

# WATKINS GLEN

## TRACK GUIDE

By Dan Dazzo

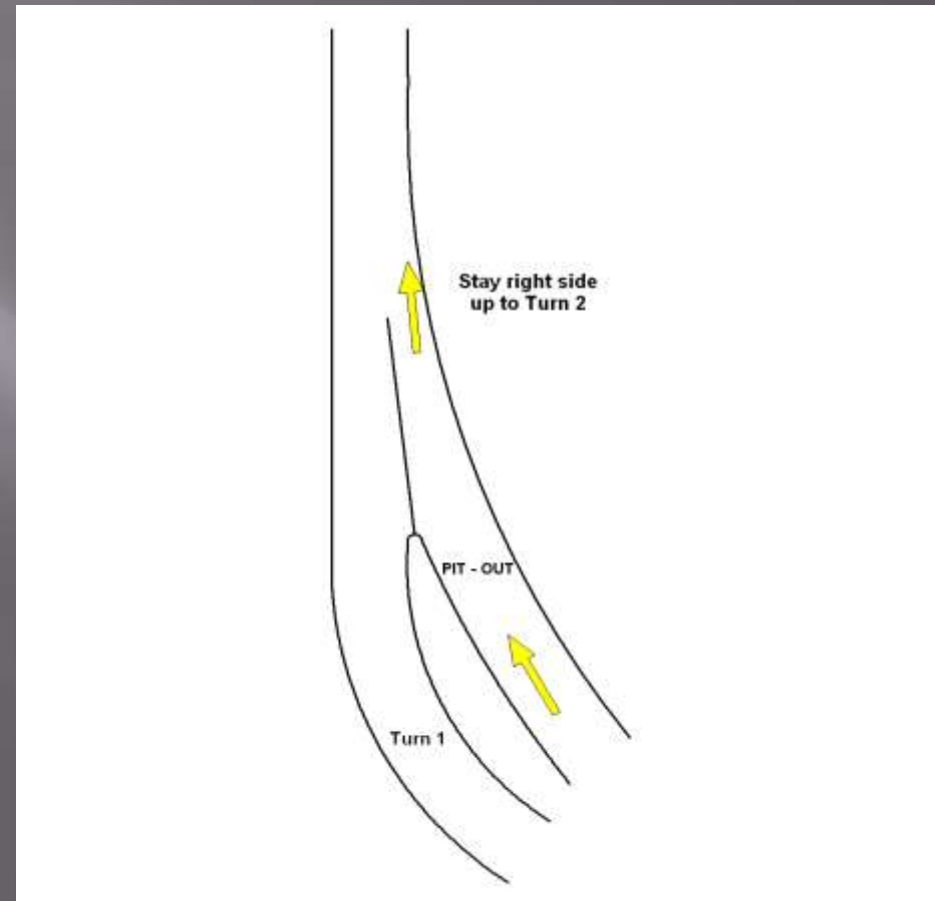
PCA – Potomac Region

# Watkins Glen

- ▣ The Glen is a 3.4 mile road course that has many elevation changes and is quite wide compared to many other courses. Higher speeds, several long straights, sweeping turns, numerous gradual elevation changes and some not-so-gradual add to the challenge and fun to driving this track.

# Track Entrance

- ❑ Pit-lane follows alongside Turn 1
- ❑ Pit-out onto the track is after track-out for Turn 1 and before Turn 2
- ❑ When entering the track stay to driver's right all the way to Turn 2
- ❑ Check your mirrors for faster cars coming out of Turn 1
- ❑ Acknowledge those cars to pass on driver's left as you begin to accelerate towards Turn 2



