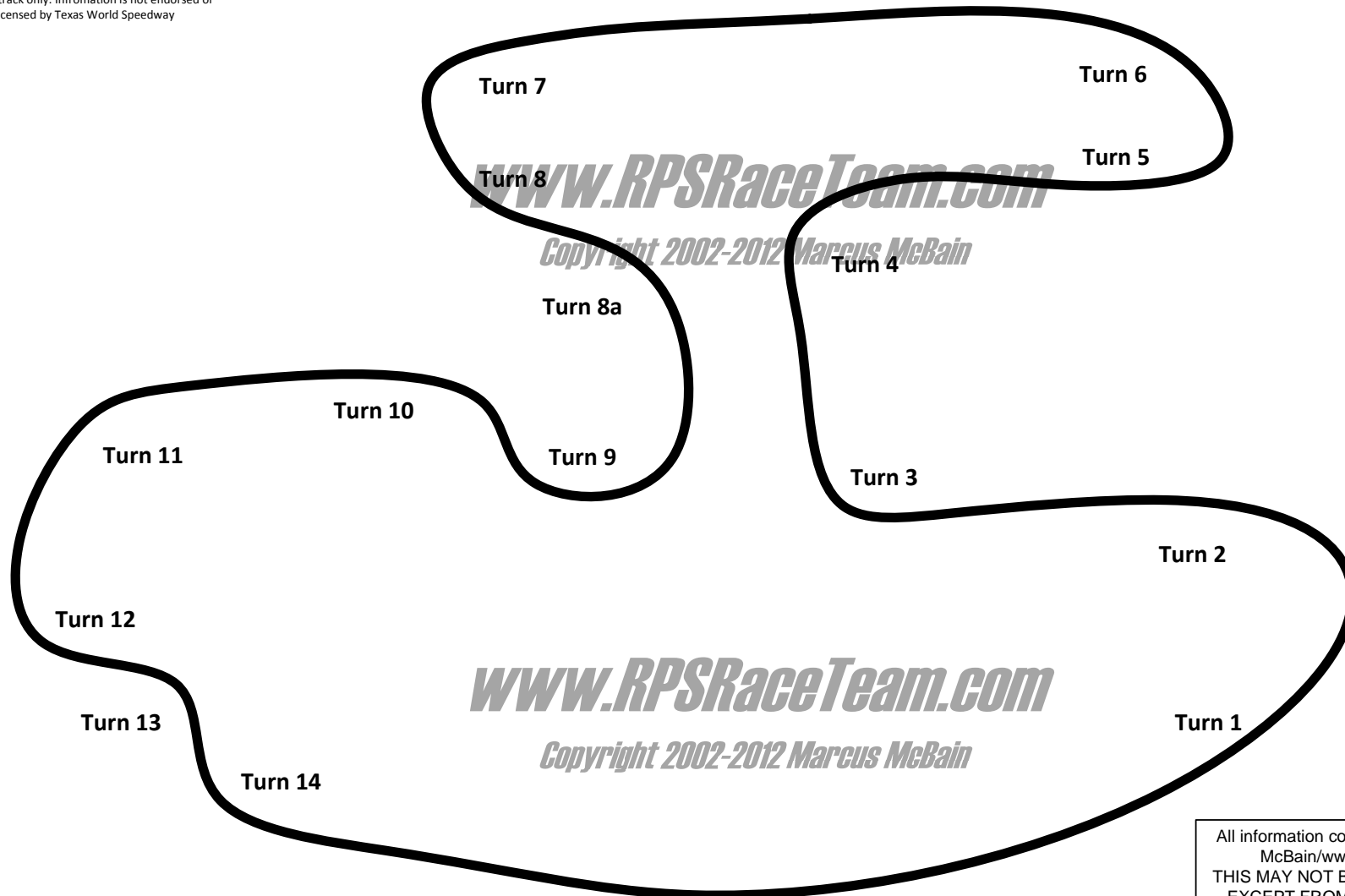




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Marcus McBain's Advanced Racing School

Overview - Texas World Speedway is an ultrafast roadracing course designed for national races and weekend enthusiasts. The TWS 2.9 mile road course that is commonly used by CMRA and WERA/RPM raceclubs features 14 turns. Although turn 8a is referred to turn 9 in some instances (thus bringing the total turn count to 15), we will refer to this turn as turn 8a for this course.



