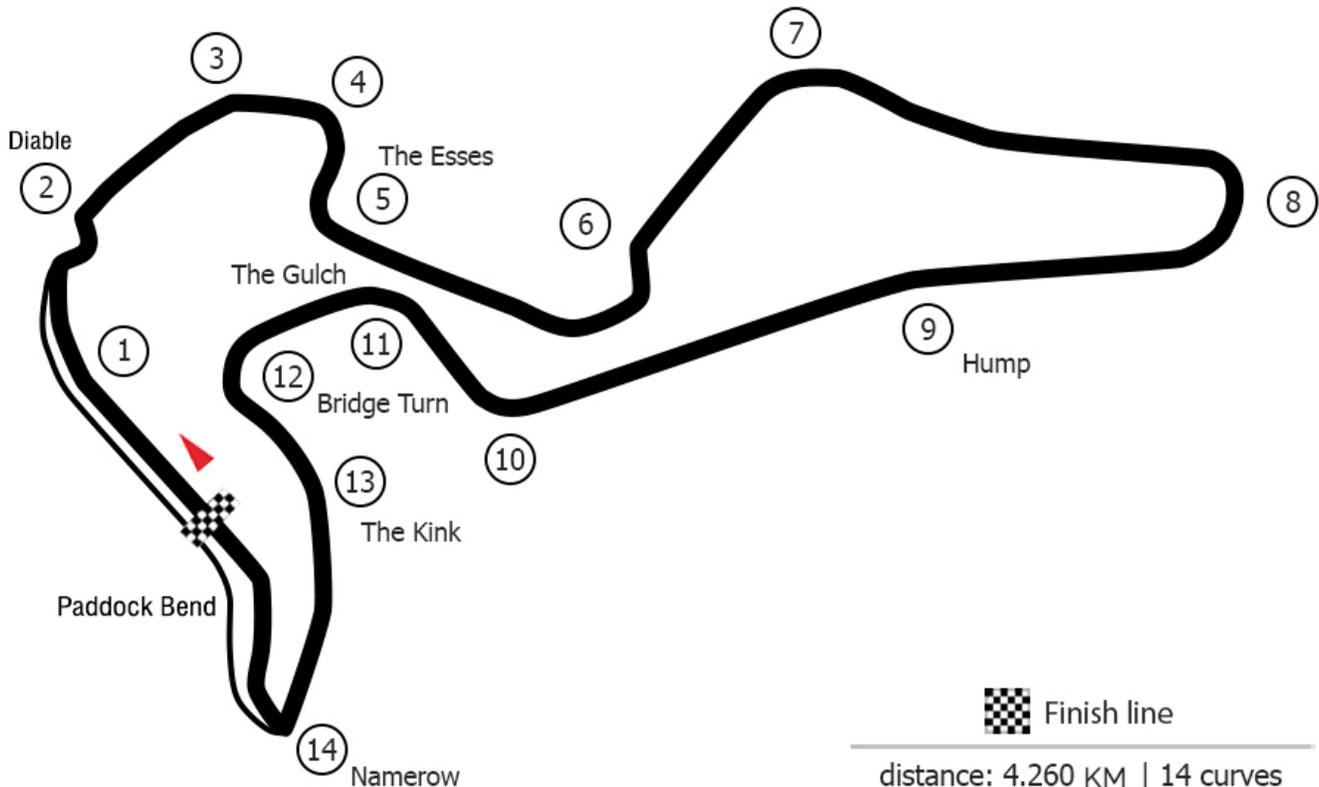




HOW TO APPROACH A LAP AT TREMBLANT RACETRACK

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This article is written with a Formula 2000 car in mind.