# Pit - Out



# Pit - Out



# Pit - Out



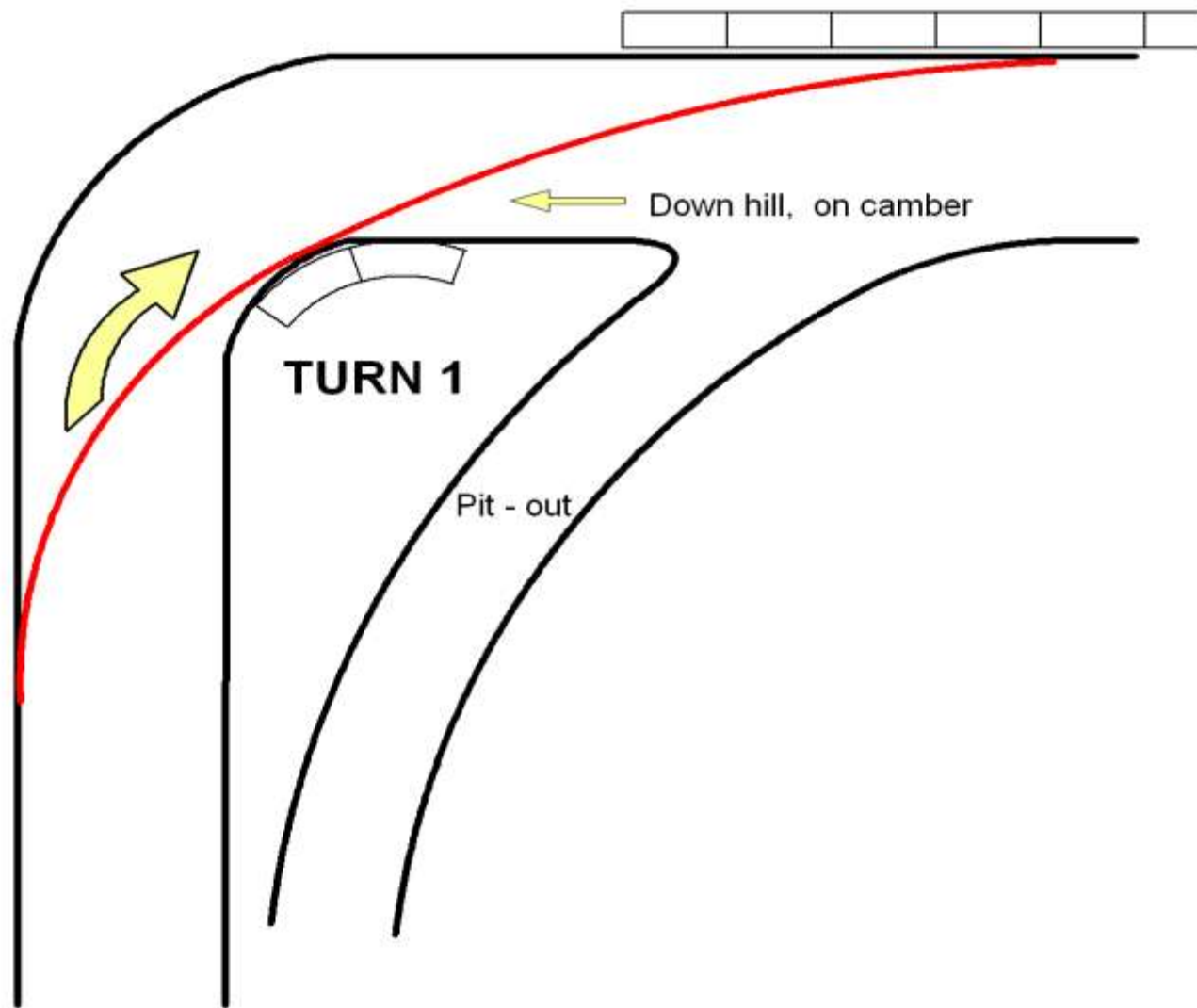


# Turn 1

## “the Ninety”

- ▣ A fast right hander when you are exactly on the marks
- ▣ Hard braking as you approach from the left side of the second longest straight
- ▣ This is a late apex corner with decisive entry
- ▣ Begin acceleration as you approach the apex and full acceleration from the apex to track-out as you open the steering
- ▣ The track is cambered toward the apex and is downhill

# Turn 1 “the Ninety”





# Turn 1 “the Ninety”



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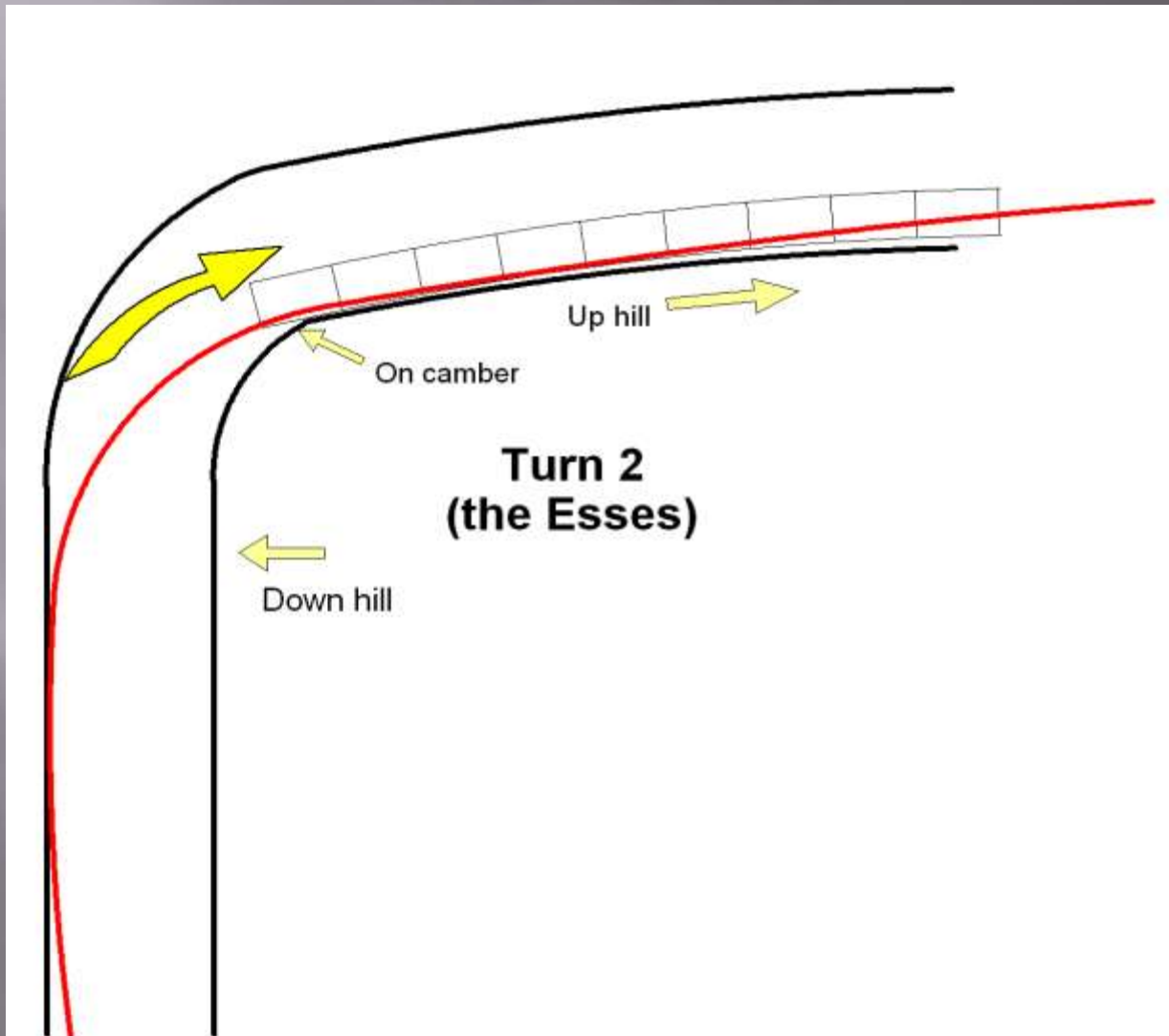
# Turn 1 “the Ninety”



