

## B. Corner Phase Mechanics.

### 1. Trail Braking.

→ What is Trail Braking?

- ↳ Technique of lighten and get continued braking into the corner.
- ↳ Blending brake and turning at the same time, enabling the driver to move mass around the car, to aid corner entry.

→ How to trail brake?

↳ Trail brake done in the following order:

1. Brake in straight line.
2. Ease of the brake when starting to corner
3. Start turning.
4. Reduce braking pressure, as increasing the steering angle.
5. Balance the using brakes.

↳ Most of the deceleration is done in straights - maximum braking while not turning.

↳ Reduce the brake pressure progressively as the ~~car~~ car is turning. (too quick and car goes off balance), to the apex. ~~and~~ ~~car~~. The car may oversteer (rotate) during this.

→ When to trail brake?

↳ Best suited for slow corners, where rotating car before apex to get open exit and early throttle.

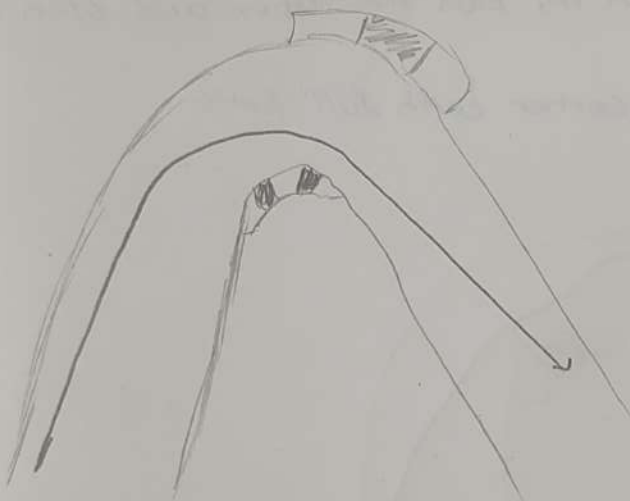
## ≡ Cornering & techniques.

↳ Corners are classified to 3:

1. Before long straight
2. Before short straight
3. Sequence of corners.

↳ Corners Before a Long Straight:

- Cars are fast in straight, in corners that precede a straight it must to try open corner ~~to~~ exit to reduce lap time.



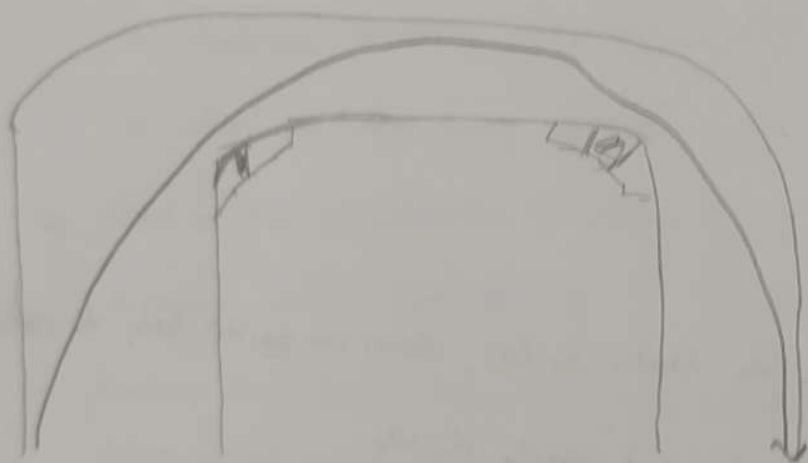
- Advantageous to brake earlier, turn in quite late to ~~open~~, open up to exit and early throttle.
- Use all the exit (open exit) to open the ~~straight~~ straight. steer angle toward the straight.

↳ Corner Before a Short Straight:

- Linking straight b/w 2 corners.
- No time for full throttle / overtake in a long period.

④ - Gaining time in entry or exit depends on the straight length.

- The straight after the first corner is short, the priority is not exit, it's not long enough to brake again for second corner.
- Should carry as much speed in the first apex, idea is to stay on throttle as long as we can turn in toward apex earlier.
- Brake after the turn in, pass the apex and open up on the exit of second corner with full throttle.



→ Sequence of corner:

- Exit line from one is entry line to another.
- Always the corner before the straight is most important.

- Aim for late apex on the second corner, to get on accelerator as early as possible, maximizing speed on the following straight.
- If gone a little wide on the first corner exit, you save little time but sacrifice in entry of next corner.

