

B. Corner Phase Mechanics

1. Trail Braking.

→ What is Trail Braking?

↪ Technique of lightend yet 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 off 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 aper. ~~and~~
~~out~~. The car may oversteer (rotate) during this.

→ When to trail brake?

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

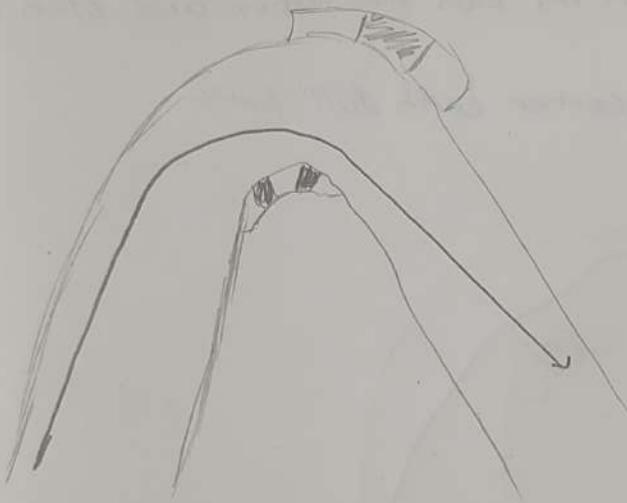
2 Cornering & techniques.

↪ 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 try open corner to exit to reduce lap time.

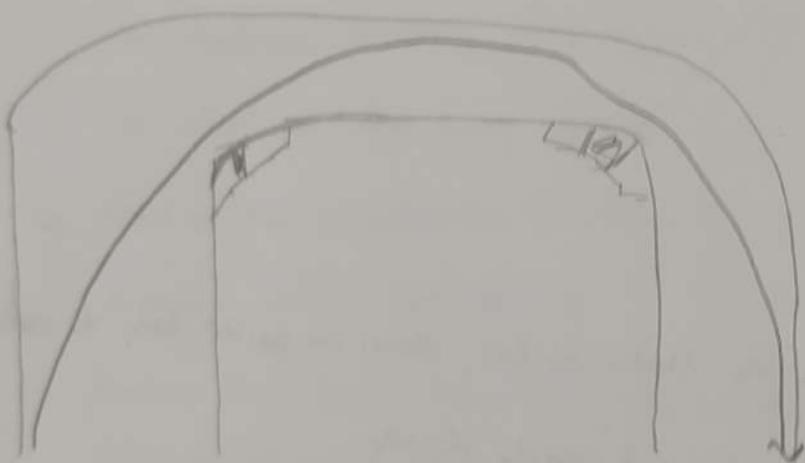


- Advantageous to brake earlier, turn in quite late to apex, open up to exit and early throttle.
- Use all the exit (open exit) to open the straight. steer angle toward the straight.

↪ Corner Before a Short Straight:

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

- Turning time in entry or exit depends on the straight length
- The straight after the first corner is short, the priority is not end, 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 corners:

- 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.