## Turn 2 the Esses

- ▣ The esses (T-2, 3 &4) in combination with the back straight is the longest and fastest at WG
- ▣ Turn 2 is fast and entered gradually with minimal braking
- ▣ Check your mirrors on the approach for cars on the right from pit-out
- ▣ The apex of T-2 is along the curbing on the right
- ▣ The track is cambered toward the right hand curbing

# Turn 2 the Esses





# Turn 2 the Esses



# Turn 2 the Esses



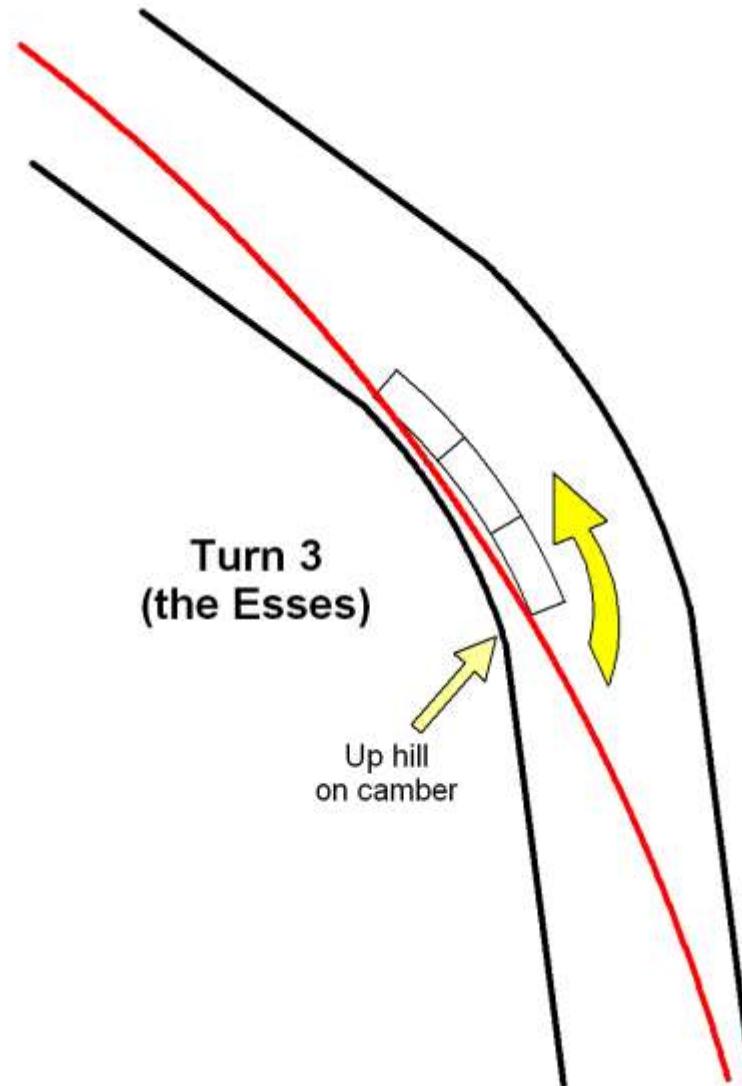
# Turn 2 the Esses



# Turn 3 the Esses

- ▣ Now going uphill at the end of the curbing for T-2 you begin to move across the track to Turn 3
- ▣ The transition and line should be smooth as you accelerate
- ▣ Apex the curbing on the left about midway
- ▣ The track is cambered slightly toward the apex