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Texas World Speedway Turns 1, 2, & 3

Turns 1, 2 & 3 provide the greatest opportunity to increase lap times. Many riders fail to get a smooth rhythm through these turns and lose up to 4-7 seconds a lap here.

Entering Turn One...

The key to turns one and two is the entry into turn one. Upon crossing the first brake marker, turn in so that you can see a very long "chute" that will allow you to be upright as you go down into turn one. As you cross over the banking transition, begin to trail brake. NEVER BRAKE HEAVILY. It is not necessary and will scrub off too much speed. Once the bike is settled and you have crossed the transition, grab three downshifts (YOU MUST HIT 6th GEAR ON THE STRAIGHT) and begin to turn the bike.

Allow the bike to scrub off speed. Braking is not really necessary at this point. Begin to turn the bike and WEIGH DOWN THE OUTSIDE FOOTPEG.

You will notice a tremendous performance increase by weighing down the outside footpeg. As you cross the midpoint between turns 1 & 2, aim for curbing to turn 2 and begin to roll on the throttle. You can use all of the track on the exit and once your bike is upright, begin drifting over to the left side of the race track.

Entering Turn 3...

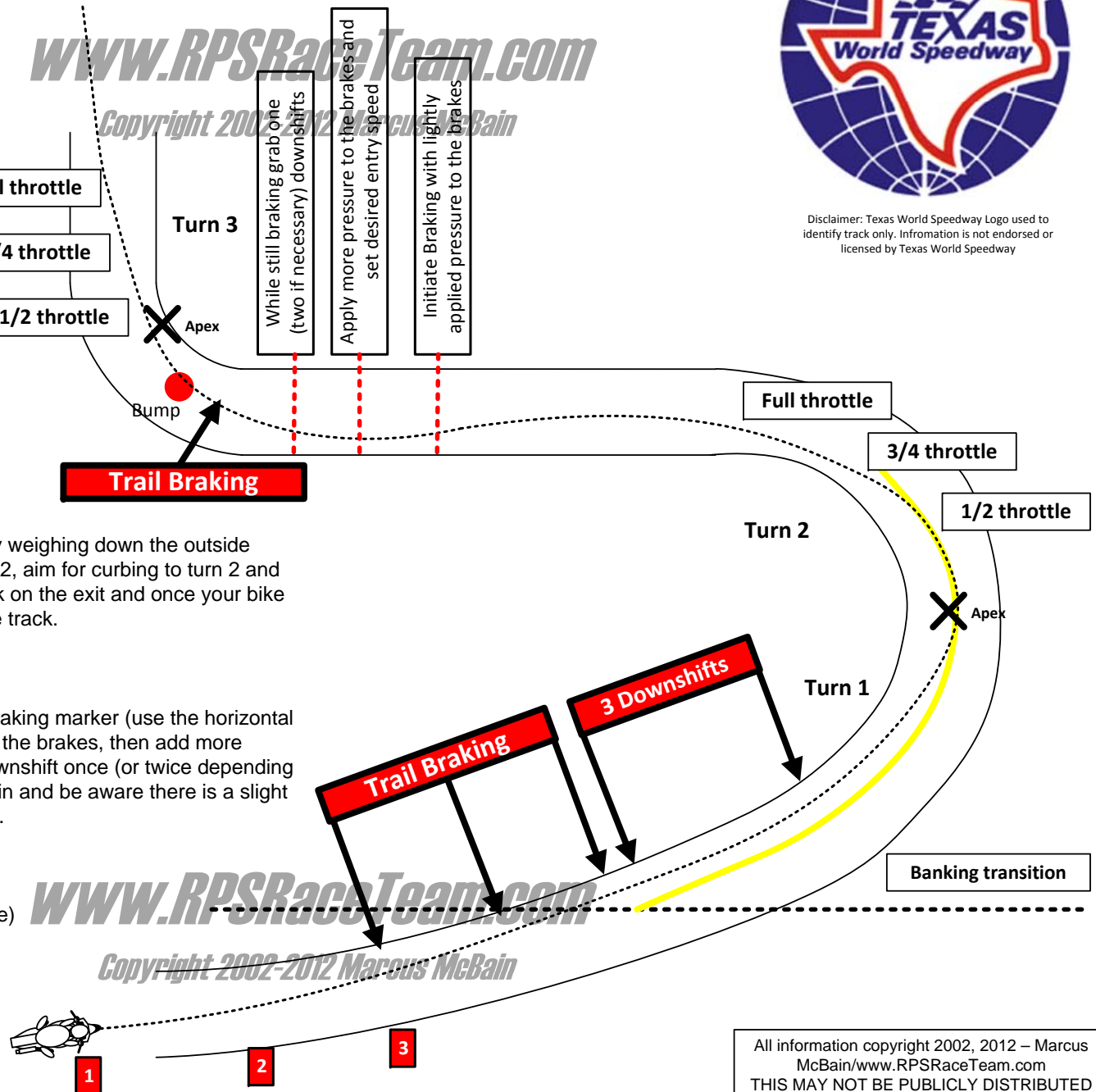
As you drift left and prepare for turn 3, pick out your braking marker (use the horizontal seam in the track for reference) and apply pressure to the brakes, then add more pressure until your speed is appropriate for turn 3. Downshift once (or twice depending on gearing) while you are finishing your braking. Turn in and be aware there is a slight bump/dip in your race line RIGHT BEFORE your apex.

