



Scott Gaylord is a 28-year-old driver from Lakewood, Colo. In the eight years he has held his competition license, Scott has raced in over 13 different types of cars, held over 16 track records, and claimed 31 victories.

In 1985, Scott won SCCA's National SSC championship and captured the Midwest Division championship with six victories. Gaylord co-drove to two wins in the 1986 SCCA Escort Endurance series and was awarded the SportsCar SSB Drivers Cup. He also won one Firehawk enduro and scored three top 10 finishes in the Kelly American Challenge in 1986. Gaylord's 1987 plans may include co-driving with the Oliver Racing entry in the Escort Endurance series and returning to the Kelly American series.

Pueblo Motorsport Park is located off Highway 50, two miles west of Interstate 25. It is about five miles northwest of Pueblo, Colo. and two hours out of Denver. Since Continental Divide Raceway closed, I consider Pueblo the best road course in the Rocky Mountain area. If you ever have an opportunity to race there, I highly recommend it. The course is challenging due to elevation changes, long straights and a variety of corners, including the high-speed Turn One and the hairpin Turn Seven. There are many opportunities to pass, and good driving is really reflected in lap times.

Turn One

There is no set way to enter this corner because you can pass on the outside or the inside. I like to aim straight through the top part of the corner while braking; then set up for the rest of the corner by making a late turn using the banking and aiming for a late, level apex.

Turn Two

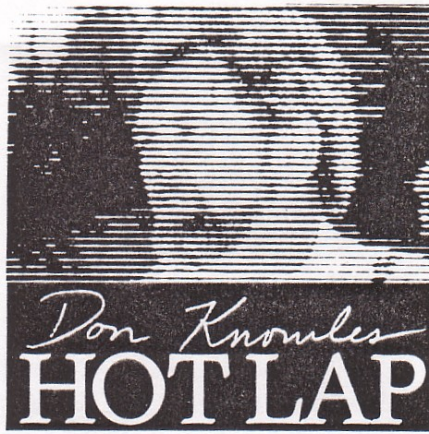
This corner has a slight banking at the apex that holds the car to the corner better than you'd expect. Each time I enter Turn Two I have to remember not to slow down too much.

Turn Three

This is such a straight-forward corner the exit on the outside of the track has a huge ditch made by cars going off. I just go for a late apex.

Turn Four

I like this corner because it is on top of a little hill and as you exit (if you are having



PUEBLO

A DRIVER WHO KNOWS THE WAY SHOWS THE WAY

BY SCOTT GAYLORD
(edited by Don Knowles)

a good day) you can look back and see how far ahead of the competition you are. (This is a good in-race confidence builder!) I just try to straddle the bumps, hang on to the corner and hit a late apex so I can fly down the hill into Turn Five.

Turn Five

The entrance of this corner is downhill and the exit is uphill, so you can enter faster than you think. Halfway through it's a little rough, but I just straddle the bumps. You feel you have no chance of completing the corner when you are going through it as fast

as possible. But due to the downforce caused by the grade going uphill as you exit, you can complete the turn. But don't get over confident.

Turns Six A and B

Six A is entered blind as you exit the hill from Turn Five. You need to learn to initiate Six A before you see it as you crest the hill. Continue your cornering action through Six B, making one large turn out of Six A and B.

Turn Seven

Talk about slow...this corner is ridiculous! I always feint a pass going into this turn just to intimidate, but sometimes I luck out and the other car lets me through.

Turn Eight

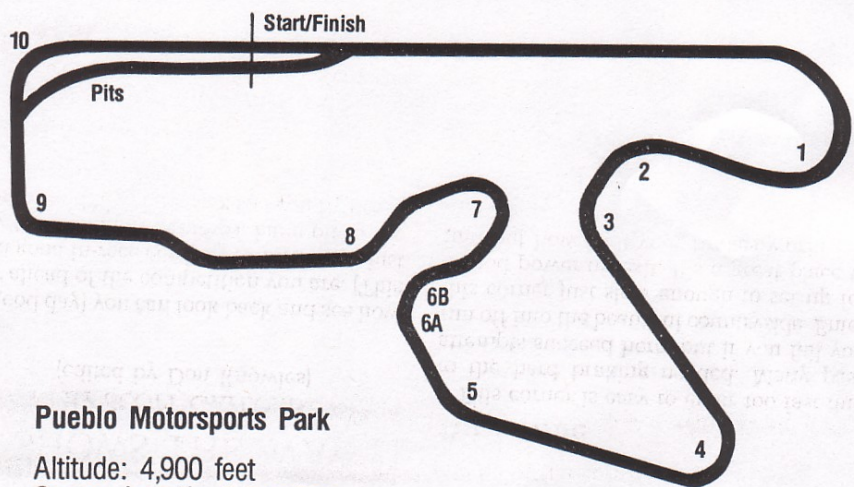
This turn is really fun when you can get it right and it's important for good lap times. You always have to anticipate this corner and enter earlier than expected. Apex in the middle of the corner.

Turn Nine

This corner is easy to enter too fast due to the hard braking needed. Many pass attempts succeed here, but if you fail you run off into the beautiful countryside. Enter this corner just slow enough to set up for a good power-on exit. It's a great place to find out how well your brakes work!

Turn 10

This corner exits onto the front straight and is blind because the tower is only three feet from the track. You can't see the exit, but I'll tell you right now the long straight awaits. No matter how far you miss the apex and go off the road, just keep the pedal down and have fun trying to recover in front of the grandstand. □



Pueblo Motorsports Park

Altitude: 4,900 feet
Course Length: 2.2 miles

Note: Scott's article is from the March 1987 issue of *Sportscar*. Numerous improvements to the track have since been made.