# Turn 3 the Esses





# Turn 3 the Esses



# Turn 3 the Esses

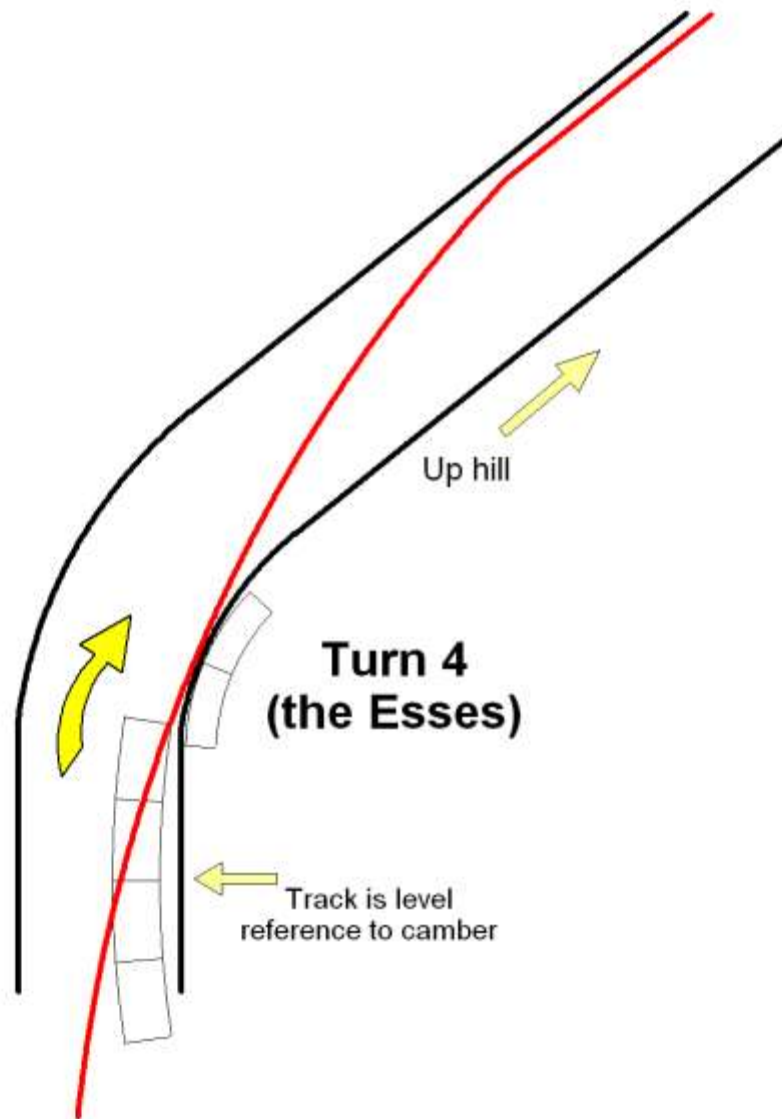




## Turn 4 the Esses

- ▣ At the apex of the curbing on T-3 begin your smooth transition to the right while still accelerating
- ▣ Apex the middle of the red/white curbing driver's right
- ▣ Now continue the arc back to driver's left for the track out of T-4, checking your mirrors for faster cars and passing situations

# Turn 4 the Esses



# Turn 4 the Esses



# Turn 4 the Esses



# Turn 4 the Esses





# Turn 4 the Esses

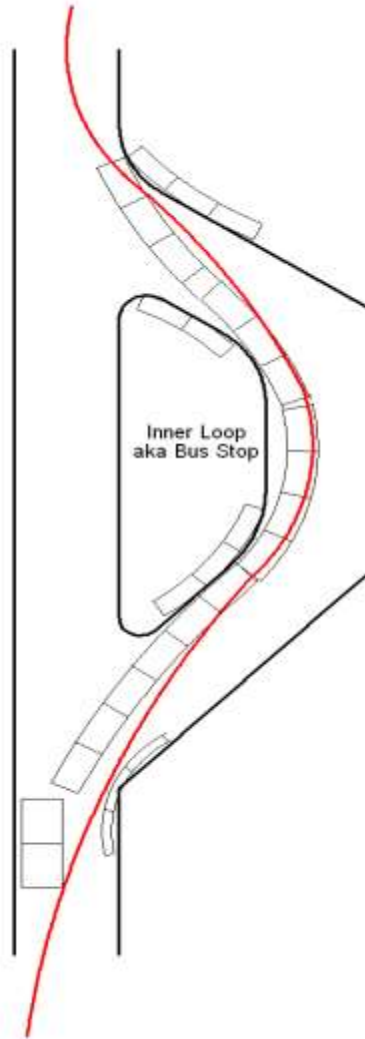


# Inner Loop the Bus Stop

- ▣ Hard braking at the end of the back straight
- ▣ Entry into the inner loop is a hard right hand turn.
- ▣ Apex on the short curbing driver's right
- ▣ Now begin a sweeping left arch down the middle of the track and apex the second apron driver's left
- ▣ Exit the loop as you apex the small curbing on driver's right



# Inner Loop the Bus Stop



# Inner Loop the Bus Stop



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# Inner Loop the Bus Stop





# Inner Loop the Bus Stop



# Inner Loop the Bus Stop





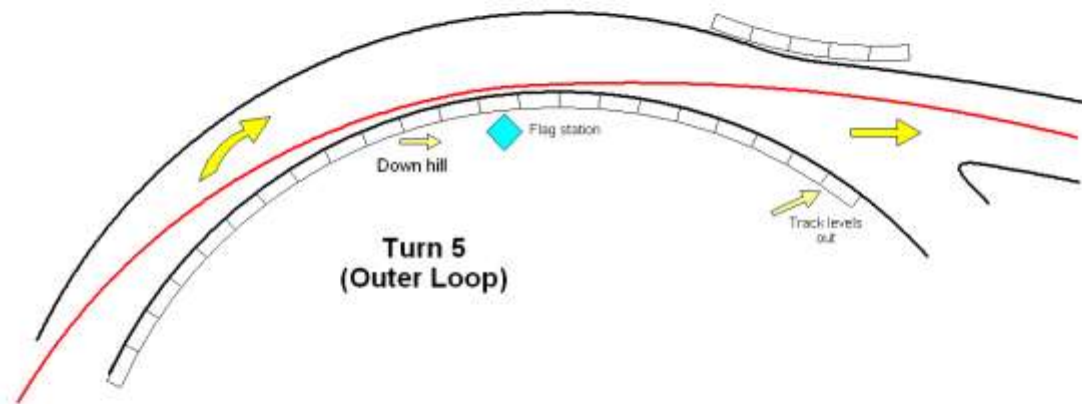
# Turn 5

## Outer Loop

- ▣ Begin the outer loop, Turn 5, by approaching about 1/3 from track left
- ▣ Your line should be a long, smooth, sweeping arch to the right
- ▣ This is a very late apex. A good reference is the flag station, driver's right, just prior to the apex
- ▣ The track now begins a downhill route with slight camber toward the apex; along with your momentum the car will work towards track-out at driver's left

