

## Hot Lap-Thunderbolt ©2011 Krause & Associates LLC

Turn 1 is faster than it looks. Begin braking no earlier than the beginning of the left side curbing. Turn in is at the end of the curbing or just before. You should have power ON by the apex, 2/3 of the way around the inside curbing. Place your right wheels over the curbing. Track out to the middle of the left hand exit curbing.

Turn 2 is faster than it looks. The road does not turn as much as you think. It is imperative to turn in at the end of the left side curbing, aim for the left end of the tree line and put your right wheels over the middle of the inside curbing on the right, releasing the wheel as the car gets light and driving STRAIGHT across the crest, tracking out ALL THE WAY to the exit curbing.

Turn 3 is a ball test. Start easy and add speed gently. NO braking is required.. First, release the throttle (coast) in a straight line, then pick up on the throttle BEFORE turn in. Apex the right side curb right in the middle, run your right wheels over it. Progressively lift for shorter periods and then lesser lifts off the throttle. If you're going to slow, do it in a straight line before turning in. You MUST be on the gas before turning in, can be 10-30% but needs to be something. Should be full throttle by inside curbing.

Turn 4, faster than it looks. Don't worry about staying tight to the right at the exit, you have plenty of time to come back over to the right after tracking out. Brush the brakes at first after letting the car settle after the crest between T3 and T4, then back to power and turn in slow hands. Run your tires over the right side curb in the middle and let the car go out to the left. If the car is not moving at least to mid-track afterwards, you're slowing too much! Allow the car it's head here and let it track out. Speed up until you can't keep it right of center after the curb. LOTS of speed here and you can outbrake people on the left going into T5 by staying left at track out.

Turn 5. Have to control yourself here. It's a long braking zone so it's a good passing opportunity. Pass on the left and control the corner at turn in from your competitor. If you are not passing and are alone, right side of the car should be not more than a car width off the edge of the road and parallel with the right edge in a straight line. Make a decisive turn-in working from the exit back to the apex, back to turn in. Plant the left front tire on the inside curbing 1/2 way to 2/3 of the way around (several car lengths) and get on the power early and FULLY to allow the car to drift out to the right. Long straight at the exit of this so it's important. Exit is wider than the entrance.

Turn 6. I am driving towards the gate and the edge of the green ARMCO on a diagonal from the right side exit of T5 to the left side entry of T6. T6 is WAY faster than it looks because it is less than 90 degrees and very open. Middle of the curb on the inside is your apex and if the car doesn't carry you out all the way to the left at the exit, you're overslowing. This is a great place to set up a pass into T7. Try to go quicker here throughout. No braking is required, work towards a tiny lift or breathe just before turn-in or no lift later on.

T7, not as slow as Turn 5, has a favorable camber gain and a friendly apex curb. USE IT. Another longer braking zone, good place for a pass. Track out all the way to the left at the exit. IF not carried out, you're going in too slow.

T8, long sweeping right. Most important to be on FULL THROTTLE for as long as you can, THEN brake for T9. Most dawdle through here. Dawdling (part throttle, meandering around the middle of the road) is BAD, full power and coming into apex the first right curbing so that you are carried out to turn in for T9 is GOOD. Aim for the grandstand then stand on the brakes for the slowest corner on the track. Make a straight line braking zone from the inside (right) curbing to the outside (left) edge of the road for turn-in to T9.

T9, slowest corner on the track. Number one error is that people turn in too early, with too much speed and from the middle of the road. You MUST get back to the left from the apex curbing at T8 and brake in a straight line diagonally to turn in to make this work best. Make sure you get within a car width of the left edge of the road before turning sharply to the right. Start your turn in TOO late, then work back, not the other way around. Get the car slower than you think you should so that under NO circumstances do you allow the car to track left at exit more than half width after reaching the T9 apex curbing. Put the right front tire ON the curbing for at least three car lengths near the end. You should be able to open the wheel and go down the right half headed into T10. Squirt the gas here, then touch the brake to weight the nose.

T10, the hardest, longest and most patience requiring corner on the track. The road camber goes favorable to you later on and the exit is uphill, but far too many people enter too early and drive around the inside of the first two-thirds of the corner

to make this work. You should turn in from most of the way track right, not more than a car width from the right side of the road. Turn in is just before the edge of the road starts turning to the left. Stay RIGHT of center until AT LEAST the first third of the inside left hand curbing. Make an arc from right of center (or at the very least, left side tires in the midline of the pavement width) after the first 60 degrees to the left and put the left front tires on the last several car lengths of inside curb. You will then be able to accelerate strongly through 11/11A and 12 from the left half of the road. If you feel yourself being carried out right of center in the short straight between the exit of T10 and the entry of T11, you turned into T10 from the middle of the road, early apexed or got on the power too hard, too soon. FIX IT. Progressively add power and if you have to come out of it for any reason, add throttle more gently next time or fix your line.

T11 and T11A should be connected by a straight line between the middle of the curbing. Use the curbing.

T12, Turn in is directly under the leading edge of the bridge and you should use the low concrete curbing on the right as additional inside track. Keep the left side tires on the asphalt, right side tires over the curb. Track out near the end of the curb on the left on the pit straight. If you track out early, you are turning in early or wide of the apex. If you are not carried out, you are not going quickly enough.

