

A Lap of Roebling Road;

The easy way!

Elsewhere you can find some very good explanations of a lap at Roebling Road, and for the maximum drive, these are excellent materials to study. However, if you are a less than professional driver and just want to learn how to go fast, and if you have a modern car that has good torque, let's take a lap that is less frenetic and more suitable for your car and your level of experience.

Let's start out as we enter the braking zone for turn one. Brake hard and downshift to fourth gear. Take your hand off the gear shift and put it back on the steering wheel as we won't use the shifter again until out of turn nine.

As you are braking, be sure the car is well over to the left, then roll off the brake, be sure the clutch pedal is all the way out, put your left foot on the dead pedal to help keep you in your seat, and smoothly roll the steering wheel to the right to enter the corner. Reach back for the throttle and smoothly roll on the power, but just enough to balance the car and keep the rear tires from sliding.

As the right side touches the apex, ease the steering just a tad, but keep the left side tires loaded as you let the car come out to the left side of the track. Lift just a bit, increase the steering angle to pull the car to the apex of turn two, then roll on as much throttle as you can with the idea that as the car touches the apex you'll be on the mat. Notice that we give up a bit in turn one so that we can be successful in negotiating turn two.

Exit two on the far left side of the track, right at the rumble strips, then aim the car toward the right side of the track for the entrance to turn three. No braking here, just lift as necessary, then turn in to the left and look for your apex. On the power hard here, but generally not full throttle depending on how much you have under the hood. This turn is another that we give up a bit so that we can set up for turn four.

As the car comes level and the steering wheel straightens exiting three, brake hard and keep the car as far left as you can. Roll off the brake

and turn in to four as late as you can, then it's on the power and apex on the right, keeping the car to the right so you can enter five.

Turn five is a decreasing radius bit of work, and you must keep the car out as far as you can to the right, wait as long as you dare, brake hard, then turn in, even if you have a bit of brake still on. Reach for the throttle and really balance the car here because the rear will definitely try to step out. Roll the power on hard as you exit, let the car come out to the right, then aim back left and brake hard.

Roll off the brake, turn in to six and roll back on the power. Keep the car out, balance it with power, and, when you can pick up the apex, pull the car in to it, lay on the power and bring the car up the hill and let it drift as far to the left as you can. As you go up the hill keep the car out to the left until you're near the pit-in road, feather the throttle as you begin your turn in, then roll the power on harder and harder as you reach the apex.

Once you reach the apex you should be on the mat and keep it there as the car drifts out to the left side of the track for the run down the straight. Wind it out, then shift to fifth and wind it up until you get to your braking zone, then you start all over again.

Notice that we only use fourth and fifth gear which makes it much easier on the driver and the car. Notice also that we always brake and change gear in a straight line, releasing the brake and being sure that the clutch pedal is completely out before we turn in, except possibly for turn five.

Be smooth on the pedals! Not only when you press on them, but also when you release them. Be even smoother on the steering. You will find that you can turn in and generally hold the steering steady through the corner, steering with the throttle as necessary. You can make the rear tires bite with more power, and the front tires bite with a throttle lift, however, remember not to overdo it since too much of a good thing is a bad thing!

The whole object is to let the chassis take a set, and then hold it throughout the corner. The chassis and suspension is very good at taking and holding a set, but not good at all about changing back and

forth as you go thru a corner. Give it a chance to catch up with you it'll do just what you want.

Having fun??? Now go do it again!!