# Turn 5

## Outer Loop



# Turn 5 Outer Loop



# Turn 5 Outer Loop



# Turn 5 Outer Loop





# Turn 5 Outer Loop



## Short Course Bypass

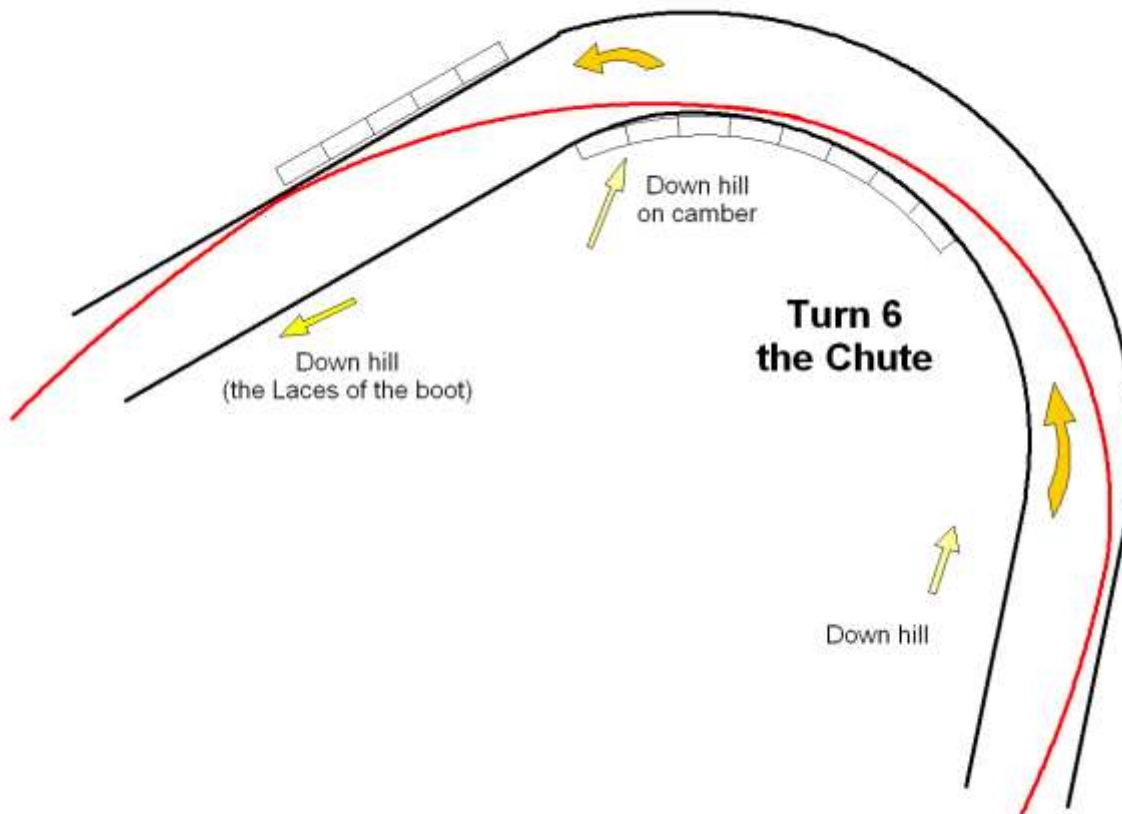
As you track out of Turn 5 you will pass the Short Course Bypass on driver's right



# Turn 6 the Chute

- ▣ From track left you will cross over to track right , straighten the vehicle and brake hard
- ▣ At the entry point for Turn 6 the apex is not visible and you are heading down hill
- ▣ Enter with a smooth arc leading toward the apex using the pavement seams as a guide
- ▣ On the approach and thru the apex accelerate and open the steering to track-out on driver's right almost near the end of the apron
- ▣ Continue the arc to cross over to track left to set up for Turn 7