DO:

- 1) Use less brake
- 2) Use as little of the track as necessary (Don't go wide)

DO NOT:

- 1) Downshift on the banking
- 2) Turn late



Texas World Speedway Turns 4, 5, & 6

Turns 4, 5, and 6 will flow into a rhythm when properly run with no distinctive transitions of speed.

Entering Turn 4

Turn 4 is not the "funnest" turn on the track. With pavement irregularities going into the turn and in the turn, this turn is also somewhat complicated as it is a "right-handed" turn.

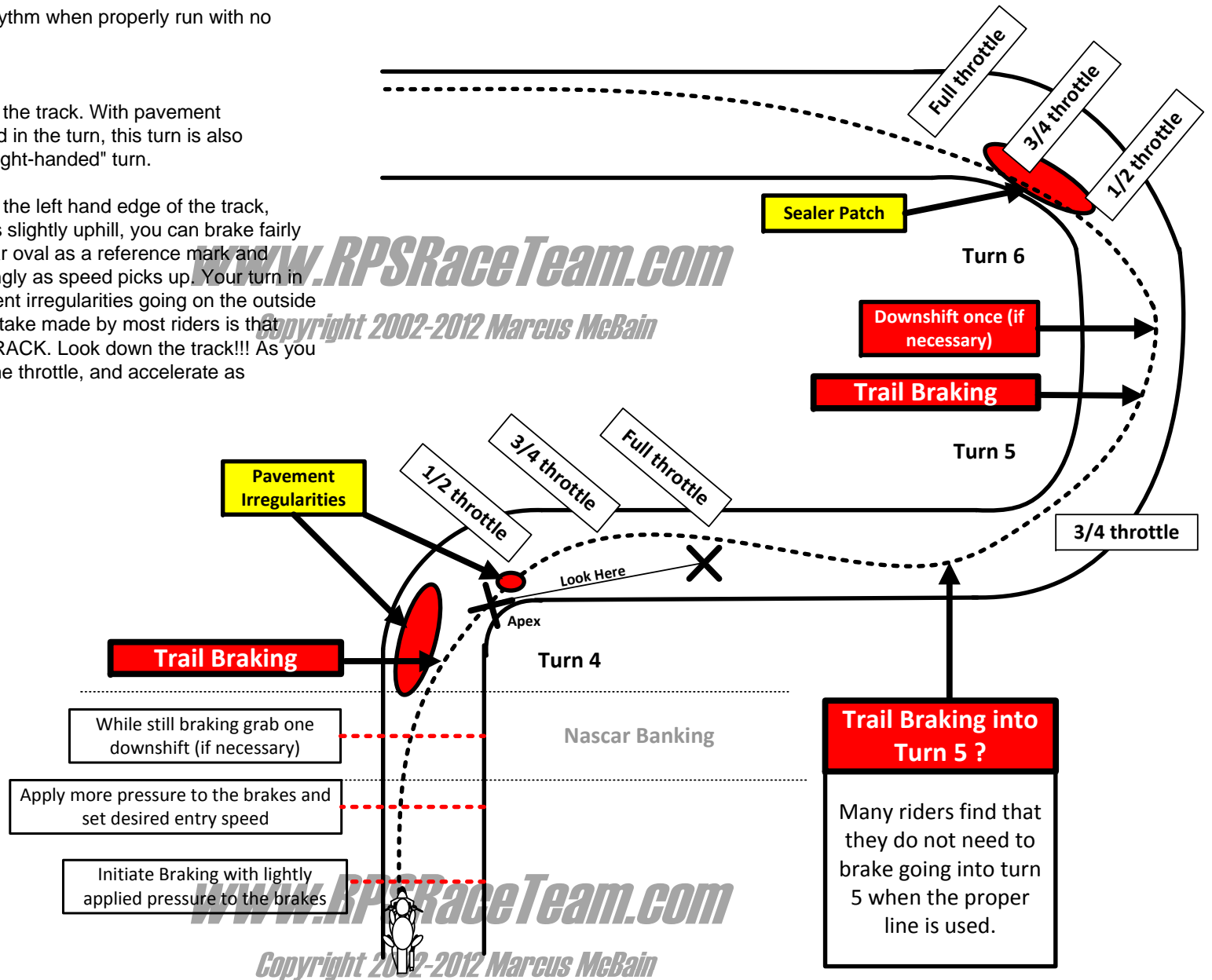
Prepare for Turn 4 about 8 ft from the left hand edge of the track, because the entrance of the turn is slightly uphill, you can brake fairly late going into four. Use the Nascar oval as a reference mark and move your brake markers accordingly as speed picks up. Your turn in should clip the edge of the pavement irregularities going on the outside of the turn 4 entrance. Biggest mistake made by most riders is that they DON'T LOOK DOWN THE TRACK. Look down the track!!! As you hit the Apex, begin to roll on the throttle, and accelerate as identified.

