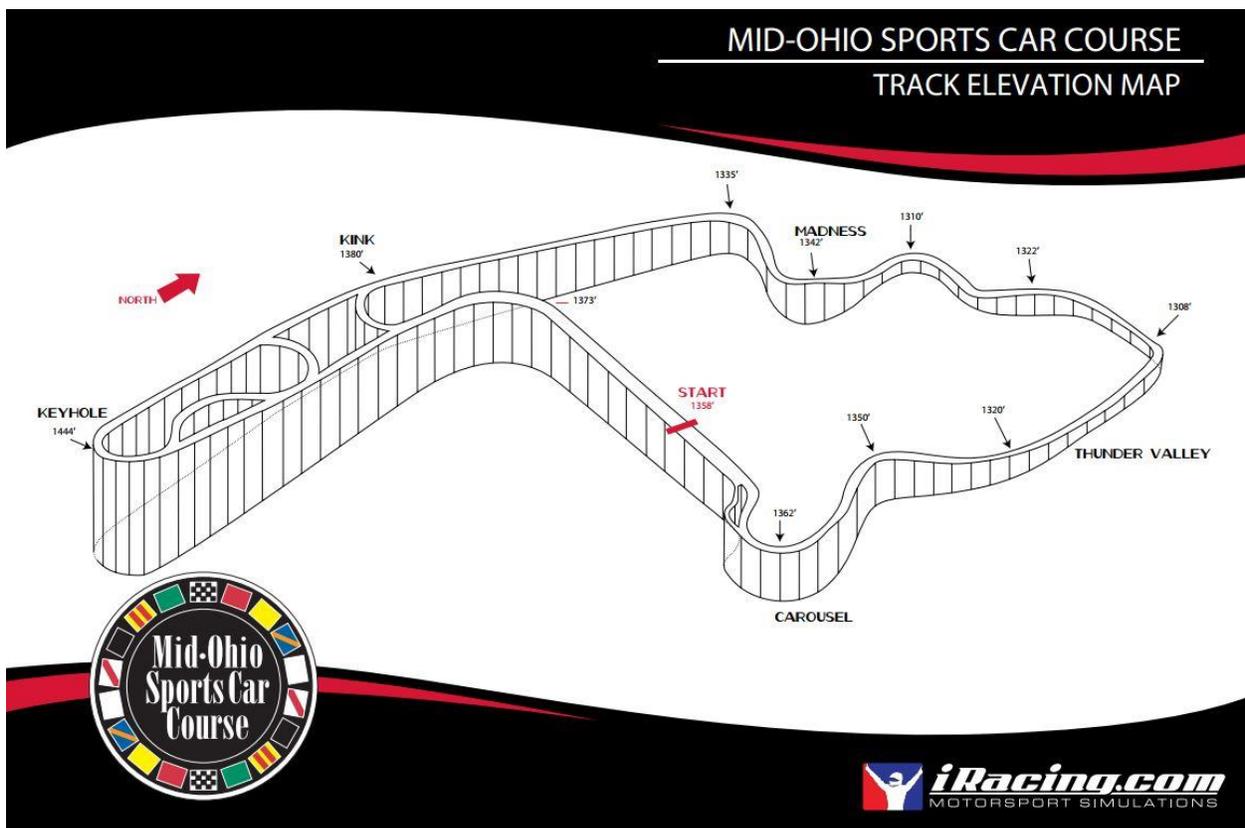


# DRIVING THE MID-OHIO RACE TRACK

First recommendation is to familiarize yourself with the track. Study the track map until you have memorized the course. Also, there is an in-car video on our website <http://ovrpca.org/Activity.aspx?ID=5> which can be very helpful.

Mid-Ohio is a 16-turn, 2.4-mile race course that is one of the best in the Midwest. It has fast turns, slow turns, blind turns and off-camber turns. Add in elevation changes and a long back straight and you see why it has been called one of the most technical and challenging tracks in the country. Needless to say, it is not an easy track to learn and drive well. However, if you work at it and listen to your instructor, you will be amazed at how well you will be doing by Sunday afternoon.



Turn 1 is a fast left hander. Brake lightly and turn-in so that the car is about 4 feet off of the curb at the beginning and gradually pull the car in so that you are right next to the curb at the end. Carrying speed through turn 1 is key to a good lap. Let the momentum of the car track all the way out to the right side of the track then gradually move over to the left to set up for turn 2.