# Turn 6 the Chute



# Turn 6 the Chute





# Turn 6 the Chute



# Turn 6 the Chute



# Turn 6 the Chute





# Turn 7

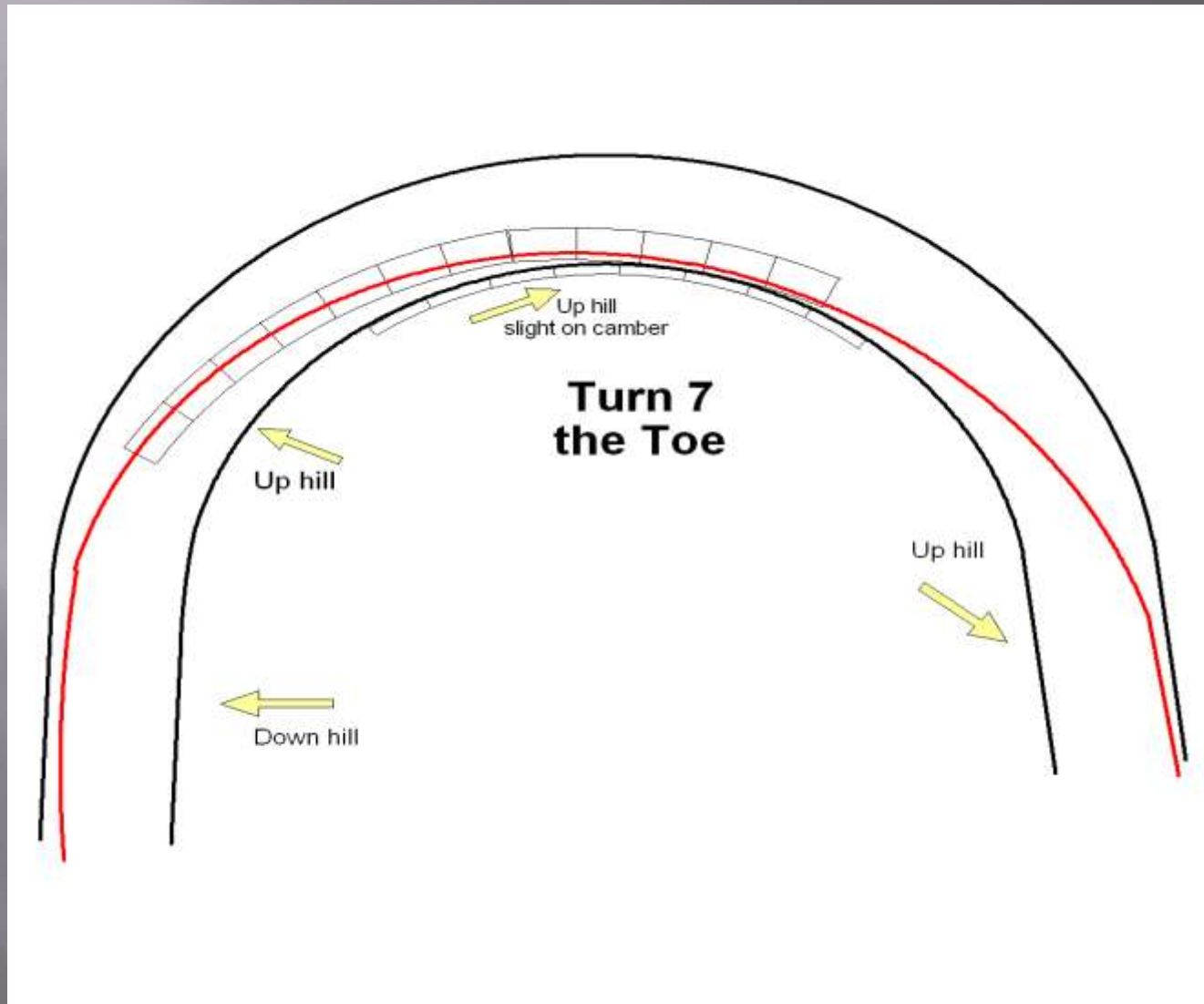
## Toe of the Boot

- ▣ Approach on driver's left with late, hard braking
- ▣ Use the pavement seams as a reference and guide toward the late apex
- ▣ At your transition point, tighten your arc and begin acceleration
- ▣ From the entry it is all uphill with the track cambered toward the apex curbing; after the apex it is level camber but still up hill
- ▣ Open your steering towards driver's left to track-out