Turn 5/6

As you exit turn 4, drift to the right and dive to the INSIDE in turn 5. You should be about 5 foot from the inside of the track and this will help you "miss" the bump/pavement irregularities in turn 5. As you exit turn 5, roll off the throttle slightly and trail brake to prepare for turn 6. Turn the motorcycle and roll on the throttle to get a good run to turn 7.



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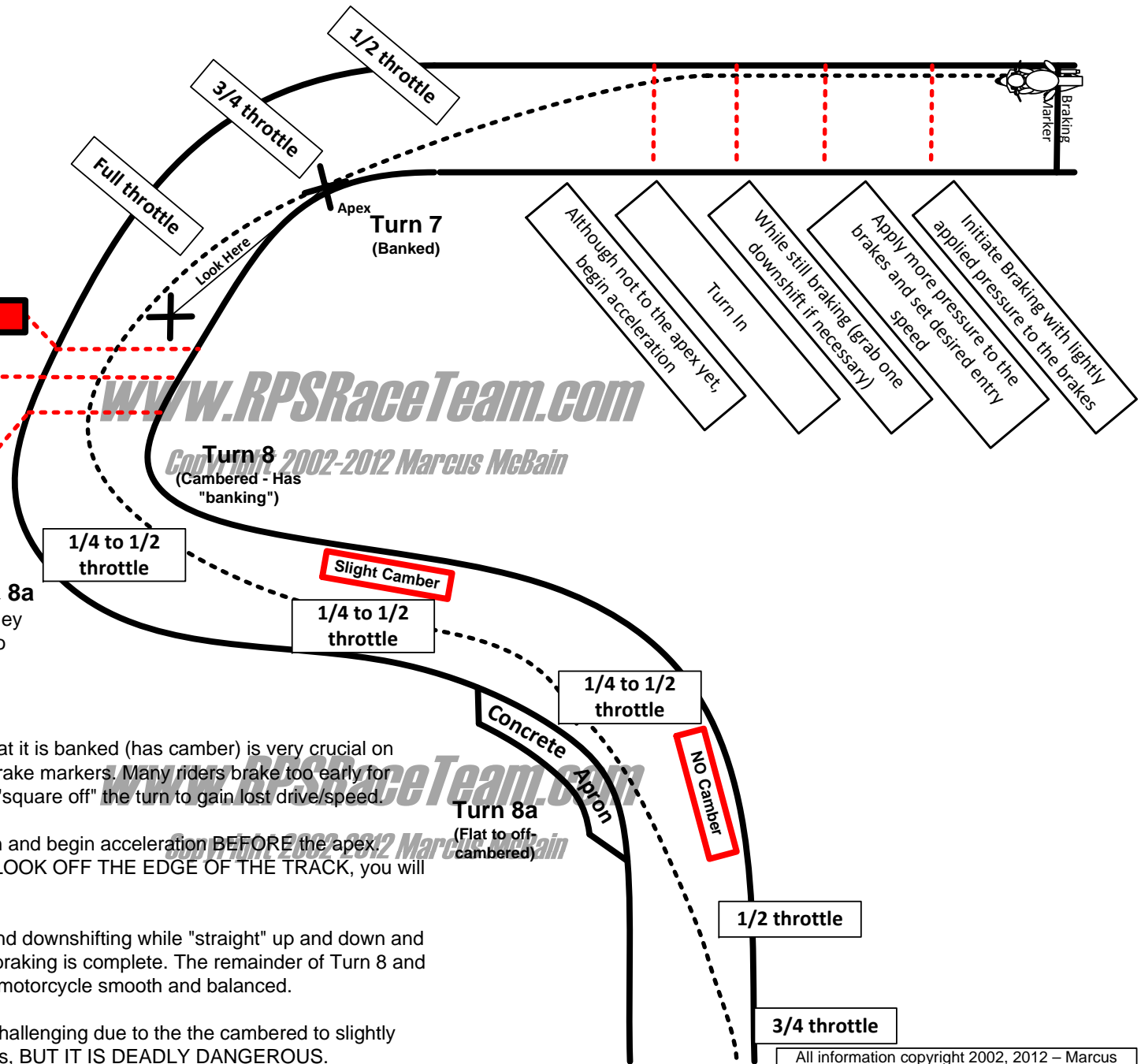
Trail Braking into Turn 5 ?