Corners 1 and 2

Front straight, 4th gear ... approach corner 1 from the left side of the track. About 5 or 6 feet from the wall. As the track drops off and goes out of sight, aim at 'mid-left' track. As you crest here, look at the lowest point in the 'dip' of Corner 1. About two feet from the grass on the left at the bottom of the 'dip' is the real turn-in point to bring you smoothly over the crest of the hill in corner 2. Now! Back up to the front straight... As you crest the hill towards Corner 1 and you have learned to aim at the real turn-in point at the bottom of the 'dip', you have to train yourself to look further immediately. As you approach the 'dip' in Corner 1, you have to lift your eyes to the two apex curbs that come out of the chicane in Corner 2. If you are able to clip these two apex curbs there then you are on a good trajectory over the crest of the hill. Don't unwind the wheel yet! Hold your steering input where it is until you can see. This is a fast section of the track. And blind! So setting up your trajectory and speed through here starts on the front straight!

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Corner 3 " La Diable"

Now you're coming over the hill quite fast and the car wants to slip left to the outside of the track. Let it go out to the curbs. As you crest the hill you need to lift your eyes to the apex curb for La Diable. Now you are coming down the hill on the left side of the track. It is highly recommended to touch the brake pedal a little (with the left foot) to squat the front suspension before turning into Corner 3 (La Diable). Keep your eyes on the second half of the La Diable apex curb and aim at it. Put your inside wheels up on the apex curb and it will help you get straight before heavy braking into the Esses. Straight-line-braking is the best way to utilize your cars braking system. It can allow you to brake harder and later than if you enter a braking zone with your suspension loaded on one side. Coming into the braking zone straight makes more brake force available to you. At this point on the track you are straight-line-braking to the outside of the track at the entry to the Esses. Down to 2nd gear.

Corner 4 "1st Esse"

Gentle turn in! From the outside of the track, you are entering a long, medium speed corner. You can experiment with the throttle throughout this corner but you want to be in the right spot when you come out of it and into the 2nd Esse. So entering the 1st Esse from far left. (3-4 feet off the grass). Middle of the corner, you should be in the middle of the track (raceline). Wait for grip if you have understeer and make sure to apex as soon as the right side rumble strips become straight. Stay tight to the curbs (parallel on the right side) approaching the 2nd Esse. You can sacrifice the 1st Esse to be fast from the 2nd Esse to Corner 8. Sacrificing your speed in the 1st Esse is only useful if you are quick in corner 7.

Corner 5 "2nd Esse"

Still in 2nd gear. When you have resolved your possible understeer or oversteer in the 1st Esse and you're happy with your ability to accelerate towards the 2nd Esse, then it's time to brake again. Right side of the track, as soon as you can get parallel you should be preparing for another little brush of the brake pedal to squat the front end down. Looking at about the mid-distance of the apex curb, you can turn-in pretty late and unwind from the apex. Don't use too much of that apex curb. It is important to remember that you can sacrifice a part of the 1st Esse if it will help you line up well for the 2nd Esse. This corner begins a long, fast portion of the track. Make sure that both your speed and your line, into the 2nd Esse, allow you to unwind the wheel out from the Apex to the exit. As soon as you begin to unwind the wheel in any corner, you are "laying the inside wheels down". This is removing demand from the outside (loaded) wheels and equalizing power between the two drive wheels. It will allow the engine to wind up sooner. Also, as a general rule, if you are unwinding the wheel it is almost always safe to give more throttle.

Corner 6

This is a corner that most Formula cars can take flat-out. Although it is always encouraged to apex a little past halfway through the inside curb. The outside is slippery so stay close to the line and feel free to apex late. This will allow you to finish unloading the car at mid-track and return to the left side. The reference point is the concrete wall towards Corner 7.

Corner 7

4th Gear. Far left of the track. When the wall starts, left foot brake (very lightly), lift the throttle a bit if you need to. But start your steering inputs progressively. The characteristics of Corner 7 are not to be ignored. It starts as a predictably level turn-in point, into an off-camber apex. And the exit is a drop in elevation with a change of direction. On the entry to Corner 7, try to look at a late apex. Avoid the apex curb. And you'll see that the further you look, the sooner you'll be comfortable adding throttle. Once you feel good grip in Corner 7 (even if it's at the apex), you lift your eyes to Corner 8.

Corner 8

Although most Formula cars can brake late into Corner 8, the 3-2-1 signs on the left are a good reference. Why risk it? There's nothing wrong with braking for a longer distance with less pressure on the pedal. Down to 2nd gear. In fact you can turn in with better balance if you stretch out your braking zone. Apex the first small curb and open the wheel gradually, ignoring the second inside curb. Look to the exit and throttle until it slips.