# Turn 7

## Toe of the Boot



# Turn 7

## Toe of the Boot



# Turn 7

## Toe of the Boot



# Turn 7

## Toe of the Boot



# Turn 7

## Toe of the Boot





# Turn 7 Toe of the Boot



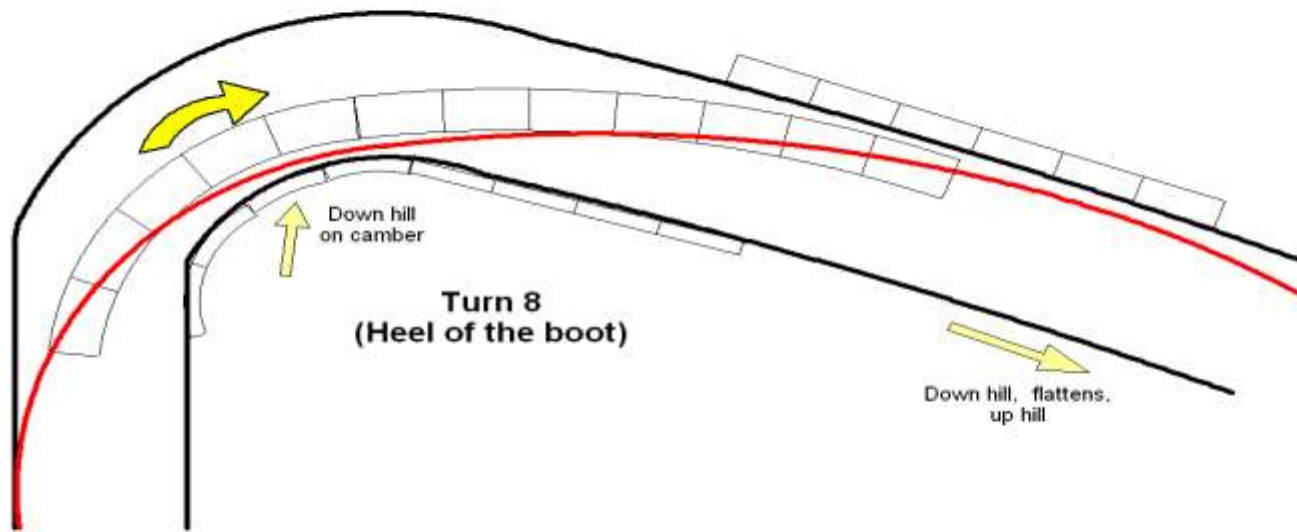
# Turn 8

## Heel of the Boot

- ▣ Coming out of T-6 this straight will crest about midway and you begin a downhill process similar to T-1
- ▣ Stay driver's left and brake hard
- ▣ Late apex similar to T-1 with the track cambered to the apex curbing and downhill
- ▣ Begin to accelerate before the apex and open you steering for a smooth arc to track-out driver's left midway on the curbing
- ▣ Use the pavement seams as a guide
- ▣ Crossover to track right for Turn 9

# Turn 8

## Heel of the Boot



# Turn 8

## Heel of the Boot



# Turn 8

## Heel of the Boot





# Turn 8

## Heel of the Boot



# Turn 8

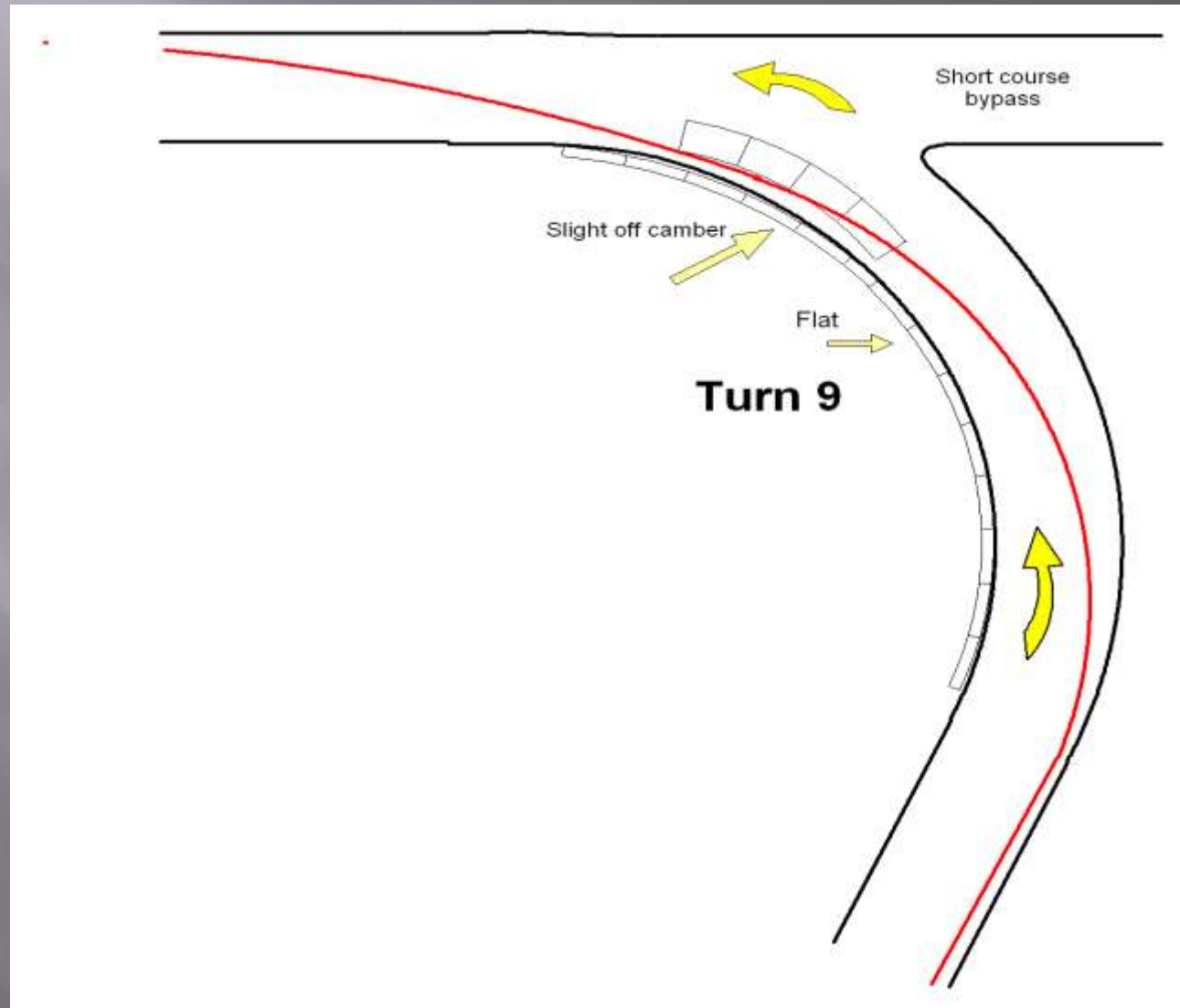
## Heel of the Boot



## Turn 9 (Off Camber Left)

- ▣ This is now an uphill approach, stay right and firm braking
- ▣ Entry is late and a wide arc as the apex is not visible from the entry
- ▣ Arc inward toward apex with moderate power and use the pavement seams to guide to apex
- ▣ Very late apex, accelerate upon approach at apex then open your steering for a smooth easy arc to driver's right track-out which is well down the straight