Many riders find that they do not need to brake going into turn 5 when the proper line is used.

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Trail to Medium Braking

While still braking (grab one downshift if necessary)

Turn In

Texas World Speedway Turns 7, 8, & 8a

Turns 7, 8, & 8a are a lot like 4, 5, & 6 in that they will flow into a rhythm when properly run, but do have varying speeds.

Entering Turn 7

Turn 7 is a very fast BANKED turn. Knowing that it is banked (has camber) is very crucial on selecting entrance speed and corresponding Brake markers. Many riders brake too early for this turn and find themselves having to almost "square off" the turn to gain lost drive/speed.

As you come up to turn 7 brake, downshift, turn and begin acceleration BEFORE the apex. Accelerate through the turn as shown. DON'T LOOK OFF THE EDGE OF THE TRACK, you will go there.

As you come up to turn 8 Do all your braking and downshifting while "straight" up and down and begin turning your bike after downshifting and braking is complete. The remainder of Turn 8 and 8a is an exercise in throttle control to keep the motorcycle smooth and balanced.

REMEMBER - Turn 8/8a is not only technical challenging due to the the cambered to slightly cambered to cambered nature of the three turns, BUT IT IS DEADLY DANGEROUS. Obviously, most have "heard" of the fatal incident AND the numerous crashes/injuries in this turn. DON'T MESS WITH THIS TURN. TAKE IT AS YOUR SKILL LEVEL ALLOWS.

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TWS Turns 9 & 10

These two respective turns provide the least difficulty out of the entire track. When not taken properly, they will really interrupt your rhythm and must be approached correctly to maintain good lap progress.

Turn 9

This is a tricky turn for two reasons:

- 1) The pavement irregularities coming into the turn make it difficult to "smoothly" enter the turn
- 2) You must have patience through the "horseshoe". Applying too much throttle will cause you to exit wide and "blow" your entrance to turn 10.