Turn 2 is a very fast right hander. You do not need to brake going into turn 2. Use an early apex to set up for turn 3 then brake while the car is straight, aiming for the apex of 3. Note: from the start of turn 2 to the apex of 3 it is almost a straight line. For the 3-4

combination, stay in tight and carry as much speed as you can through here before braking for the keyhole.

The Keyhole (turn 5) is a double apex turn. Brake at the entry using the hill to your advantage but being careful as a bump at the entry can cause brake lockup. Let the car drift out to about mid-track before bringing it back inside to apex again as you set up for the exit. Be patient with your turn-in and don't try to get on the power too soon or you will have to lift to avoid running out of track. However, a brief lift as you turn in for the second apex will help rotate the car and enable you to get back on the power sooner.

As you accelerate down the back straight, straighten out the kink (turn 6), going from the left side of the track to the right then back to the left to set up for braking and entry into turn 7. Brake hard and downshift early until you have mastered turn 7. Accelerate out of 7 and brake again as you enter 8 about a car width from the left side of the track.

Turn 8, or Madness, is a blind left hand, off-camber, downhill turn. Do not lift off the throttle when the car gets light going over the crest of the hill. Allow the car to track-out to about mid-track before moving to the left for turn 9. Brake hard as you enter 9 and do not track all the way out to the left on exiting 9. Enter 10 about mid-track and apex on the left and get back on the throttle as soon as you can. As you go under the bridge and up the hill stay left until the turn-in for 11. Do not turn-in early and don't worry if you are a few feet off the apex at 11 as this will make the braking and turn-in for 12 straighter.

For 12, brake hard then turn-in approximately at the start of the yellow curbing on the left and work at getting onto the apex curbing. Track-out to the left and stay left until you can line up the right side of the track and the apex of 13 which is a right hand kink. Then stay right as you brake and setup for 14, a fast, blind, off-camber, left hand turn. Again, try to get your left side wheels onto the apex curbing then track-out to the curbing on the right side of the track for entry into the Carousel, turn 15.

The Carousel is similar to the keyhole. Enter on the right side of the track, getting most braking completed before going over the small hill at the entry. Downshift as you brake and stay about mid-track, lifting off the throttle if necessary if you are under steering. Turn-in to late apex and try to get your right side wheels onto the end of the apex curbing. Note: do not early apex, as this will push you to the left side of the track making straightening out 16 difficult and therefore entry onto the front straight slow. Get back on the power as soon as possible and transfer back to the left for 16 and entry to the front straight. Track-out to the right side curbing staying right as you accelerate to the braking zone for turn 1 and the start of a new lap.

Here are some commonly used terms or phrases you might hear being used:

- Brake: apply brakes or increase brake pressure.
- Brake point: the point where you start braking.

- Entry: the point where you first begin to turn the steering wheel for a turn.
- Apex: the geometric center of the turn.
- Early/Late apex: apex before or after the geometric center of the turn.
- Exit point: the point where you have finished turning and are coming out of a turn.
- Track-out: the movement of your car to the outside of the turn while exiting.
- Feathering the throttle: lifting off slightly or slightly applying more throttle when in a turn.
- Rolling on or off throttle: slowly increase or decrease throttle.
- Lift: lift off the gas pedal.
- Open or unwind the wheel: turning the steering wheel back towards the center.
- Pinching: turning the wheel too much to get to the apex.
- Trail braking: maintaining some brake pressure when initiating a turn.
- Oversteer: when the rear tires lose traction and the car begins to rotate into the turn.
- Understeer: when the front tires lose traction and the car pushes towards the outside of the turn.
- The line: the most efficient / fastest way around a race track. This will depend on many factors as well as whom you talk to.
- Both feet in: if the car is out of control or off track push both the brake and clutch pedals all the way down.

### **DON'T FORGET: EYES UP – BRAKE STRAIGHT – TURN LATE**

Eyes up-- look ahead where you want to go. Not just two car lengths in front of your car. Do not stare at the marker cones.

Brake straight -- brake in a straight line before turning in. Save trail braking until you become an advanced driver.

Turn late – turning early produces an early apex which can cause you to run out of track on the exit of the turn. A late turn-in will require a slightly slower entry speed but creates an arc which leaves you more track-out margin.

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