# Turn 9 (Off Camber Left)



# Turn 9 (Off Camber Left)





# Turn 9 (Off Camber Left)



# Turn 9 (Off Camber Left)



# Turn 9 (Off Camber Left)



# Turn 9 (Off Camber Left)





# Turn 10

- ▣ Light braking for the approach to Turn 10
- ▣ Use the pavement seams for the approach and line through the mid apex on driver's left
- ▣ Begin acceleration near apex and open your steering to track-out driver's right about mid-way on the curbing
- ▣ Continue the arc after track-out in order to cross over to track left and set up for turn 11



# Turn 10



# Turn 10



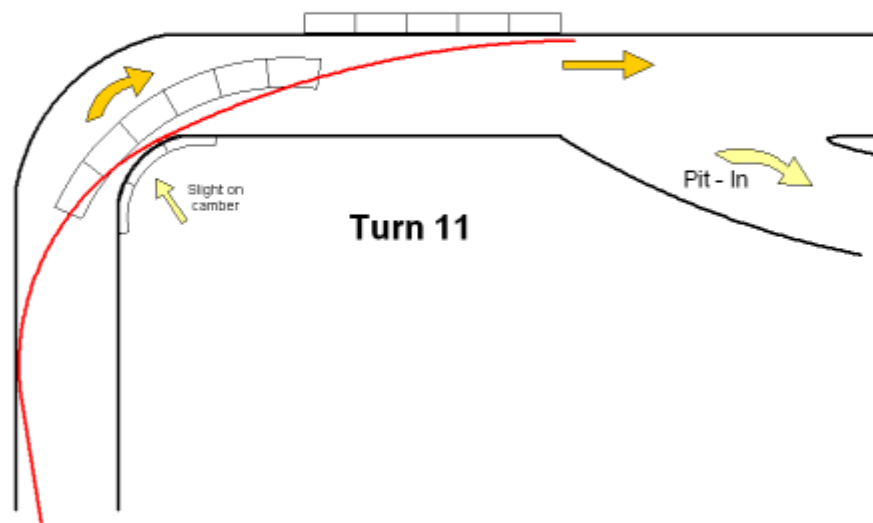
# Turn 10



# Turn 11

- ▣ Modest braking needed on the approach, left side of the track to Turn 11
- ▣ Mid to slightly late apex and again you can use the pavement seams as a guide
- ▣ Strong acceleration through T-11 to track out
- ▣ Open the steering for a smooth arc to begin the second longest straight
- ▣ Pay attention to possible cars going to pit-in as you may have to adjust your line, approach and apex

# Turn 11





# Turn 11



# Turn 11



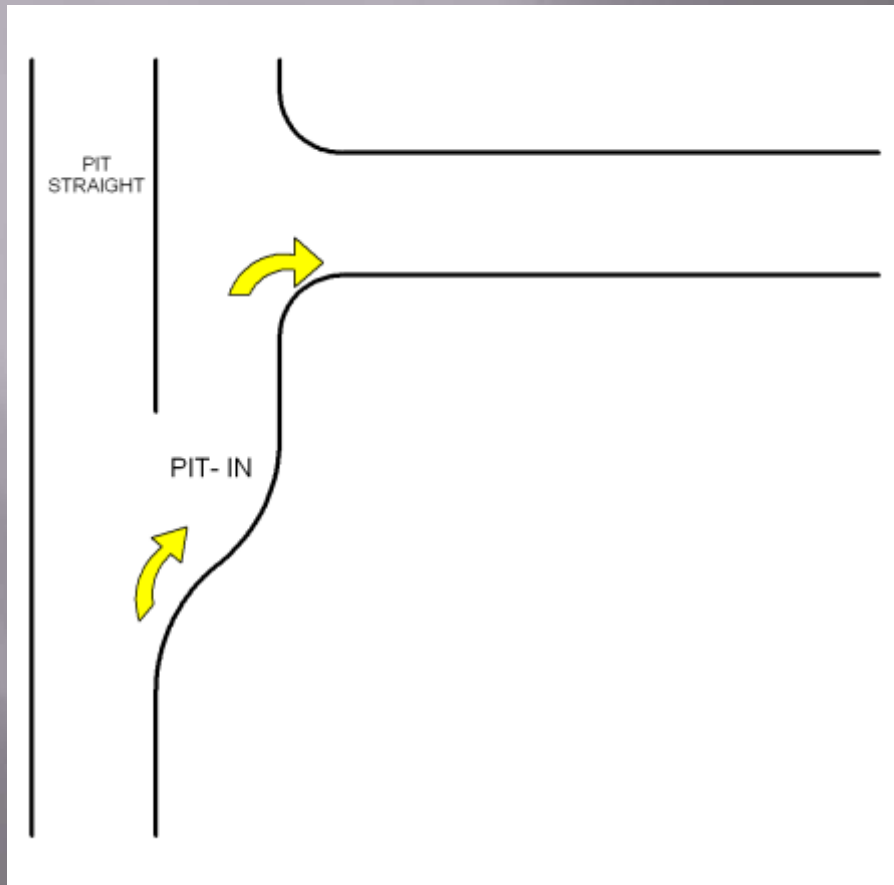
# Turn 11



# Pit Straight



# Pit In



- ▣ Coming out of Turn 10 stay track right
- ▣ Give the pit-in signal
- ▣ Slow down and stay track right through the inside of Turn 11
- ▣ Stay track right out of T-11, slow down and bear right into the pits