Transition from turn 9 to turn 10

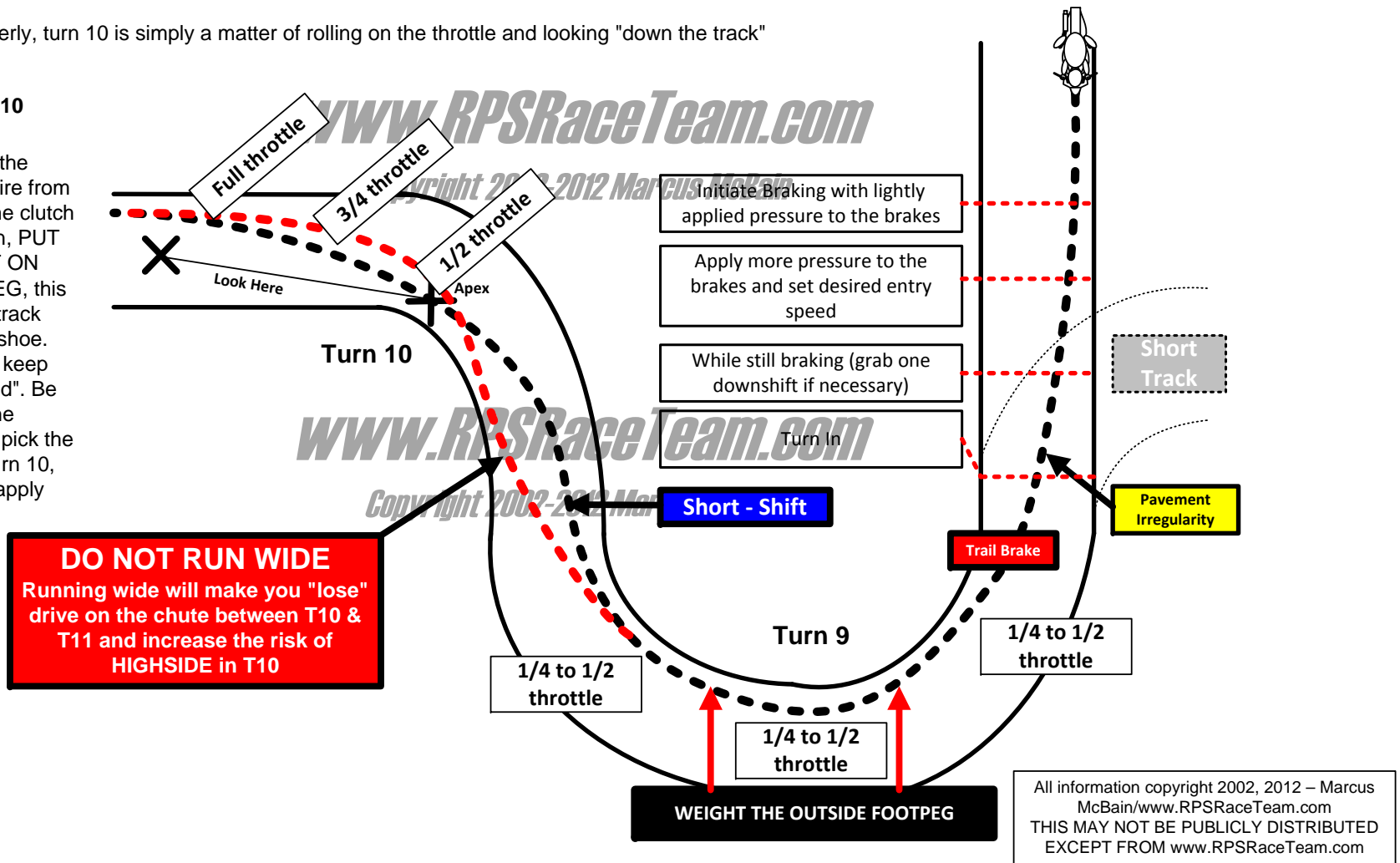
The Key to getting a good drive through turn 10 is to short shift. This will allow you to roll the throttle through all of turn 10

Turn 10

When approached properly, turn 10 is simply a matter of rolling on the throttle and looking "down the track"

Overview of Turns 9 & 10

As you enter turn 9, slip the clutch to keep the back tire from "hopping" around (pull the clutch in slightly). As you turn in, PUT ALL OF YOUR WEIGHT ON THE OUTSIDE FOOTPEG, this will help the motorcycle track better through the horseshoe. Use 1/4 to 1/2 throttle to keep the suspension "balanced". Be patient and do not exit the horseshoe wide. As you pick the bike up to transition to turn 10, shortshift and smoothly apply throttle through turn 10.



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Texas World Speedway Turns 11,12,13, & 14

Turns 11,12, 13, & 14 are really one long set of corners that fall into a rhythm when properly run, but do have varying speeds.