Corner 9 "The Hump"

Corner 9 is simply a long, slow (very fast) left over a crest. Stay left after the apex on the crest.

Corner 10

In Formula cars, this corner has the most grip of anywhere at Le Circuit. The problem is that your speed into this area makes the Helmet shake which makes your vision blur. This means you can't see the Apex until you are in the braking zone. Also important, this corner is the same shape as Corner 7 ... So it's a 4th gear corner?... Corner 7 exits to a straight away, this one exists into another Corner so it's 3rd, you must stay right after it's Apex! In fact, all the way right. Try to Apex late here and stay tight to the grass on the right. If you keep the steering wheel turned full throttle will help you to the Apex. For Corner 10, you only have to brake for the time it takes you to get the car into 3rd gear. As soon as it's in gear ... go!!! There is plenty of grip. Just stay right after the Apex.

Corner 11 " Gulch "

If you stay right, your car will be more balanced for Gulch than if you exit Corner 10 in the middle of the track. Gulch is a great place to keep speed. Still in 3rd gear. The true turn-in point is fine. But the 'key' is to not only make it a turn-in point, but to make it the 'point' when your suspension is well loaded. When the car starts to really react to your inputs. Therefore. To simplify, The Gulch offers plenty of grip if you turn-in slowly and early. Before you see the apex curb! You will see that the curb is friendly. And there is more space on your right when you come off that curb.

Corner 12 "Bridge"

Bridge turn is tricky. Braking uphill is easy but there is a little work to do here. As you come off the apex curb in Gulch, you should already be focused on the turn-in point for Bridge. At the top of the

hill, just before the bridge, you will notice the white line on the right side of the track has a little wave in it. This is the turn-in point. You need to brake up the hill and get the car into 2nd gear BEFORE you arrive at that point. Start turning in smoothly to a blind apex. This apex is slightly later than most people aim for. Don't turn too much or too soon, it will come into sight when you know where it is. The key point to remember in Bridge turn is that, like Corner 7, the track changes shape from the entry to the exit. It goes from banked, to level, to slightly off-camber. Not only that but the radius of the corner seems to continue after the apex. Look at its shape on a track map to see it's true shape.

Corner 13 "Kink"

Exiting Bridge to the right side of the track, try and stay there for the Kink apex and the run down to Namerow. The track changes shape a little here so the far right is the safest place to be and the shortest line to the next braking zone.

Corner 14 " Namerow "

My advice is to hug the right side of the track from the Apex of Kink to the braking zone for Namerow. Maybe you'll gain .05 of a second?! Or not. But you'll have the car well balanced when you apply heavy brakes. Brake where the track changes from a downhill to an uphill. If you use the line suggested then you are actually straight-line-braking uphill on a diagonal line from mid-track to the turn in point of Namerow. Gearing down to 1st. Think about it. This line is not only a little defensive, it's the straightest line. And it allows you to apply the brakes with confidence. This is a pretty technical corner. Slow it down so you can spend the most time on the throttle as you exit. In fact your goal should be to try to start throttling before the Apex. Late turn-in, throttle, late Apex and unwind the wheel all the way into Paddock Bend. Do what you can to stay in the middle of the track for your exit of Namerow. If you exit too far left, you will have to bring the car back to the right losing valuable acceleration to the front straight. Since Namerow is a first gear corner, it is safe to stay right for the exit without losing too much time. This line can give you better speed into Corner 1, and you will have a better balance and acceleration through Paddock Bend. Remember that many Formula cars, if set up properly, are capable of going flat-out from the Namerow turn-in point to the braking zone for the Esses. This means the turn-in point for Namerow could be 'key' to better speed towards the Esses. Slow in, fast out, opening the wheel with the throttle as early as possible.

Corner 15 "Paddock Bend"

Flat-out. Slightly late apex from the right side of the track. Keep your eyes up as far as you can see. Don't forget to use all the track here. Remember the sooner you unwind, the wheel, the faster you are at the end of that straight.