

## Laguna Seca

Laguna Seca is a well known, challenging course that was originally 1.9 miles long until it was revised in 1988 to its present length of 2.38 miles. The litany of great drivers who have raced there is endless. Anyone with a good memory will have a field day remembering those who have raced there. Run around the perimeter of a natural bowl, it features large runoff areas in the “new” section (Turns 2 through 5) and little runoff elsewhere. It’s a good mix of medium speed turns with the exception of the very tight Turn 11 and the signature turn, The Corkscrew. As with a lot of courses with famous “featured” turns, an argument can be made that other turns are overlooked. Such is the case with Laguna. Turns 6, 9 & 10 are just such examples.

**Turn 1** is a mild, left hand sweeper that is not an issue for most cars, but the speed carried through there can complicate placing your car for Turn 2.

**Turn 2** is a slightly downhill, double apex, tight 180° left hander. Because of the downhill entry, it’s relatively easy to out-brake yourself in an overtaking maneuver. The trick is to be clean entering the first half and get on the gas early to carry good speed down the short chute that follows.

**Turn 3** is a flat, smooth medium speed right-hander that can build on the speed gained down the chute from Turn 2. Apex after the middle (use the curbing) and get the power on as early as you can.

**Turn 4** builds on the speed gained out of Turn 2 & 3 and is usually a gear faster than 3. Like 3 it’s flat, the curbing can be used and it leads onto a short “straight”. Ample run off room is available.

**Turn 5** is a heavily banked left-hander that is approached in top gear, but is similar in speed to Turn 3. An earlier apex can work because of the slight “bowl” the corner has and because the corner opens up a little on exit.

**Turn 6** has a fast entry and aids the driver in that the turn goes uphill just past the apex. An early apex is not advised because there’s not much room on the exit, plus you need to favor the left side to get a straight shot up the hill to deliver you to the outside of the entry to the Carousel.

**Turn 7** is a slight bend to the right, but if you’ve taken a straight line up from Turn 6, you will hardly notice it.

**Turn 8 & 8A** are collectively known as The Corkscrew. Perhaps they are even better known for giving you the feeling you’re about to fall off the world. It’s a slow corner, approached from the far right...but it’s when the road disappears from view that things get interesting. If you get the first, Turn 8 left hand apex right, you can get on the power & “fall” down the hill out of 8A. Get it wrong and you will still be making corrections when you should be on the throttle. For alignment, you can sight on one of the trees in the distance for entry into 8a.

**Turn 9** is a medium speed, off camber left-hander. If you have exited Turn 8 properly, you will enter Turn 9 slightly to the right of center and stay out until you make a late apex. Avoid an early one or the off camber part will fling you out into the dirt.

**Turn 10** is another medium speed, downhill right-hander with a bit of a “bowl” feel to it. Again, an early apex is not advised. Approach from the far left (curbing is mild) and use the bowl to enter the turn.

**Turn 11** is a slow, straightforward, left-hand turn that is a little deceptive. It has a slightly downhill approach that tends to compromise your braking ability, plus the curbing on the exit is not a smooth transition from the track. The result is an entry and exit from the corner that are less than perfect.