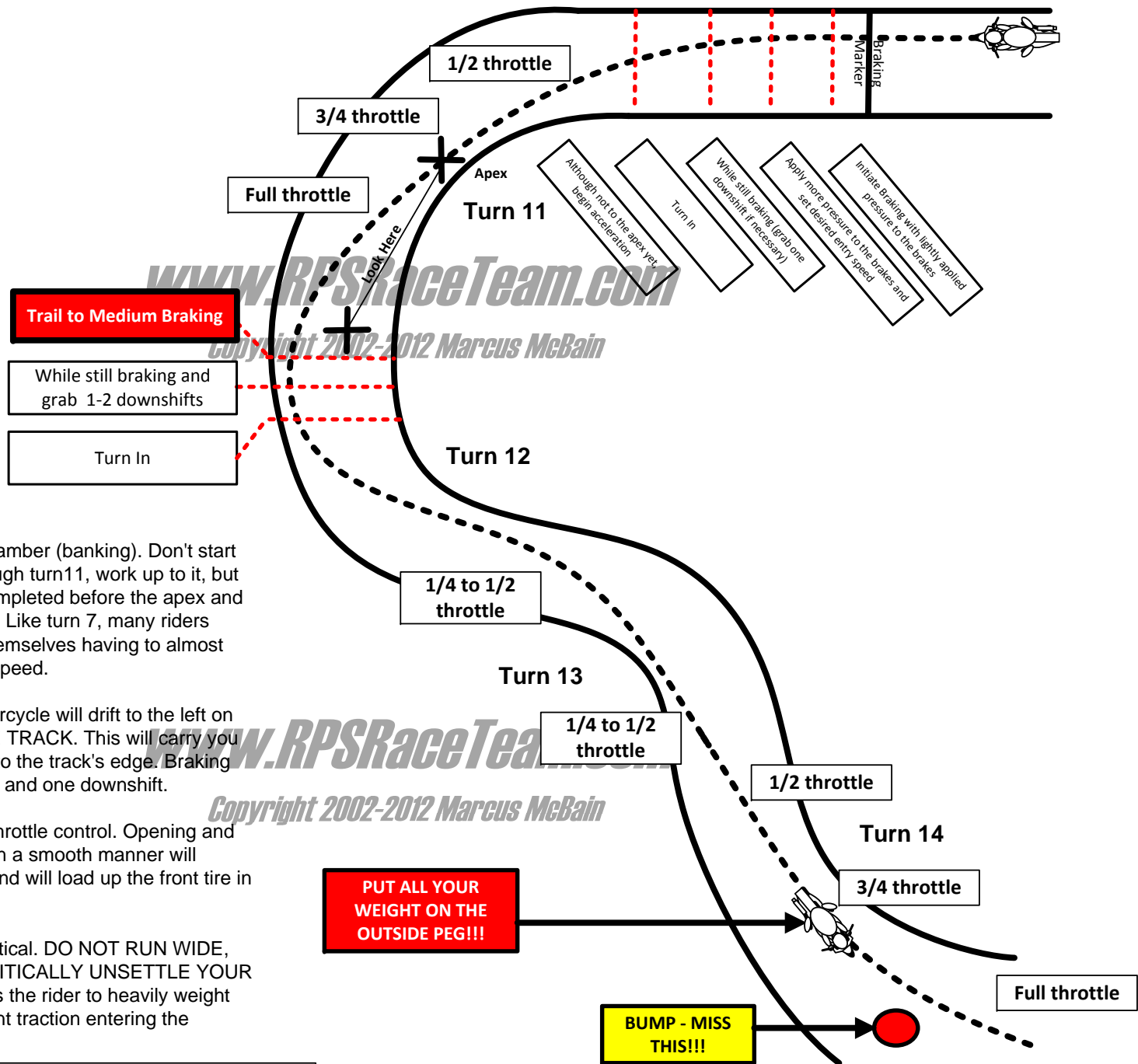
Entering Turn 11

Turn 11 is a very fast turn with some camber (banking). Don't start off too quick trying to carry speed through turn 11, work up to it, but this turn is another where turning is completed before the apex and throttle is applied also before the apex. Like turn 7, many riders brake too early for this turn and find themselves having to almost "square off" the turn to gain lost drive/speed.

As you exit 11 on the throttle, the motorcycle will drift to the left on its own. Make sure you LOOK UP THE TRACK. This will carry you further down the track before you drift to the track's edge. Braking for turn 12 is mostly heavy trail braking and one downshift.

Turns 12, 13, & 14 are all a matter of throttle control. Opening and closing the throttle in anything less than a smooth manner will prevent the rider from staying on line and will load up the front tire in critical situations.

Exiting turn 14 (onto the banking) is critical. DO NOT RUN WIDE, THERE IS A BUMP THAT COULD CRITICALLY UNSETTLE YOUR MOTORCYCLE. Exiting turn 14 requires the rider to heavily weight the outside footpeg to ensure consistent traction entering the banking/straight.



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